



## PRESS RELEASE

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# 2015-2023 A MULTI-STAGE RENOVATION IS SET TO TRANSFORM PARIS-NORD STATION, DELIVERING BETTER SERVICE TO ITS 700,000 DAILY VISITORS AND RESTORING IT TO ITS RIGHTFUL PLACE IN THE URBAN FABRIC

## 2015-2023 Transforming Paris-Nord station



Paris-Nord is the biggest train station in Europe and the third-largest worldwide, serving rail passengers, commuters, tourists and the people living nearby. Every day, it meets the needs of some 700,000 visitors—the equivalent of the entire population of Amsterdam, Athens or Bordeaux, or seven times the capacity of Wembley Stadium. An international gateway to Paris and the largest commuter hub in France, Paris-Nord covers 80,000 sq m and handles over 2,000 trains a day—Eurostar and Thalys serving Northern Europe, TGV and Intercités, TER regional trains and Transilien commuter trains for the Paris region. The station is also connected to three Métro lines, and a total of 19 bus lines serving Paris day and night.

Inaugurated in 1864 and expanded in 2001 to include two concourses for Paris region commuters, the station will play a critical role in shaping 21st-century mobility and making Paris and its surrounding region both liveable and competitive. On 24 June 2015, Patrick Ropert, Managing Director of SNCF Gares & Connexions, and architect Jean-Michel Wilmotte unveiled a sweeping, multi-stage renovation plan that will transform Paris-Nord between 2015 and 2023. Anne Hidalgo, Mayor of Paris, and Guillaume Pepy, Chairman of SNCF's Supervisory Board and Chairman & CEO of SNCF Mobility, were present for the event.

## 2015-2018 The first wave of transformations improves service and amenities

### ➤ Through November 2015: making commuter transport the top priority.

The underground station for RER lines B and D will be refurbished, creating a safer, more welcoming environment. Workers will install new lighting, repaint the station in white and light grey, and replace all escalators and furnishings, both on the platforms and on the mezzanine level above. On the mezzanine, nearly all of the shops currently in the station will be replaced, improving and diversifying the range of services offered to commuters. Irish artist Liam Gillick



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© Patrick Bouchain

will add the final touches to the makeover, transforming a total 2 km of wall space along the tracks into a vast fresco symbolizing his commitment to the battle against climate change.

In addition to benefiting commuters, these improvements will ready Paris for the COP21 climate conference in November 2015.

➤ **Through 2018: redesigning the main concourse for more light, less congestion and more convenience.**

Located in the heart of the 1864 building and close to the station's access points, the main concourse will reclaim its role as the heart of Paris Nord station. As flows of arriving passengers are reconfigured, the concourse will become an indoor shopping street, with new dining options and in-station services. New information screens will be installed in front of the platforms, replacing the huge departure board—now a source of congestion in this high-traffic area. New stone flooring and new lighting in the main concourse and the addition of new Transilien ticketing areas will round out the improvements to this vital part of the station.

Improvements set for 2015-2018 will be phased in year by year and remain within the footprint of the existing station. Paris-Nord will continue to serve 700,000 customers a day throughout the works—another unique feature of this bold transformation.



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➤ **Through spring 2016: renovating the cross-channel terminal and doubling its size.**

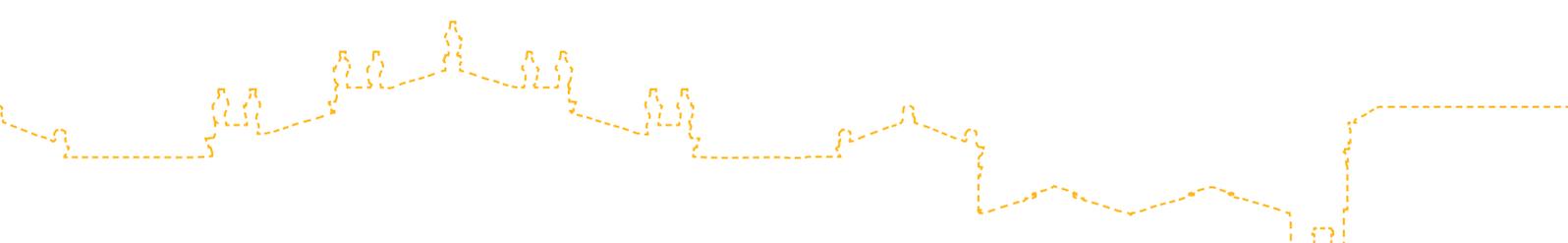
The Eurostar security check area, boarding area and waiting areas will expand to handle a 20% increase in traffic, as new 900-seat trainsets replace the existing 750-seat units. New shops will also be added, and the lounge, now at the far end of the Eurostar terminal, will move to the third floor, occupying the site of the hotel formerly located inside Paris-Nord, with access via a long 19th century-style walkway.

**Chef Thierry Marx will open a new brasserie between the 1864 station and the glass-roofed Transilien area. Designed by architect Patrick Bouchain, the 674-sq m restaurant will offer both take-away and seated dining options.**

These improvements will ready Paris for its role as host of Euro 2016 in May 2016.



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## 2018-2023

A second phase of renovation, proposed by architect Jean-Michel Wilmotte, expands Paris-Nord significantly and opens it up to the city around it.

### ➤ Create a new hub linking Paris-Nord to Paris-Est and the Magenta regional transport station.

This new complex will no longer simply be a collection of transit points—it will become a vital link in the urban chain. Open to the city, it will create new connections, providing services, office space and shops for its neighbours and smooth, hassle-free public transport for passengers.



### ➤ Build a new mainline departure hub to the east and north.

This new hub will extend from the existing commuter station on the east side of the 1864 station, separating all departing passengers from arrivals and directing them toward a flat, slim structure—a wide, glassed-in walkway that will overlook and provide access to the mainline tracks. A large open-air garden and a new retail complex flanked by office space and a bus/taxi platform will spark fresh interaction between the station and the neighbourhood, transforming rue du Faubourg Saint-Martin into a bustling, attractive new artery.

### ➤ Expand the cross-channel hub to the west.

The existing taxi area between Paris-Nord and the Étoile du Nord building will be covered by a glass roof, creating a true intermodal transfer area capable of handling current and future cross-channel passenger flows. Escalators, positioned in a large light-well opening onto the station's west façade, will lead passengers to the security check area, and then to services and shops. The boarding area, running along the large stone pilasters of the 1864 building, will open up entirely new perspectives on the station's interior. The Étoile du Nord building will become a five-star hotel, generating synergy with the station and creating a destination for European visitors and business travellers.

### ➤ Redirect arrivals and restore the beauty of the 1864 station.

Once the new departure hub is in place, arriving and departing passengers will be separated. The unsightly structures added to cope with the jumble of passenger flows can then be removed, restoring the historic interior to the purity of its original architecture.





© Wilmotte

➤ **Expand the arrivals forecourt to the south.**

Once ground transport is relocated, the forecourt will be opened up, restoring the stone pediment on the historic 1864 façade to all of its aesthetic and symbolic power. A slim, minimalist new structure—a delicate vault of glass and steel—could be built within the five large stone tympana of the 1864 façade, with new restaurants to complete the transformation. The forecourt will become a lively, festive place—a graceful welcome to an open, airy City of Light.

THIS LARGE-SCALE  
TRANSFORMATION WILL ALLOW  
PARIS TO KEEP PACE WITH THE  
MAJOR INTERNATIONAL EVENTS  
WHICH MAY TAKE PLACE  
IN THE CITY IN 2024

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