

Budget participatif: á quoi rêvent les Parisiens?

Analyse des projets soumis in 2015

http://www.apur.org/sites/default/files/documents/budget_participatif_paris_analyse_projets_2015.pdf

Participatory Budgeting: What are Parisians dreaming about?

Analysis of projects submitted in 2015

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Introduction and General Background

Launched in 2014, Participatory Budgeting in Paris, with 5% of the total investment in the city, put in place a means of citizen participation across Paris. It allowed Parisians to submit projects to express their hopes and concerns for their living environment, for their immediate environment, the street where they live, their area and the city.

The first phase of participatory budgeting concentrated on an evaluation of how they had worked.

This report examined the details of all 5114 projects submitted in 2014 and their geography. The mapping was an essential part of the results of the study to give a picture of geographic and social need to the participatory budgeting work.

It brought together evidence relating to the geography of the projects, the reasoning behind them, the density of the propositions, and the themes. Are the projects proposed in a specific area or location or are they more general? Are there certain themes that are receiving more interest from residents? What are the places of most concern?

In 2015, Parisians submitted 5114 projects, 3158 in 2016. The reduction in number can be explained by a lot of duplication of projects in 2015.

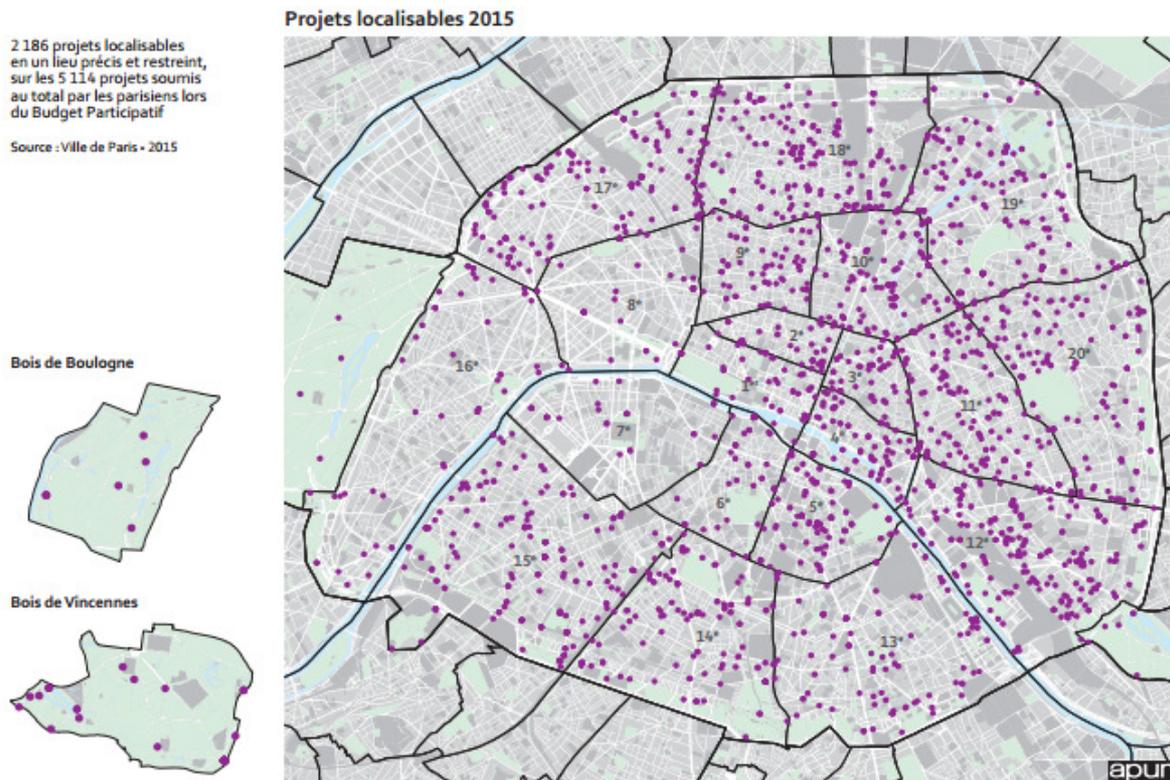
In 2014, 40745 Parisians (2% of the population of the surrounding area) chose 9 winning projects at a cost of 17,7 million €. In 2015, 66867 Parisians (nearly 3% of the population) designed 8 projects for Paris, and 180 projects for the arrondissements (city districts) (combined from 440 projects).

The Paris projects and the arrondissements that voted in 2015 represent respectively an allocated budget of 35 200 000 € and 32 481 000€. In 2016 100 M€ was provided, with a budget of 30 M€ awarded solely to political priorities and 10 M€ to schools.

3 key learning points from the projects submitted and chosen

1. Of 5114 projects presented, Living environment was the main theme

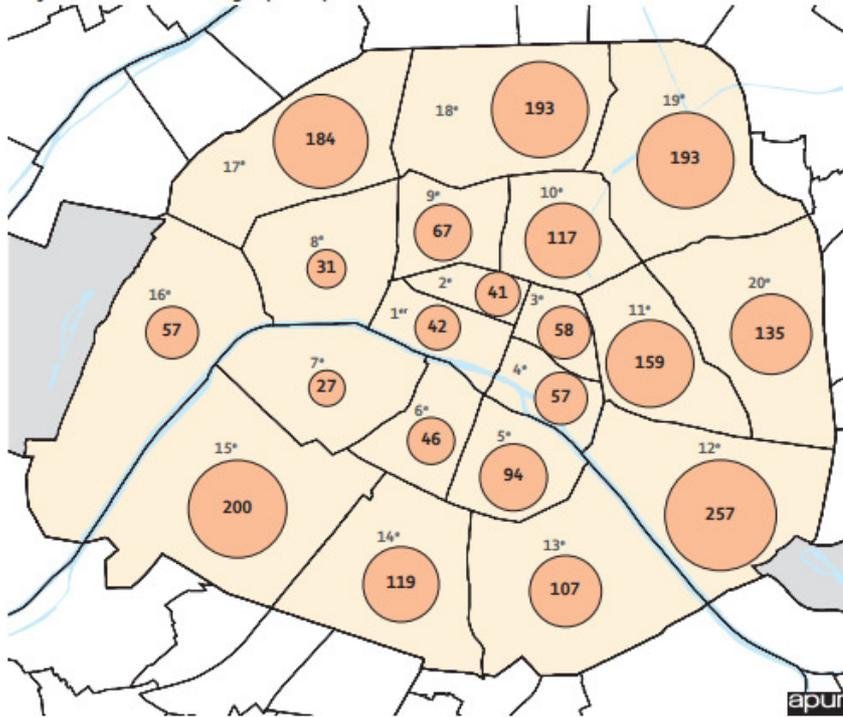
In 2015, 5114 projects were proposed by Parisians following the issue of the call for contributions. To submit a project, the candidates had to propose a title for their project through a dedicated platform, indicating its location, an evaluation of its cost, its aim, a description, and a rapid assessment of the area concerned, and if anything similar was already happening in their areas. This was the information that was analysed as part of the body of the report.



2. 2186 projects were localisable, they had a social geography

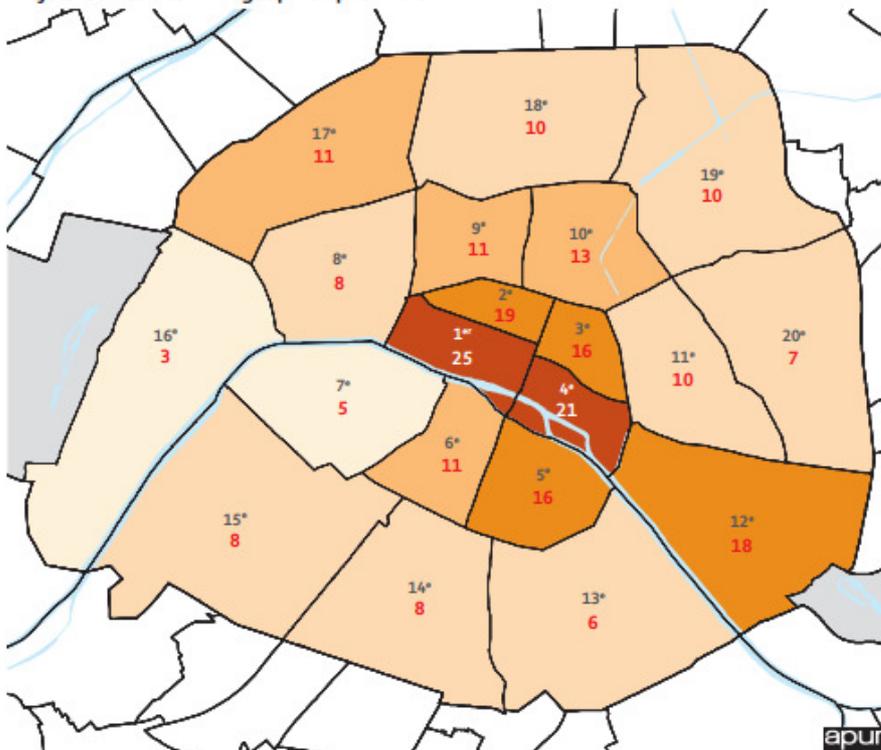
Just under half of the projects proposed (43%) included a precise location: a specific site, an address or the name of a street. If the projects were localisable, they were generally well distributed on the whole across Paris, but three arrondissements (7 8 and 16) stood out as having fewer projects. This raised questions at the time about districts that were more comfortably off and older in whom the social mix is weaker. This highlights differences between the 15 and 17 arrondissements where the propositions were relatively numerous. The centre of Paris was the object of a great number of propositions. As testimony to the interest of Parisians regarding the centre of the capital, where a number of remarkable sites are concentrated (commercial thoroughfares, monuments, squares, institutions, embankments of the Seine, islands in the heart of Paris) which are widely used. If the arrondissements in the very centre have an unequal density of projects, as shown by the 1st arrondissement the 30 projects per 10 000 inhabitants, most of the districts of the right bank are also particularly concerned.

Projets localisables – Budget participatif 2015



Paris = 2 184 projets localisables d'arrondissements
 Source : Ville de Paris - 2015

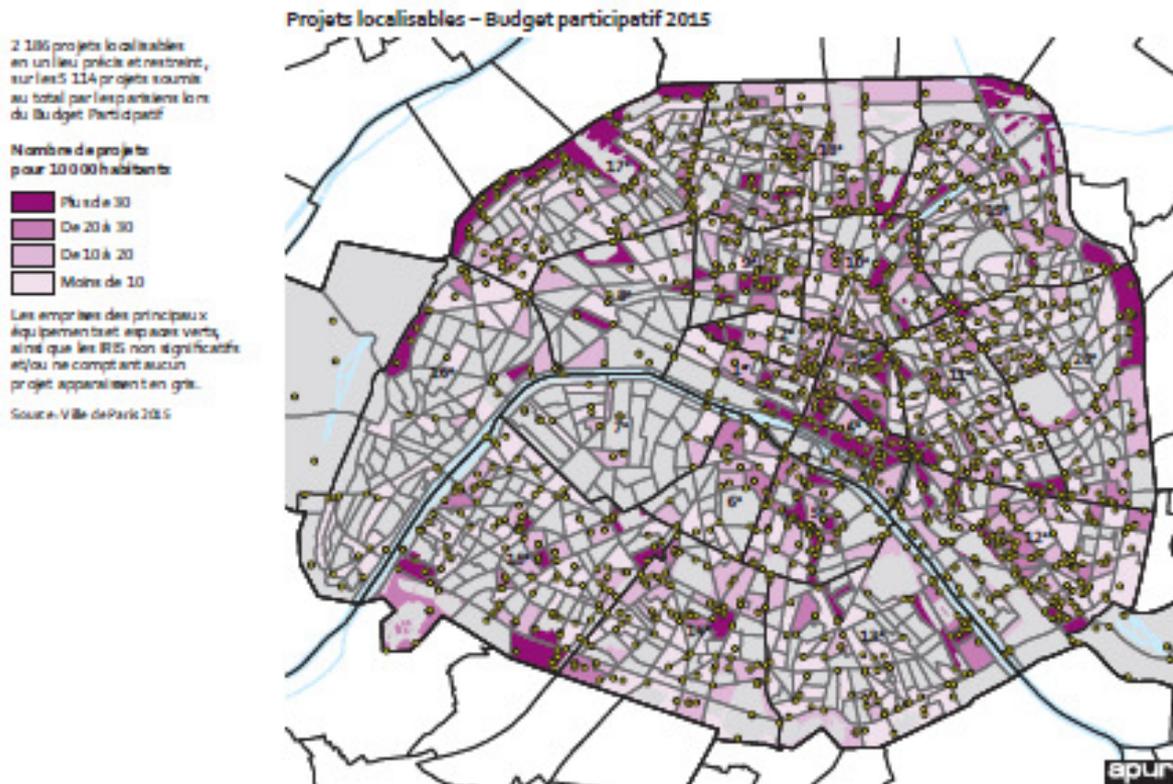
Projets localisables – Budget participatif 2015



Nombre de projets localisables pour 10 000 habitants

- 21 et plus
- De 16 à 20
- De 11 à 15
- De 6 à 10
- De 1 à 5

Source : Ville de Paris 2015



3. 2928 projects were not localisable, but geared to services for all

The other 2928 projects (57% of all projects) did not have a precise location. Analysis of these projects revealed that these projects concerned:

- Public space in Paris in general (example: installing benches across Paris)
- Equipment (example: play parks in all the nurseries)
- A wider neighbourhood (example: information for residents for the Curial Cambrai district)
- An extended site spread over several districts (example: a sports centre or green space on the 'petite ceinture')

14 Themes

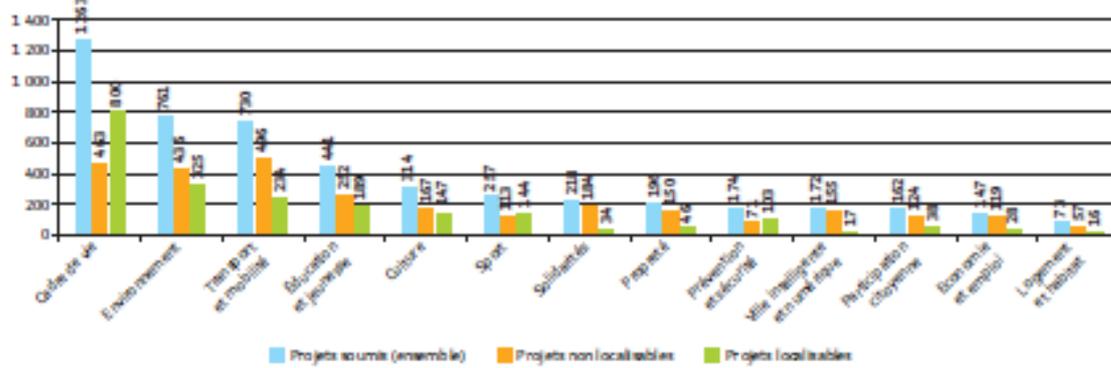
More than half of the 5 114 projects submitted concerned three categories of projects: quality of life, environment and transport and mobility.

Themes	Typology	Submitted	%
Living environment	The range of projects under living environment are very broad as this is the largest of the themes. Nevertheless, it can be seen that most projects provide for the development or reorganization of the public space or an element of this space to a relatively limited scale: a pavement, a bridge, a street corner, a wall, a garden, a square.	1 263	25%
Environment	This includes broad general ideas about green practices, development of recycling, renewable energy, green space (streets, walls, rooftops), urban agriculture, eco-friendly behaviour	761	15%
Transport and mobility	This explores how people move around public space, accepting the need to reduce car use and make the city more pedestrian and bike friendly. Projects often propose to solve traffic problems on a very local scale (road improvement)	730	14%
Culture	Projects range from street art, celebrating Parisian heritage, organising festive and social events, creating new spaces for art (music, cinema etc)	441	9%
Education and young people	These projects mainly concerned schools and their development, including playgrounds. These quite conventional development projects (sport equipment, digital material, games, minor works) are often proposed by groups of parents of pupils.	314	6%
Sport	Sports projects are interested in spaces and existing sporting facilities, and propose their improvement, rehabilitation or new equipment. Some propose the creation of new spaces or equipment. Some question the place of sport in town and its relation to the public space: routes for joggers and cyclists, creating street-based sport equipment (street workout). The role that promotion of sport in the city has to play in citizen cohesion and living together, occasionally feature in the projects	257	5%
Solidarity	These projects are concerned mainly with the homeless, and offering them dignity and comfort. Older people and the disabled are also a concern for these projects: Assistance to the person, sharing of information, combating isolation	218	4%

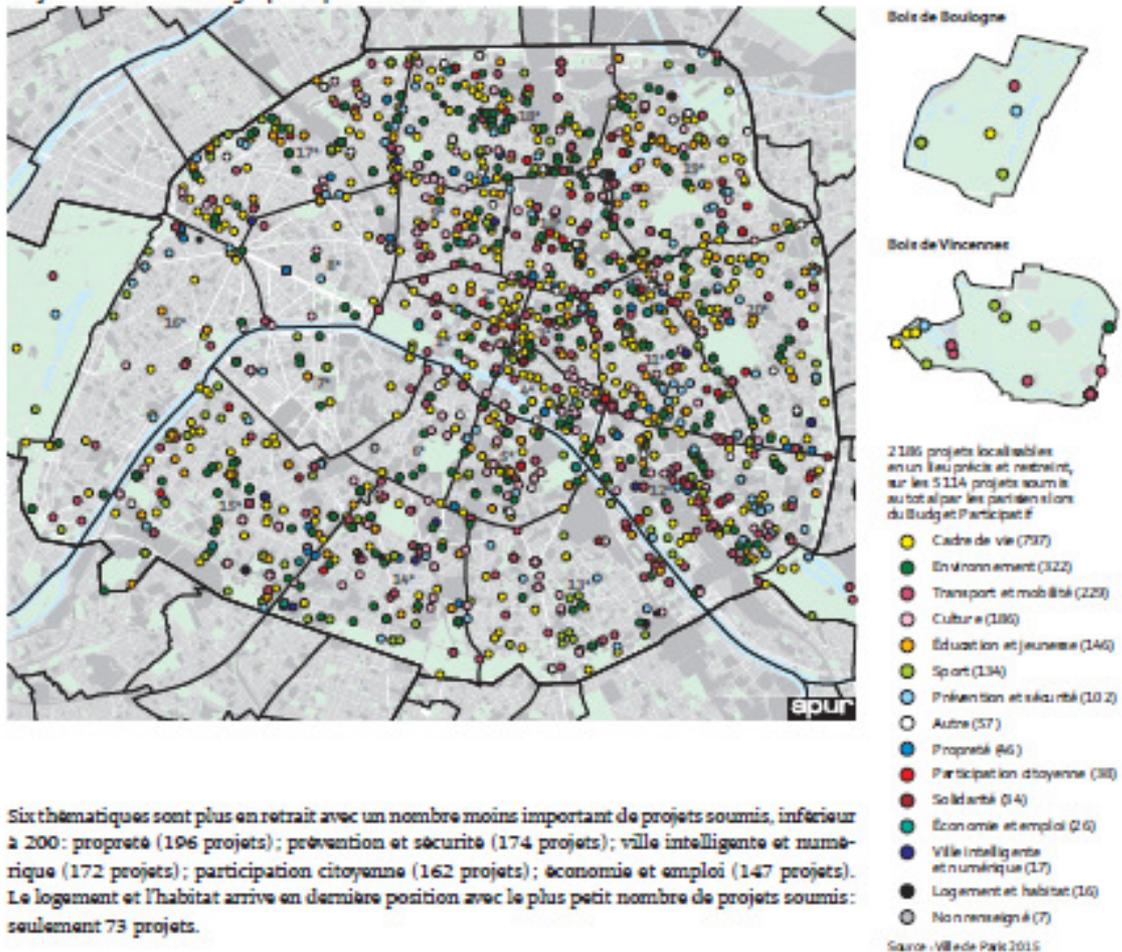
Themes	Typology	Submitted	%
Cleanliness	The projects proposed are principally concerned with reducing nuisance related to incivilities (dog owners, revellers, homeless people being targeted directly). Waste management and access to public toilets are important issues in this category of projects	196	4%
Other		184	4%
Prevention and safety	These projects are concerned with road safety, for children, pedestrians and cyclists. Lighting is also a community safety concern.	174	3%
Smart and digital city	These projects relate to the need to inform residents and tourists through digital tools: to locate, understand the history of the city, local news, get together easily. Certain projects were about smart city, and smart buildings: controlled energy expenditure, circular economy, connected building, recycling	172	3%
Citizen Participation	The projects proposed are mainly to put in place spaces or online platforms to bring citizens together to foster exchange and sharing as well as citizen expression	162	3%
Economy and employment	These projects relate to the commercial upgrade of certain areas, with a focus on local businesses, the creation of exchange spaces, mutual aid and projects for the unemployed and young people looking for a job, co-working spaces, collaborative innovation. Some projects are based on the problems of the sustainable city: urban agriculture, short circuits, good practices, clean transport	147	3%
Housing and accommodation	These projects mainly concern specific housing/buildings across a fairly wide range of housing stock. There is little or no overall vision on the issue of living in the city. It is the theme whose projects have had the least success, 95% of which have been dismissed by the services	73	1%
Not specified		22	0%
Total		5 114	100%

Living environment theme tend to be the projects that are locally anchored, accounting for 37% of localisable projects. Similarly, sports projects are in very targeted locations. In contrast, solidarity and smart city projects were concerned with the whole city. They concern proposals more distributed over the whole territory, with uncertainty on the exact places to trial.

Projets soumis : répartition par thématique



Projets localisables – Budget participatif 2015



1 657 projects retained for the vote

The projects submitted through the Platform for Parisians was analysed by the services mobilised through the participatory budgeting. They verified the cost of the project, if it falls within the competency of the city or department, general interest, and if it does not generate too much of an operating budget. In addition, a project with insufficient detail or proposing work that is already happening in the city, will be removed by the services.

The localised projects were more well received (41% of projects retained) and were more detailed than projects with unspecified locations. The projects were not equally well received by theme: 54% of sports projects were retained by services, while only 5% of housing and accommodation were accepted. The capacity of the city to respond was limited in areas where it depended on other actors. A number of projects concerned public transport relating to RATP or STIF. The housing projects were often imprecise or related to areas where the city had no interest or control over. A number of projects brought forward related to good practice with the environment and did not depend on having a budget to invest. Some projects (energy) required the involvement of the Region or the State. Certain projects were not always retained because services were already involved.

Projects retained: scale of receivability by theme

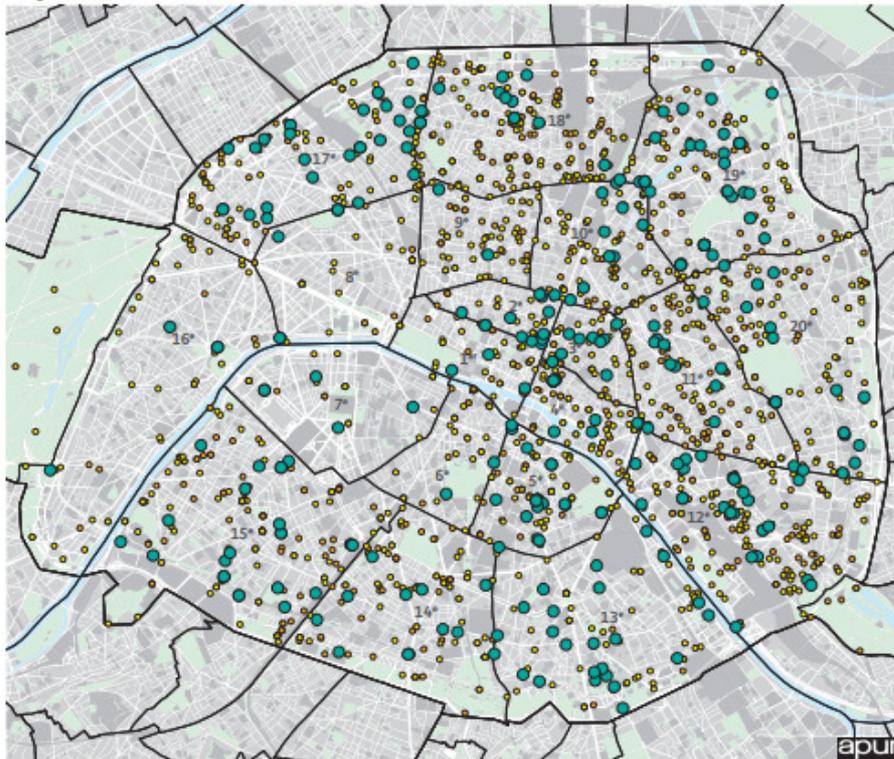
Themes	Submitted	Retained	Scale of projects retained
Sport	257	139	54%
Smart and digital city	172	79	46%
Education and young people	314	132	42%
Living environment	1 263	513	41%
Environment	761	279	37%
Prevention and safety	174	51	29%
Citizen Participation	162	47	29%
Culture	441	119	27%
Cleanliness	196	52	27%
Transport and mobility	730	144	20%
Other	184	35	19%
Solidarity	218	41	19%
Economy and employment	147	22	15%
Housing and accommodation	73	4	5%
Not specified	22	0	0%
Total	5 114	1 657	32%

440 winning projects

Winning projects: scale of success and distribution by theme

Themes	Retained by services	Selected	Scale of success in %	Distribution in %
Transport and mobility	144	57	40%	13%
Environment	279	106	38%	24%
Solidarity	41	14	34%	3%
Prevention and safety	51	17	33%	4%
Living environment	513	142	28%	32%
Housing and accommodation	4	1	25%	0%
Sport	139	33	24%	8%
Citizen participation	47	11	23%	3%
Other	35	8	23%	2%
Education and young people	132	26	20%	6%
Economy and employment	22	4	18%	1%
Cleanliness	52	7	13%	2%
Culture	119	14	12%	3%
Smart and digital city	79	0	0%	0%
Total	1 657	440	27%	100%

Projets localisables 2015



2 186 projets localisables en un lieu précis et restreint, sur les 5 114 projets soumis au total par les parisiens lors du Budget Participatif

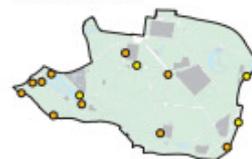
- 277 projets retenus
- 610 projets non choisis par le vote des parisiens
- 1 299 projets non retenus

Source : Ville de Paris 2015

Bois de Boulogne



Bois de Vincennes



The results of the vote are the third learning point from the participatory budgeting projects submitted, expression the opinion of many people (66 900 voters in 2015).

The themes that were most successful after the vote were:

- Transport and mobility (40% success of all projects retained)
- Environment (38% success)
- Solidarity (34% success)

By contrast, Culture (12%), Cleanliness (13%), Economy and employment (18%) were themes that had less success with the vote. This was surprising given that culture was one of the main themes of a number of the projects submitted.

In absolute terms, the Living environment projects represented more than half of the winning projects (56%). The theme of smart and digital city was more or less ignored by voters. Projects relevant to this theme often referred to innovative digital tools that were intangible and perhaps not well understood by the general public.

While 277 localisable projects ended up in the final winning set (12% of localisable projects submitted), only 163 projects without a location (53% of nonlocalisable submitted) as an important feature of the projects submitted. The projects without a location were generally less concrete or precise, or sometimes left to the appreciation of the city.

The geography of the local projects which won differed from the initial geography locations submitted. The same distribution which marked the districts to the west of Paris, appeared to be confirmed, but the districts where the propositions were more numerous (particularly 9 and 18 arrondissements) had a smaller share of the winning projects.

Projects submitted: what they reveal about society and the city dweller

Geographic approach

Locations reveal the potential of the city

Groups of projects identify a number of notable sectors with both opportunities and challenges

Four types of sites were identified in particular

- The banks of the Seine and the canals
- The Marechaux and the green belt
- “La Petite Ceinture”
- Main roads and shopping districts

The Banks of the Seine

While the banks of the Seine were the site of a number of development projects, they had already been the object of a previous regeneration activity (Berges de Seine, Reinvention la Seine). A number of projects were concentrated around the canals of Paris (Canal Saint-Martin, Bassin de la Villette, Canal de l'Ourcq). On the banks of Canal Saint-Martin, 30 projects were brought together to address difficulties around place and improving quality of life: securing the approach for pedestrians and cyclists, planting or pedestrianizing the embankments of Jemmapy and Valmy, installing toilets to improve cleanliness, stabilising the canal and the bridges. In Bassin de la Villette, 15 projects were directed towards leisure. Certain projects wanted the area to be accessible for bathing. Others wanted to install picnic areas, barbecues, ping pong tables, table football, pedalos and hammocks. Others argued for the renovation of the embankments and the creation of real green space.

Berges de Seine, rive droite, port du Gros-Caillou



Les Marechaux and the Green Belt

The green belt (comprising the boulevards of the Marechaux and the space between the boulevards and the periphery) was the object of more than 100 projects. Sport had a central place in these projects. A large number of sporting facilities are located in the peripheral belt of Paris. 20 projects related to renovating equipment. Other proposals proposed adjustments to spaces/sporting courses, street workout equipment or skate parks. All projects tended to emphasize the sporting dimension of the green belt.

Introducing art and culture to the periphery of the city was another claim made by those submitting the projects who wished to celebrate, improve and make more attractive the districts that serve as the gateways to Paris, across street art and cultural spaces.

The environmental dimension, very apparent in all the PB projects submitted, was reflected particularly in the projects in the green belt. These projects generally proposed planting the avenues and boulevards or the gardens/allotments set aside for urban agriculture, or identified available land in the periphery of the city: roofs or ground. Those bringing their projects wished to mobilise these spaces for the benefit of residents. Some projects proposed to make an asset out of the gateways to Paris (Montreuil, Clignancourt, Ternes, for example) considering at times major welcome sites in the capital which at the same time had been overlooked.

Others posed questions about traffic and pedestrians and cyclists, and access to different types of public transport (tramway, RER). Proximity to the periphery influenced whether projects wanted to respond to problems of noise nuisance, pollution, or green solutions, or proposed planting the approaches to the periphery or access to it.

The question of safety was equally raised: road safety on the approach to the periphery, safety of pedestrians and cyclists at the roadside and the safety of people in priority locations (Perichaux in 15, Louis Lumière in 20 – the most problematic area). Finally, projects developing the roads or renovating the gardens completed the main problems addressed by projects in the green belt.

Ceinture verte, porte de Montreuil, Paris 20*



La Petite Ceinture – reconquering a green lung?

La Petite Ceinture – ancient railroad near the peripheral boulevards – was among the main large site concerning Parisians in the 2015 Budget Participatifs. Little used and closed to the public in a major decision, it was seen as a site with a lot of potential in the eyes of many putting forward projects. While there is already a green lung for Paris, they saw this as an opportunity to create a unique green walkway in this specific urban setting, with places to meet, cultural activities and eco-friendly practices.

100 projects concerned la petite ceinture. For the most part these related to making the area accessible to the public. They proposed access for pedestrians and cyclists, space for urban agriculture, and for shared gardens. While some related to sporting facilities (climbing space) or small public works (benches), others queried whether la petite ceinture could be left in its current state as a place bringing a very important amenity. Some projects proposed to reuse the railway as a new means of transport (for freight or people). Nevertheless, there was a tendency in these solutions to improve a space which proposers wished to protect and restore.

Petite ceinture, Paris 12^e, rue de Charenton



Main Roads and Commercial areas

Many of the main roads in Paris are often busy commercial areas which were the object of numerous development proposals. This was the case for the main avenues and boulevards limited to neighbourhoods in the north east of Paris: the boulevards of La Villette, La Chapelle, the avenue Clichy and Saint-Ouen.

The projects of the boulevards of La Chapelle and La Villette revealed a demand for improvements in favour of pedestrians and cyclists, to the detriment of cars. It was proposed to give pedestrians the space under the metro viaduct and to make this green space. In general projects wished to reduce the place and noise of the car, and to civilise the routes around north east Paris. The projects around avenue Clichy and Saint-Ouen were more diverse. The place of the bicycle was the one main ask identified in a location where use of the car dominated: a project to create bicycle parking, to improve cycle routes. Other projects in the area wanted to create a shared garden, to renovate a square, to install sanitation, the planting of a school space.

Avenue de Clichy, Paris



In the end, of these sectors selected for analysis, the body of projects submitted by Parisians within the scope of participatory budgeting provided a source of particularly rich participative knowledge, which was useful to capitalise on the diagnostic and territorial nature of the projects.

Public space at the heart

The street at the forefront

The street was the centre of attention of many projects: the term was used 3 547 times in the descriptions, 551 times in the titles, and 467 times in the aims. The street was the main focus for action of the projects submitted, and its relationship to users of the city and public spaces and the major problems expressed across the projects submitted under PB. It is the main way through the space, to exchange and interact in and with the city. The parks and gardens are also places used equally in the terms used by Parisians in designing their projects. Other city spaces (bridges, roofs, walls) were other spaces to tame. The target populations were often the same: pedestrians, residents, cyclists, children. Caring for an area (using a variety of definitions) came up frequently. Paris was a strong theme: projects addressing all Parisians and the entire city.

Creative projects

The objectives detailed by Parisians in their projects expressed an enthusiastic message: they argued to 'create', 'allow', 'improve', 'facilitate', 'develop', 'do'. This expressed a wish to care for and make improvements to existing public spaces or to create new possibilities. The message is mainly positive: while the city is not perfect, there are often possibilities that emerge rather than constraints. Generally, it expresses a vision of a greener city, more pedestrian friendly and more shared space.

Delivering the city for Parisians

Use of the term 'delivery' (273 mentions in aims) is significant (example: deliver the city for residents, the street for pedestrians, the gardens for the children). This expression singularly translated the sentiment of dispossession of Parisians from their city, spaces which are forbidden to them by the urban landscape, and at all levels. It highlighted the inequality between the place of the car in the city, and the displacement of bikes and walking.

What about the objectives for the projects submitted in the 2015 PB?

Permission

234 asked for greater possibilities and use of the city, with broad use of the word 'permission' in the aims. This idea covered a dozen interests in city dwellers and society.

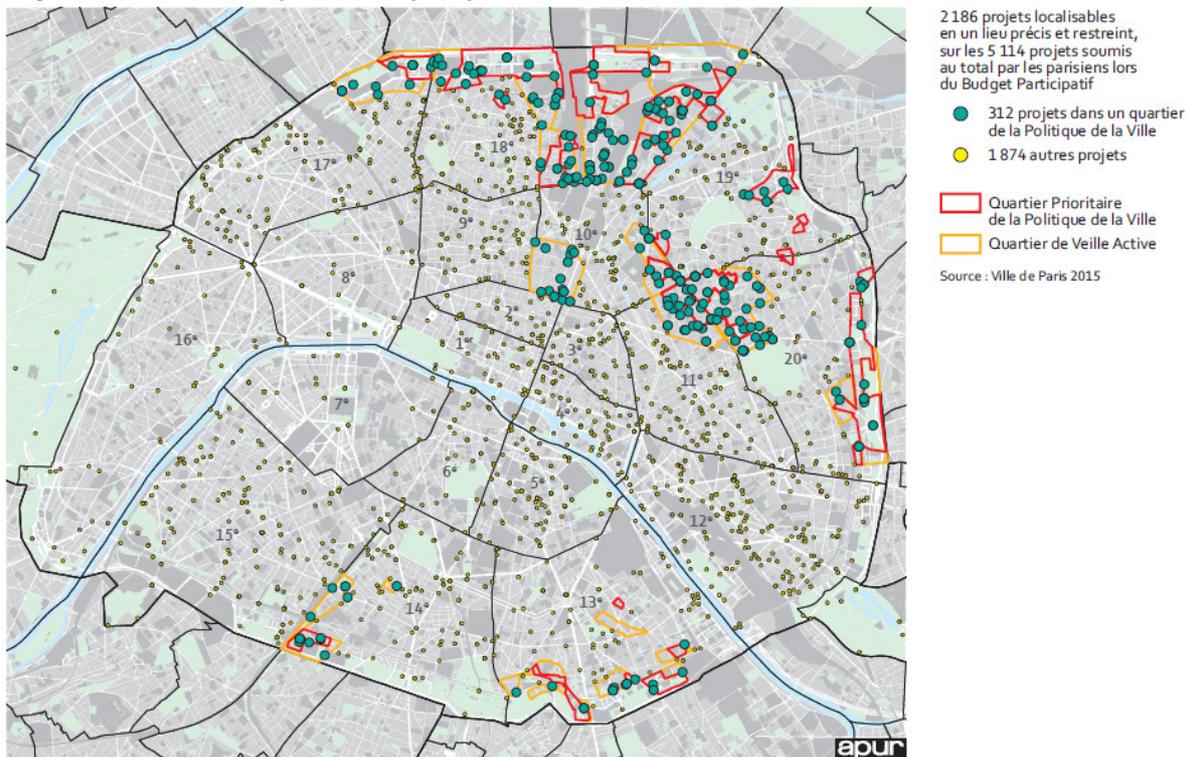
The projects of the “quartiers populaires” (Low income neighbourhoods)

The political priorities of Parisian Quarters accounted for a total of 312 projects, less than 14% of projects submitted with an exact location. For this analysis, a geographic identifier was given to those projects that were retained. None of the projects were located in a priority quarter or appeared in the analysis. Other projects were located at the edge of the areas (see map that follows).

It appears that these sectors accounted for a comparable proportion of projects as the other Parisian quarters before the political priority quarters were identified, 16% of the population in 12% of the area of Paris.

Two main zones that had a high density of projects could be seen in the 18^e arrondissement and at Belleville (20, 11, 10). The distribution of the themes of the projects in the priority quarters resembled the distribution of themes across all the PB projects submitted.

Projets localisables dans les quartiers de la politique de la ville en 2015



The four common themes represented in both tiers of projects submitted:

- Living environment (36%)
- Environment (17%)
- Transport and mobility (8%)
- Culture (8%)

The majority of projects were improvement projects but did not seek to respond to specific problems in these quarters. They were intended to embellish, green, renovate and improve public space.

They did not mention issues with access to employment, or solidarity (one project proposed a shelter for isolated young people) and rarely young people. This was another surprising result that regularly appeared in other areas. While many projects did focus on specific problems (gardens poorly maintained, drug trafficking, feeling unsafe) they were not mentioned for the most part.

The common objective that was found for improving the quarter was to make it cleaner and more attractive. The image of the quarter seemed to be the priority for residents who submitted projects. One aspect of these projects that wasn't retained by Parisians at the vote, this could be explained by the very local scale, their location on the periphery and also their weak reach for other Parisians.

However 8.4% of the projects in these quarters were chosen through the vote, the equivalent scale of success of projects observed across all of Paris (8.6%). The projects in the priority quarters were the same as elsewhere were more well received (39%) of all the projects submitted in PB (32%).

Thematic Approach: the main issues expressed

Many issues expressed across all the projects submitted by Parisians in the 2015 PB. Here, is not intended to be an exhaustive breakdown of the stakes, but to separate out the principal expressions of the city which the project bearers wanted.

To invest in an alleviated public space, living in a green and lasting city

The reduction of the place of the car and therefore its effects on the city (noise nuisance, pollution, its hold on public space, danger for other road users) was a strong issue in the PB projects submitted. Projects to help traffic or parking of vehicles were extremely rare. Generally, those bringing projects were citizens committed to a greener city.

Bringers of projects proposed responding to issues related to mobility and the layout of roads for the benefit of pedestrians and bicycles. The projects followed a dynamic already in place in Paris, and notably with young people: each little piece of public space in Paris is a place in which to invest and to find again. This was particularly the case with the embankments of the seine and the canals. A large number of projects felt this and made proposals about layout and the installation of new equipment before inviting more Parisians to come and benefit from these public spaces.

Promoting, securing and stressing the practicality of the bike in the city was a major wish expressed in the projects submitted: 'bike' was the term used by most projects in the category of 'transport and mobility'.

The planting of the city was an issue expressed by those bringing projects (more than 200 mentions in project objectives). They identified streets, walls, rooftops that were favourable for planting for vegetation. Beyond the overall effect, the objectives of the projects were to protect biodiversity, the struggle with pollution and the general way of improving the living environment. Other projects went further and proposed areas for urban agriculture, ruches, play parks to help children and adults think about the city environment.

Those bringing projects wished to inform, promote and encourage eco-responsible practices in such a way that encouraged selective sorting, recycling, and helping with the struggle with waste, promoting short circuits, and the movement of the economy.

Finally, in the introduction of culture in public spaces, street art was a recurring demand from those bringing the projects, who wished to also embellish, restore and regenerate their quarter.

Toiture végétalisée, avenue de France, Paris 13^e



Living together: conviviality and solidarity

A demand for solidarity and conviviality in the city was expressed across a number of projects. Residents considered a broad range of projects (layout, service, activity) which could serve how people live together in Paris.

A convivial public space

Public space is considered the main vector of social connections. It is a place to meet and exchange. Some project bearers considered the layout of the urban environment, the streets, the squares, the gardens, the creation of new living spaces, to improve quality of life. These propositions were often at a scale of quarters or arrondissements.

Those bringing projects proposed spaces and ideas for shared activities, places to meet, to access local information. Associations (partnerships) were found to be the originators of this type of project. In fact, a number of project initiators, in most of the themes, place social ties as a principal objective of their proposal. They express a collective conscience and the desire to give a human dimension to public space to meet and come together.

218 Solidarity projects

Solidarity projects proposed addressed vulnerable people as a priority. The homeless, older people, and the disabled were the main target groups for these projects. These propositions were brought to aid and provide professional support and comfort (showers, luggage storage, accommodation, food collection). Those bringing solidarity projects seemed in the main concerned to welcome those without. The term 'welcome' came up 713 times in the project submitted.

Children, School, Young people: numerous references

The 5 114 projects included many references to young people (408 mentions). The evocation used the most at the time was in relation to childhood (around 1 500 references), notably across projects brought by the schools. Teenagers and students were the concern of fewer (30 projects).

More precisely, around 200 projects targets children in their objectives and 75 young people in general. The descriptions were clearly more numerous than quoted (respectively around 800 and 400 projects): while certain projects are directed to children and young people, others, numerous again, were evoked in the ideas but did not exclusively focus on them. Whether targeted or not by project, children and young people was often a big issue of the projects submitted through PB.

More than a 100 projects concerned school

The majority share of the projects 'education and young people' - more than 100 projects – concerned the primary school establishments in Paris. The proposals related to layout or relatively traditional works relating to school grounds and problems and solutions. These last translated often as a need to bring in more young people to understand new urban practices, citizenship and eco-responsibility. It shows that the big issue around a smart and sustainable city often resonated with the scale of schools.

The work projects and rather classic improvements despite being numerous: layout and decoration of the playground, sound proofing work, renovation, hygiene improvement. Others were more focused on learning: pre-school rooms, supporting sporting and artistic practices, sports equipment. Digital and innovative equipment in the school space was equally raised in the projects submitted.

Green Schools

Other categories of projects in schools gave a learning dimension to the expression of the big issues of living in a contemporary urban environment. These projects proposed notably the creation of gardens or learning allotments, to inform the children of Paris about practical gardening in the city.

Others wished to plant the roofs, the walls and the school borders, in a concern to return nature to the city. Some projects made a call for a smart and responsible city, championing recycling, sorting, dealing with food waste. One project argued to create a space dedicated to the expression and the creation of citizenship in children.

A town for young people

Many projects proposed to dedicate space and activities for young people. This was clearly the case for the practical arts (dance, music), sport, games, languages, considered by the project bearers as other tools to educate, inform and bring together young Parisians. Some of these could be seen in certain quarters at the margin, the best response to their problems (school, social). Nevertheless, this type of project stayed largely marginal among projects directed to the future of young people.

Summary

A free and rich expression of the expectations of Parisians

With the online platform, participatory budgeting distinguished itself from traditional modes of citizen participation (consultation, public meetings). It represents a direct means of communicating with residents, who, despite the rules governing it, were relatively free to express their wishes and proposals. From this point of view, the projects of the 2015 edition of participatory budgeting constituted a wealth of material for analysis, about the projects that did not fully meet the constraints of PB if the project was not within the realm of the city or the service, reinvigorate the general interest in setting a budget for investment with a negligible cost.

A social geography of projects

Nearly half of the 5 114 projects in 2015 were accompanied by a proposition for a precise location. Analysis of the geography of the projects submitted showed that the distribution across the whole of the territory of Paris, with exception of the arrondissements of West Paris, the 7, 8 and 16 districts distinguished by a number of weaker projects identified. In contrast, the Quarters at the centre of Paris were the object of a large number of propositions. The quarters that were a political priority received proportionately an equivalent number of projects as the other Parisian quarters. In these quarters, the project were often aimed at improving the quarter, to make it cleaner and more welcoming. The image of the quarter appears to be a priority for many bringing forward projects.

Living environment, environment and mobility were the main themes identified by projects

More than half of the projects submitted concerned three categories of projects: living environment (25% of projects), environment (15%), transport and mobility (14%). This indicated a polarisation of projects towards the major issues and priorities by those bringing projects, but also reflects the nature of the participatory budget and its parameters (budget to invest). Other themes are lower in the number of submitted on cleanliness, prevention and security, economy and employment or again, housing.

Culture and digital were themes not chosen at the time of voting

While more than a 100 cultural projects were lodged by Parisians and selected by services, only 14 ended up in the final winning designs. Similarly, it is worth noting that the projects relating to smart and digital city were less likely to be retained by Parisians, in particular at the stage of voting. This is probably linked to a shortage of information and less understanding of a relatively new issue.

A convergence between municipal projects and projects submitted

The general manner of the projects submitted by Parisians in the 2015 PB gave the sense of acting for the city of Paris, in terms of improving the living environment. The convergences of these locations especially around the development of gentle mobility for the improvement of places and streets, and active planting.

Sectors of projects put forward

The geography projects submitted by Parisians brought out certain sectors where a number of projects were concentrated such as 'la petite ceinture', the main roads and commercial areas, the canals and the Seine, the green belt. Parisians expressed their wish to invest in these exceptional places and submitted proposals for their improvement.

A message of enthusiasm

The objectives which Parisians outlined for their projects expressed a message full of creativity and enthusiasm (to create, allow, improve). The main idea is the willingness to reinvest in greener public space, more welcoming, allowing different usages to co-exist. The 'living environment' was often evoked in the description of the projects. Children and young people were equally the object of a number of references.

Participatory Budgeting: What are Parisians dreaming about?

Analysis of projects submitted in 2015

Launched in 2014, the participatory budget Paris implements a novel method of citizen participation in Paris. Projects are developed and submitted on an Internet platform dedicated by residents or groups of residents. In 2015, Parisians have submitted 5,114 projects. Of these, 8 projects for Paris and 180 projects for quarters were named winners for a total budget of nearly 70 million.

By allowing Parisians to submit freely projects, participatory budgeting is also a way of expressing their expectations and their needs regarding their surroundings, their immediate environment, the future of their street, their neighbourhood, their city. This study attempts to analyse all the projects submitted in 2015 by the Parisians before selection services. It is based on a detailed reading of the corpus of the 5114 project and its statistical and geographical translations.

The analysis of the geography of the projects shows that they are spread over the entire territory of Paris, with a high concentration of projects in the areas of central Paris and fewer projects in affluent neighbourhoods of West Paris.

Half of the submitted projects cover three themes: quality of life, environment and mobility. The themes collecting fewer projects in connection with the scope and the rules of the participatory budget are housing and the economy.

Notable areas are characterized by high concentrations of projects, reflecting the specific expectations of Parisians: the small ring, the Seine and canals, and the popular shopping streets, the marshals and the green belt.

Most project managers are, through their projects, optimistic and creative. The main message is the willingness of people to reinvest in public space to make it more welcoming and green, allowing coexistence of uses.

L'Apur, Atelier parisien d'urbanisme, est une association 1901 qui réunit la Ville de Paris, le Département de Paris, l'État, la DRIEA, l'Insee, Paris Métropole, la Chambre de Commerce et d'Industrie de Paris Ile-de-France, la Régie Autonome des Transports Parisiens, la Société du Grand Paris, l'Assistance publique - Hôpitaux de Paris, Eau de Paris, l'Épaurif, Grand Paris Aménagement, Paris Habitat, Ports de Paris, le SIAAP, le SIFUREP, le SIPPEREC, SNCF Immobilier, le STIF, le Syctom, le territoire Est Ensemble (T8), le territoire Grand-Orly Val-de-Bièvre Seine-Amont (T12), le territoire Grand Paris Seine Ouest (T3).

