

Grenoble/Cambridge Population Comparison 2016 - 2031

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|-----------------------|-------------------|------------------------|-------------------|
| Grenoble | 160,000 – 180,000 | Cambridge | 130,000 – 150,000 |
| Grenoble Urban | 250,000 | Cambridge Urban* | 275,000 - 345,000 |
| Grenoble Metropolitan | 450,000 | Cambridge Metropolitan | 375,000 - 430,000 |

* Cambridge + South Cambs

Grenoble: A 21st century technology city, integrated by light rail.

The population of the city (commune) of Grenoble at the 2008 census was 156,659. The population of the Grenoble metropolitan area (French: aire urbaine de Grenoble or "agglomération grenobloise") at the 2008 census was 664,832. (250,000 served by the tramways in 2015)

Grenoble is one of the leading European cities in term of high-tech industries, especially biotechnology and nanotechnology. World-renowned enterprises have settled in Grenoble and in the surrounding area such as Schneider Electric, Hewlett Packard, Caterpillar, and STMicroelectronics. Since 1993 Grenoble can be considered as an international city thanks to the World Trade Centre of Grenoble.

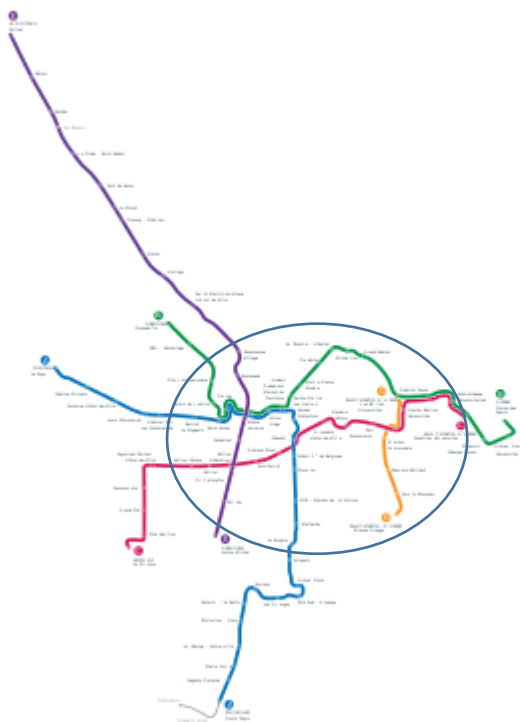


Figure 1 . Circle is the city urban centre.

A comprehensive bus and tram service operates 26 bus routes and five tram lines and serves much of greater Grenoble. Being essentially flat, Grenoble is a bicycle-friendly city. The Gare de Grenoble is served by the TGV rail network, with frequent high-speed services (3 hours) to and from Paris-Gare de Lyon, often with a stop at Lyon Saint-Exupéry Airport. While Grenoble is not directly on any high-speed line, TGVs can run on the classic network and enable such connections. Local rail services connect Grenoble with Lyon, and less frequently to Geneva and to destinations to the West and South. Valence and Lyon to the west provides connections with TGV services along the Rhône Valley. Rail and road connections to the south are less developed. The Grenoble tramway is the tram system in the city of Grenoble in the Rhône-Alpes region of France. In 1987, Grenoble became the second French city to

reintroduce trams, the first being Nantes. The current network is 35-kilometre (22 miles) long, and comprises five lines: lines A, B, C, D and E. Line A was opened in 1987, line B in 1990, line C on 20 May 2006, and line D on October 2007 and line E on 28 June 2014. The tramway is operated by the Société d'économie mixte des transports publics de l'agglomération grenobloise (SÉMITAG) on behalf of the Communauté d'agglomération

Grenoble Alpes Métropole, the intercommunal structure linking the commune of Grenoble and its suburbs. SÉMITAG operates its services, which includes local bus services as well as the tramway, under the Tag brand. In 2017, Line A will be extended at both ends, from Fontaine to Sassenage, and from Échirolles to Pont-de-Claix.

Extensions to line D, probably from Saint-Martin-d'Hères to Grand'Place or/and from the university campus towards Meylan are also planned, but have not been decided.

An extension of line E to Pont de Claix is also being considered.

A tram-train linking Moirans to the centre of Grenoble as well as one linking Crolles and Grenoble have been studied, but the former project has been set aside due to current saturation of that train line by longer distance traffic. A link from Grenoble to Vizille via Pont-de-Claix, Jarrie and Champ-sur-Drac is also under consideration. (Figure 2)



Figure 2

Inside the box is the city centre and urban suburbs, a population comparable to the Cambridge city's 14 wards. The town of Fontaine (centre west) had a choice of locating the tramway in back streets to limit 'disruption' or to direct it through the centre. The latter option was adopted as part of a broader strategy to redevelop the 19th century centre and increase use of the tram. The success and revitalisation has been labelled the 'Grenoble effect'. In Grenoble the tram network has been constructed as part of an extensive project of city centre pedestrianisation. Boulevards transformed from car thoroughfares and parking into areas for public transport, cyclists and pedestrians.

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Reference see http://www.grenoble-isere.com/media/upload/pdf_chiffrescles/AEPI_-Key-Figures-2016.pdf