

Marco Cremaschi
Sciences Po, Paris



- Aménager, une histoire française?
- Dix ans de crise: surtout, pas de plans!
- Les villes européennes, une exception planétaire
- Towards an urban agenda?

Aménager



Origins of economic and social cohesion

- Treaty of Rome (1957) where a reference is made in the preamble to reducing regional disparities.
- In the 1970s, Community action was taken to coordinate the national instruments and provide additional financial resources.
- Single European Act in 1986, economic and social cohesion proper was made an objective alongside completing the single market.
- The Maastricht Treaty (1992), finally, incorporated the policy into the EC Treaty itself (Articles 158 to 162).

Setting the problem

- Unbalanced development
- Unequality and Social issues
- Distances, geographical fragmentation

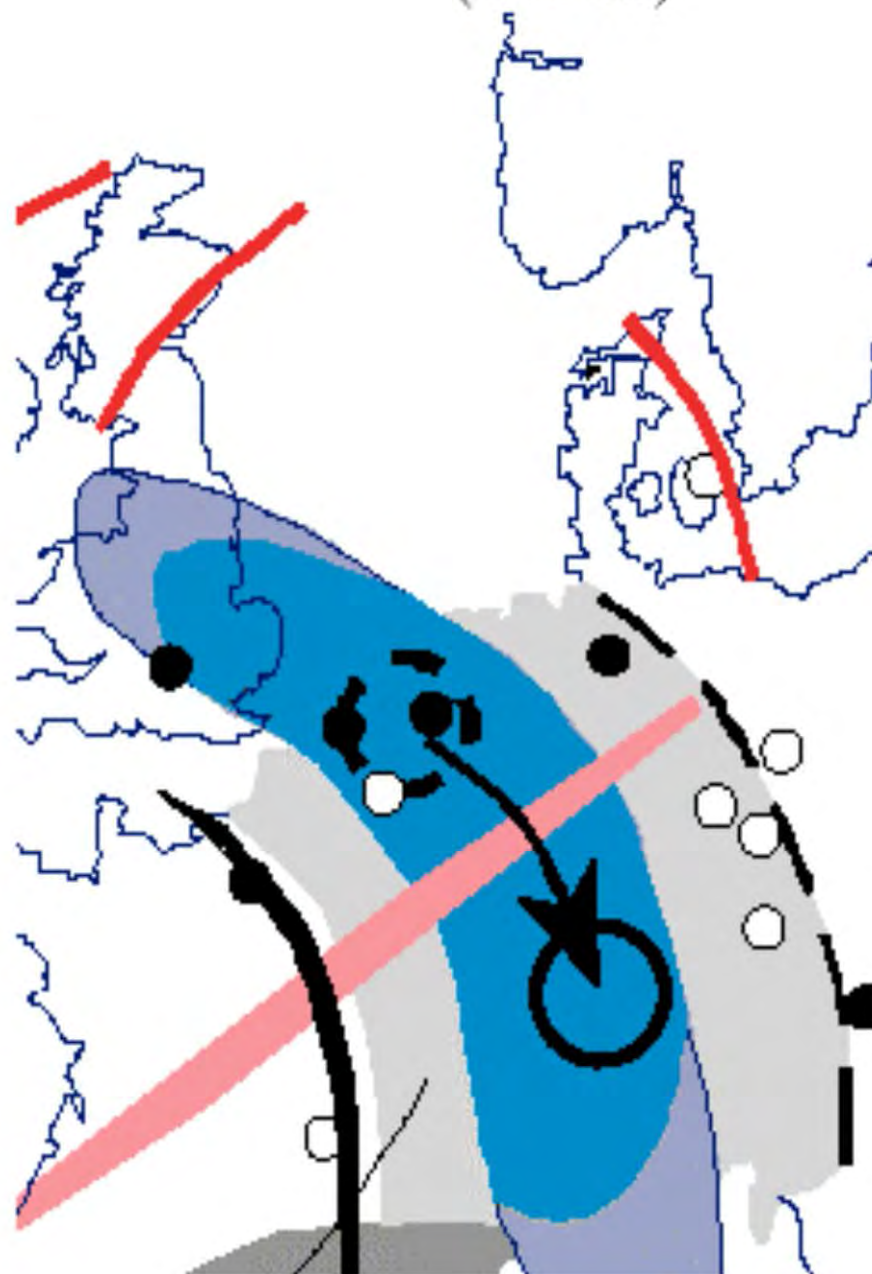
The capitals

- Paris and London: 30% each of the national GDP
- Other cities: about 3-4%.

Cartina 5 Principali nodi urbani potenziali all'esterno del pentagono



Axes of development vision (early 1990s)
(Reclus)

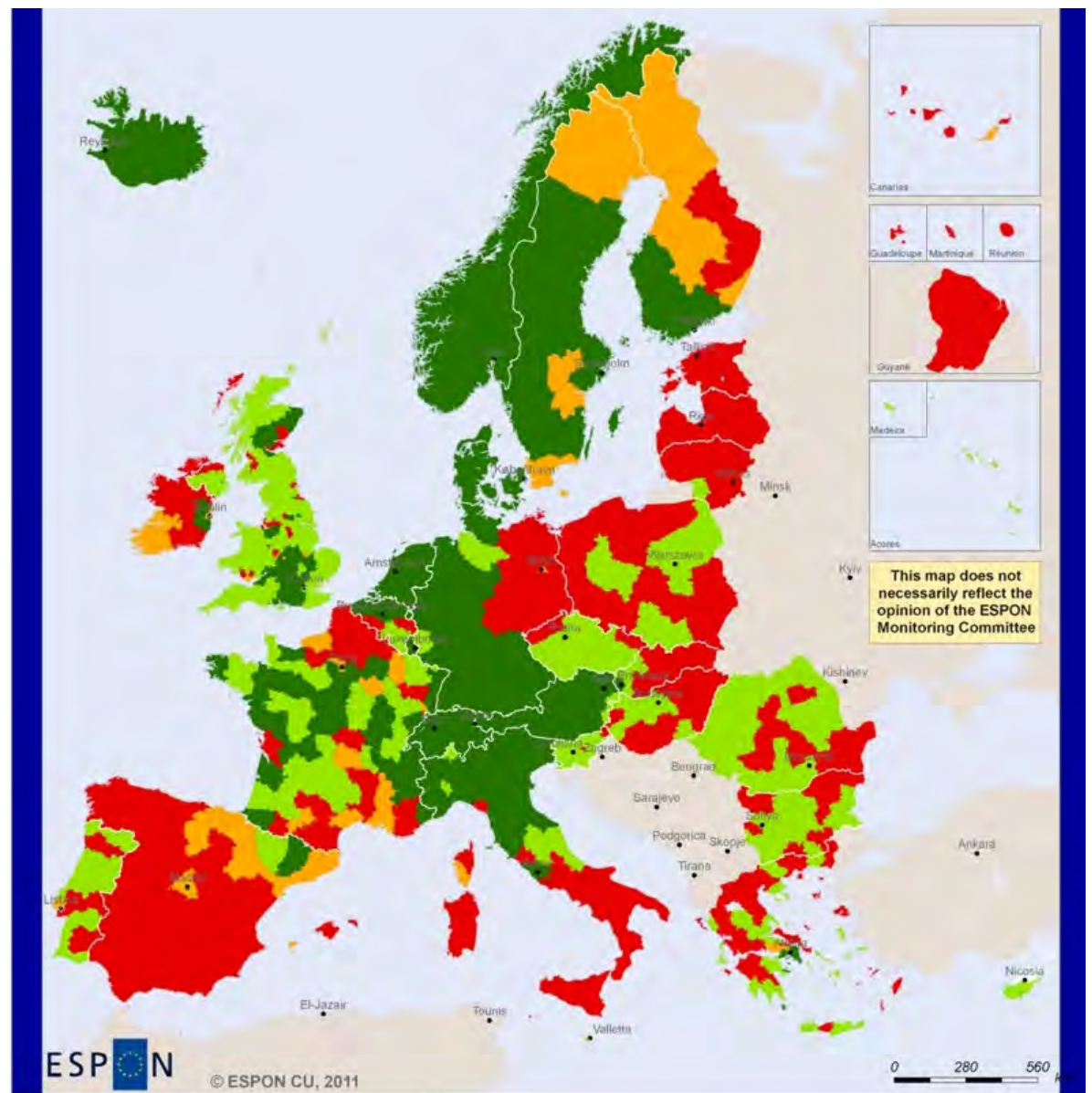


Redefining the problem

	Superficie	Popolazione	PIL
Central area (pentagon)	20	40	50
Intermediate areas	30	40	35
Peripheral areas	50	20	15








Quelle: Kunzmann, 1992, S. 37.



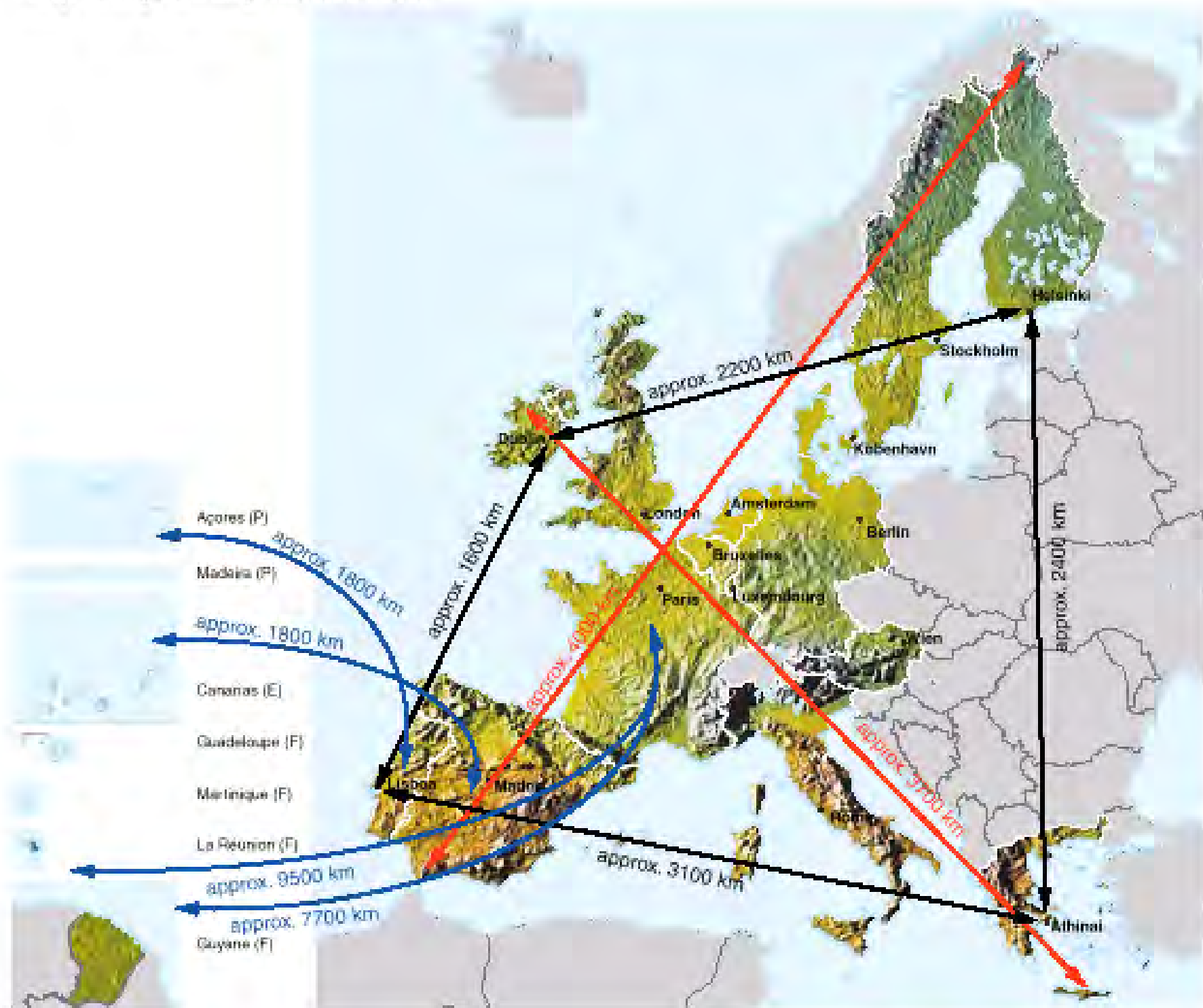

 EUROPEAN UNION
 Part-financed by the European Regional Development Fund
 INVESTING IN YOUR FUTURE

Regional level: NUTS 2/
 Source: ESPON Database, 2011
 Origin of data: EUROSTAT, NSO, ESPON estimations, 2011
 © EuroGeographics Association for administrative boundaries

-  Regions with GDP above and unemployment rate below ESPON average
-  Intermediate regions with GDP below ESPON average
-  Intermediate regions with unemployment rate above ESPON average
-  Regions with GDP below and unemployment rate above ESPON average
-  No data

ESPON average = EU27 plus Iceland, Liechtenstein, Norway and Switzerland

Map 7: Physical Map and Distances



Storytelling: missing links and bottlenecks

Map 2: The 14 Priority Projects of the Trans-European Transport Network

1. High-Speed Train/
Combined Transport North-South
2. High-Speed Train PBKAL
3. High-Speed Train South
4. High-Speed Train East
5. Beluvs-Ling: Conventional rail/
Combined Transport
6. High-Speed Train/
Combined Transport France-Italy
7. Greek Motorways Pathe und Via Egnatia
8. Multimodal Link Portugal-Spain-
Central Europe
9. Conventional rail Cork-Dublin-Belfast-
Larne-Stranraer
10. Malpensa Airport, Milano
11. Öresund Fixed railroad Link
Denmark-Sweden
12. Nordic Triangle Multimodal Corridor
13. Ireland/United Kingdom/Benelux road link
14. West Coast Main Line



Source: European Commission GD VII

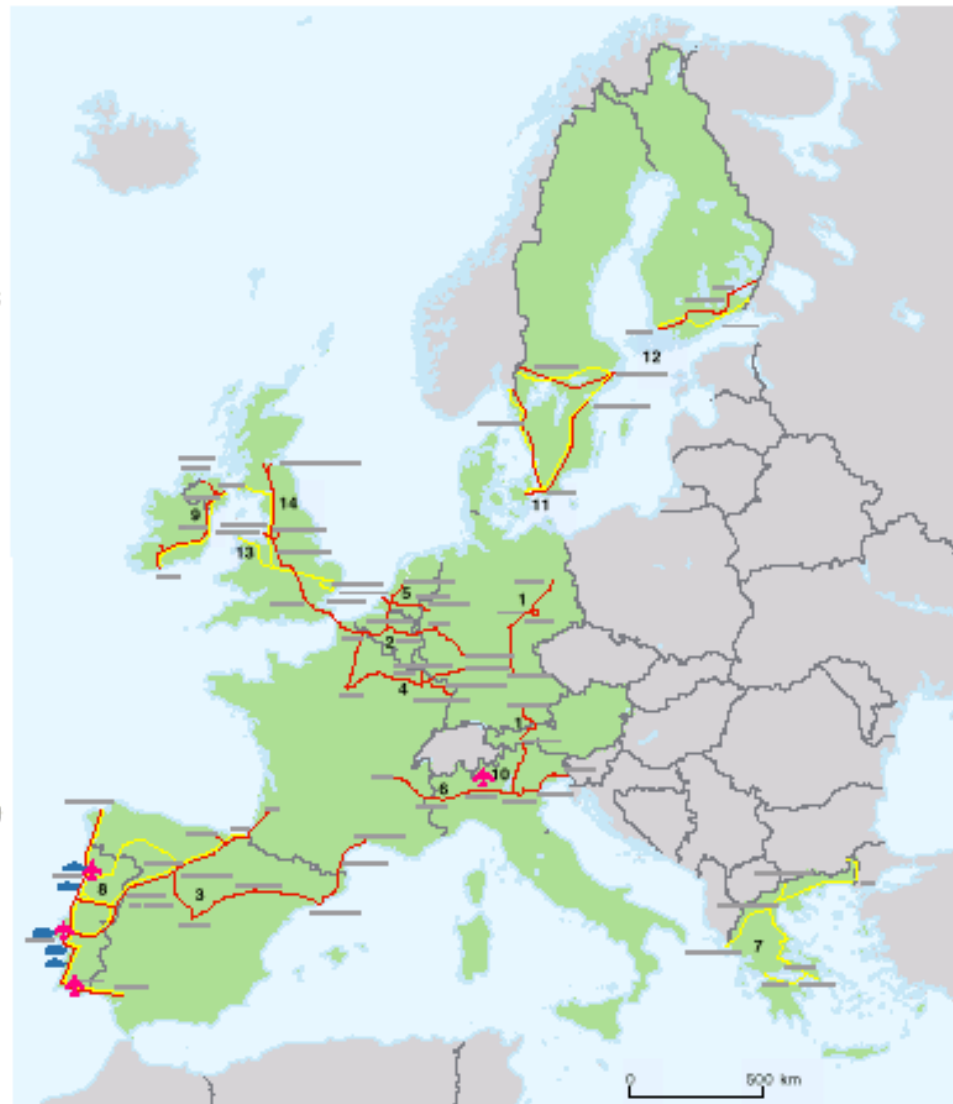


Table 1. *Integrated urban policies in different European countries.*

Country	Policy		Starting year
France	Développement Social des Quartiers	Neighbourhood Social Development Policy	1982
	Développement Social Urbain	Urban Social Development Policy	1988
	Politique de la Ville	Policy for the City	1990
Netherlands	Probleemcumulatiegebiedenbeleid	Policy for Problem Accumulation Areas	1985
	Grotestedenbeleid	Big Cities Policy	1994
United Kingdom	New Life for Urban Scotland		1988
	City Challenge Programme		1991
	Single Regeneration Budget		1993
Sweden	Utsatta Bostadsomraden	Development of Underprivileged Neighbourhoods	1995
Denmark	Kvarterløft	Urban Uplift (Regeneration)	1997
Italy	Programmi di Recupero Urbano (PRU)	Urban Renewal Programme	1993
	Contratti di Quartieri	Neighbourhood Contracts	1997
Germany	Die Soziale Stadt	The Social City	1999
Belgium	Grootstedenbeleid/Politique des Grandes Villes	Big Cities Policy	2000

Source: Adapted from Jacquier (2005).

**Fig. 8: Geographical Overlay
EU - United States**

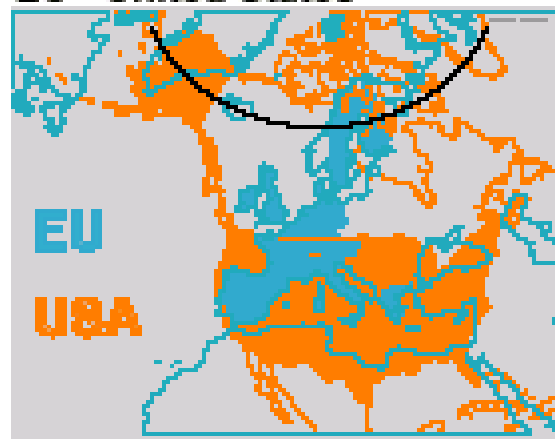


Fig. 9: Length of Coastline

Benchmarking

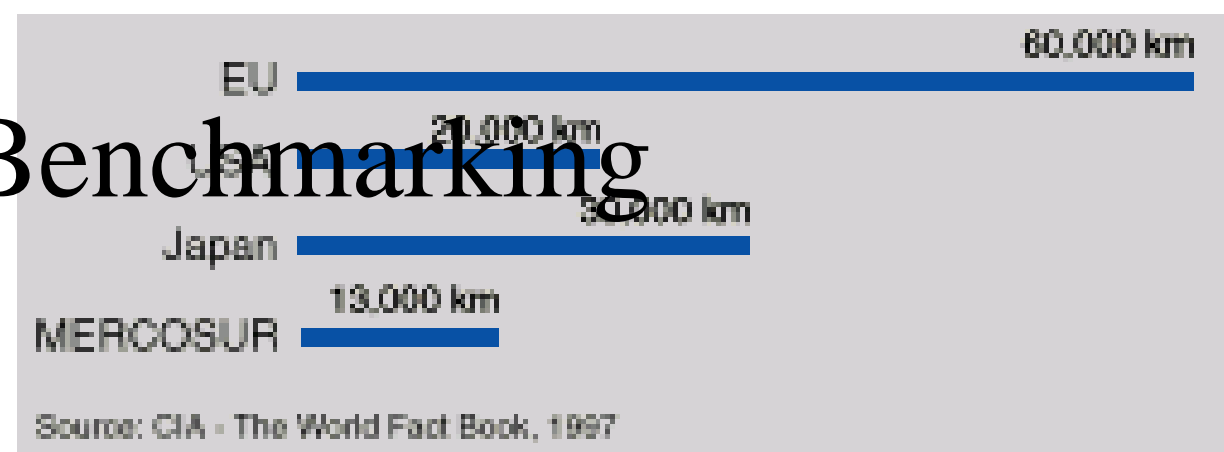
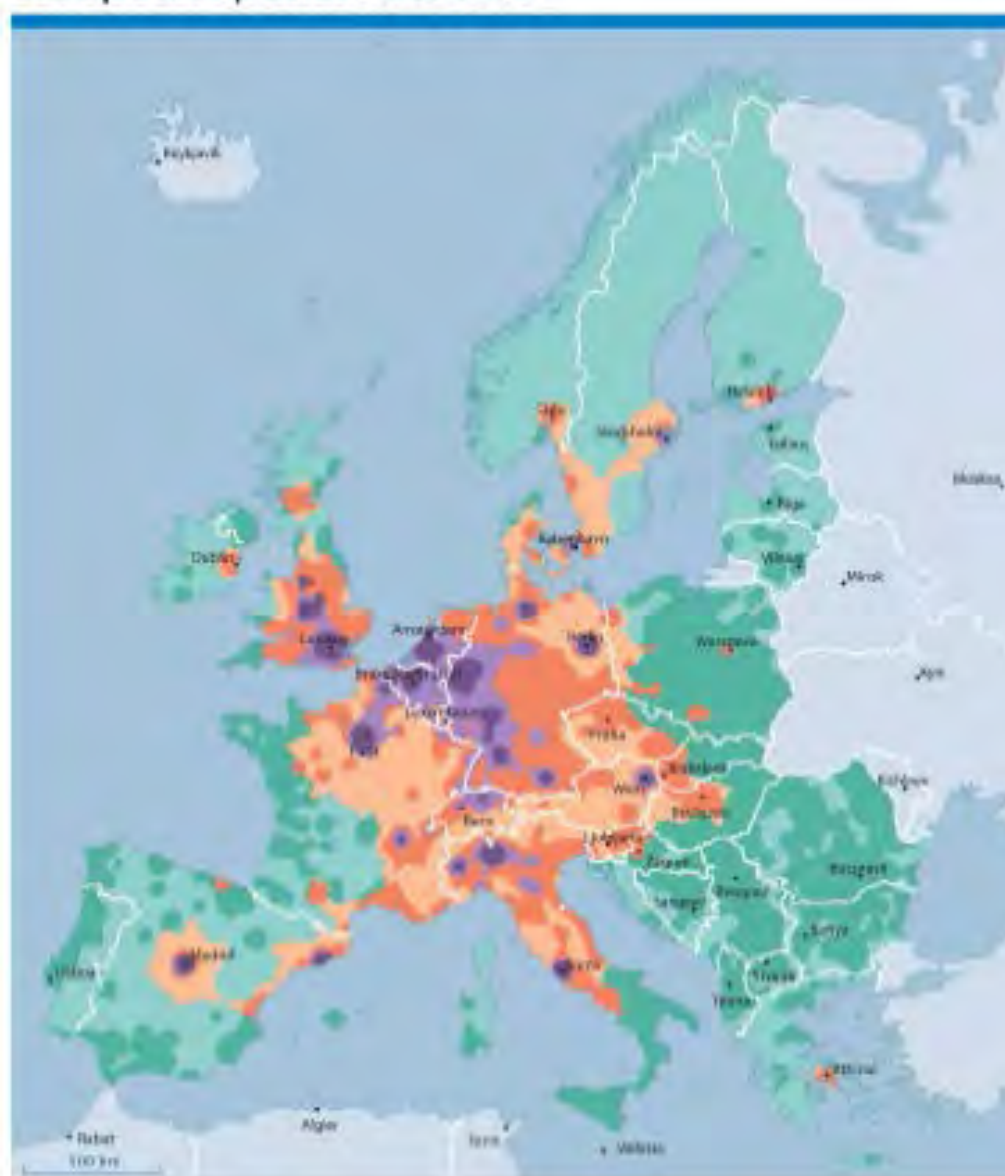


Table 2: Statistical Comparison of EU / USA / Japan / MERCOSUR

		EU-15	USA	JAPAN	MERCOSUR
Population in 1000	(a)	372 082	263 250	125 095	204 523
Area in 1000 km²	(a)	3 236	9 364	378	11 877
GDP total in ECU billion (1996)	(a)	6 776	6 014	3 620	1 370
GDP per inhabitant in ECU (1996)	(a)	18 150	22 650	28 760	6 700
Imports/inhabitant in ECU	(a)	4 210	2 404	2 194	335
Export/inhabitant in ECU	(a)	4 445	1 828	2 582	289
Land borders with countries outside the economic area in km (of which with Central and Eastern European countries)	(b)	9 305 (5006)	12 248	0	17 924
(a) Federal Statistical Office: Statistisches Jahrbuch 1998 für das Ausland, Wiesbaden 1998 Exchange rates: (1 ECU = 1.27 USD); EUROSTAT, average for 1996 (b) CIA - The World Fact Book, Washington 1997					

European spatial structure



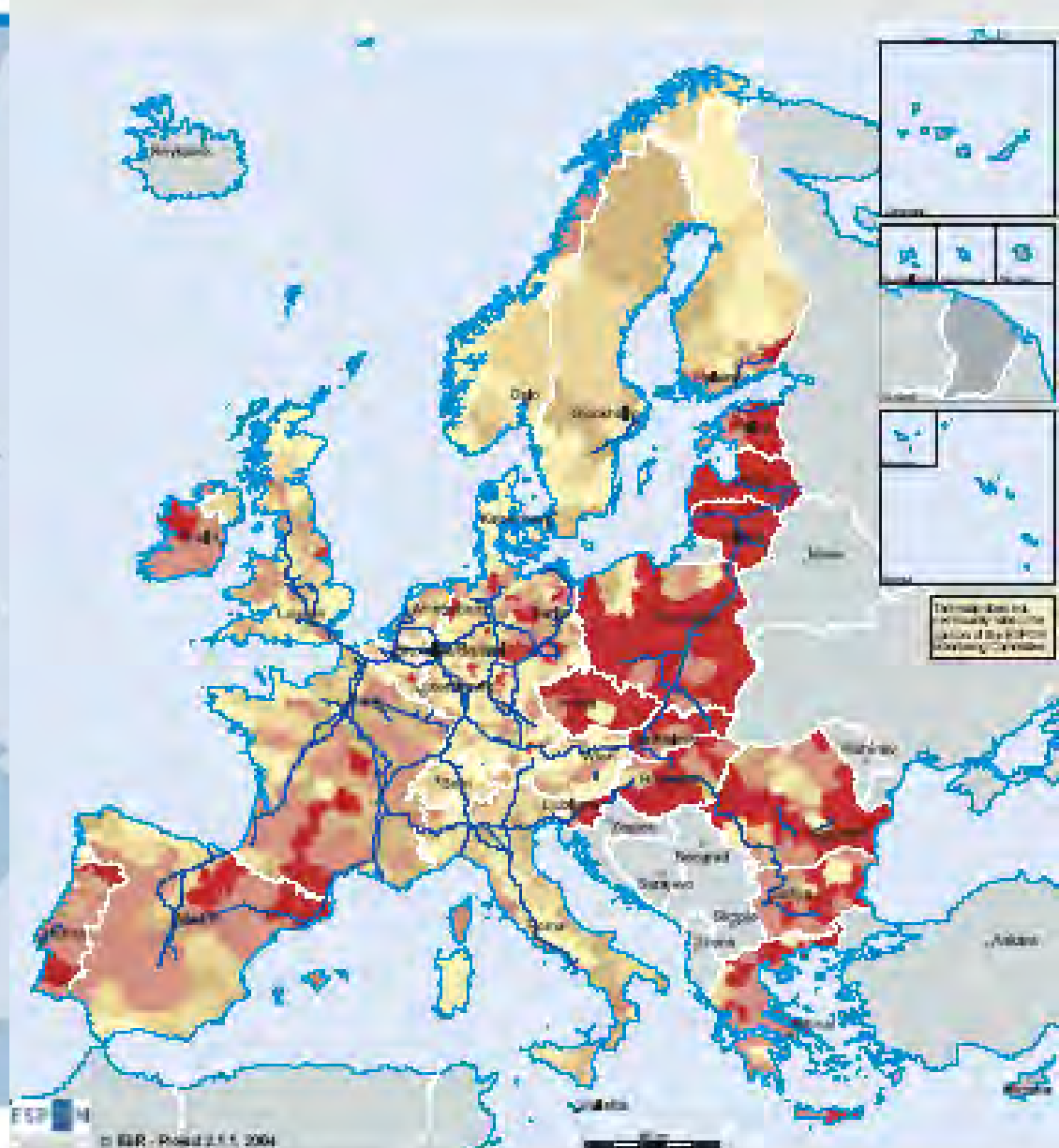
European spatial structure based on population density and accessibility to all MEGAs

Source: EBR (ed.), Spatial Planning Report 2005, published in EBR (ed.) modified

- European core area
- European central area
- European intermediate area of high density
- European intermediate area of low density
- European peripheral area of high density
- European peripheral area of low density

Pla

Scenario for change in transportation flows, 2000-2020



TCN-STRC base year 2000 vs. European scenario 2020

Regional change of vehicle unit
k82 million travelled

- up to 25 %
- 25 % up to below 33 %
- 33 % up to below 43 %
- ESPM space average
- 43 % up to below 70 %
- 70 % and more

Markedly increasing Railway
Transport flows

- 2.5 up to 5.0 million passengers or
14.4 up to 20.0 million tonnes
- 5.0 up to 7.0 million passengers or
24.4 up to 30.0 million tonnes
- more than 7.0 million passengers or
more than 30.0 million tonnes
(per year, difference 2000-2020)

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for administrative boundaries

Origin of data: IEA Transport research
and training, IEA-SteCo Consortium, Traffic
Forecast and analysis of corridors on the
Trans-European Transport Network

1 vehicle unit equals 1 car or 0.5 bus
or 0.1 truck

Source: ESPON database

- “Towards an Urban Agenda in the European Union” (1997)
- “Lille Action Program” (2000)
- “Urban Acquis” Rotterdam 2004,
- “Bristol Accord” 2005
- “Leipzig Charter on Sustainable European Cities” 2007
- “Reference Framework for Sustainable Cities” Marseille 2008
- “Barca Report”, 2009
- “Toledo Declaration” in 2010
- “Cities of Tomorrow: Challenges, Visions, Ways Forward” 2011
- “Territorial Agenda of the European Union 2020” 2011
- Urbact II “Cities of Tomorrow-Action Today” 2013

Dix ans



Reminder: economic and social cohesion

- expression of solidarity between the Member States and regions of the European Union.
- The aim is a balanced development throughout the EU, reducing structural disparities between regions and promoting equal opportunities for all.
- Economic and social cohesion is essentially implemented through the regional policy of the European Union.

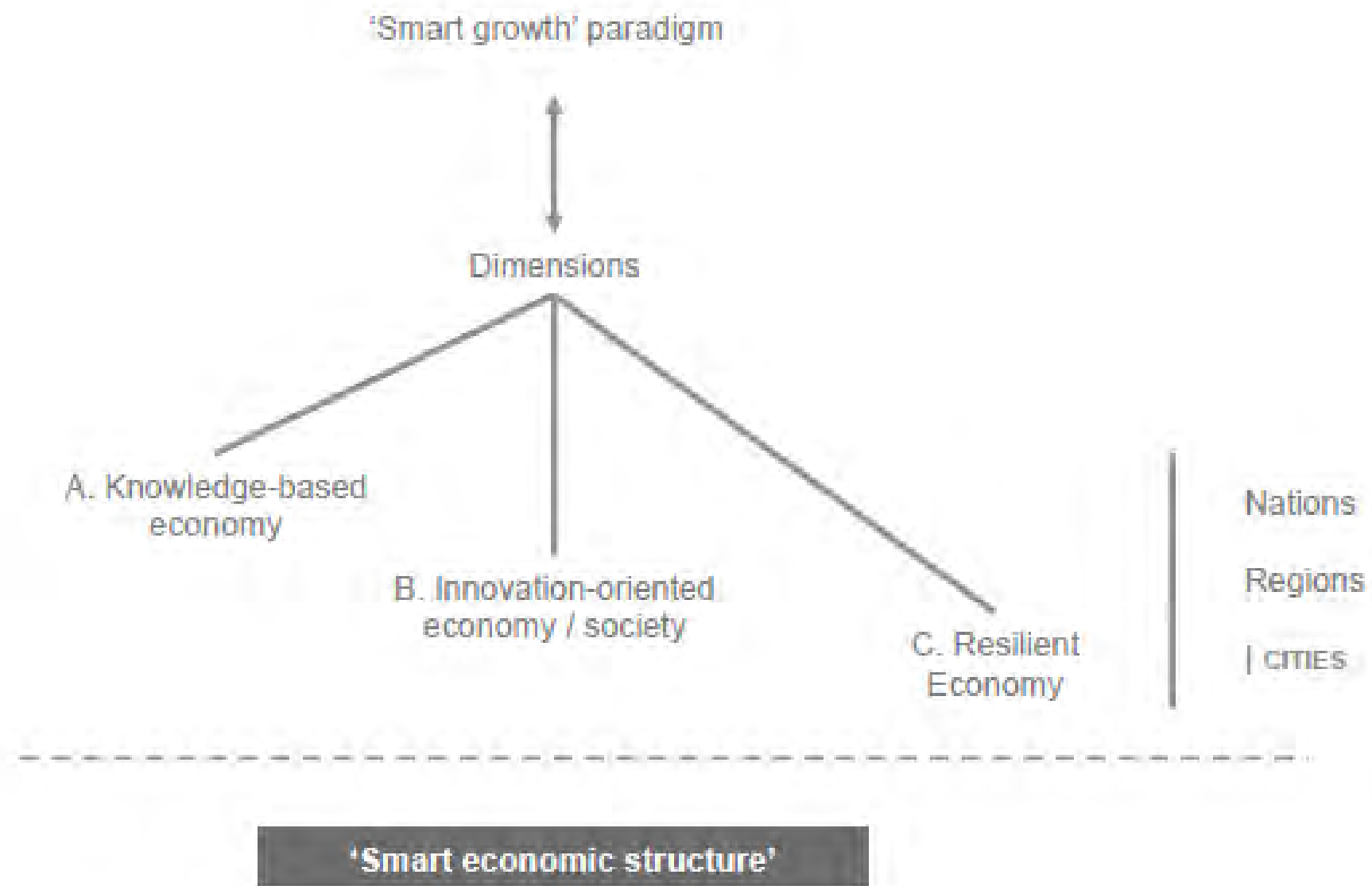
The EU Constitution paragraph 1-3

the Union **will promote economic, social and territorial cohesion**

(now the Lisbon Treaty)

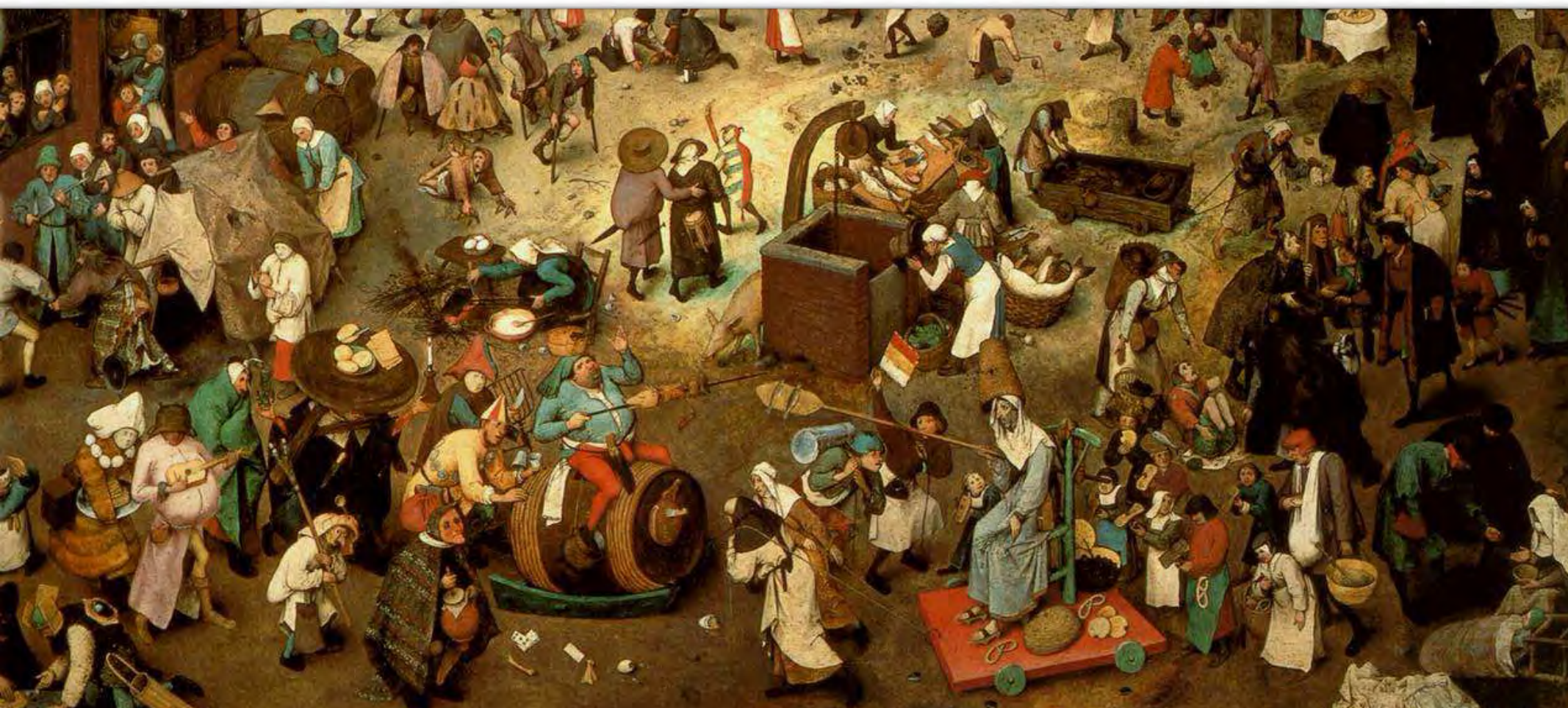
EU2020 objectives

1. Employment	75% of the 20-64 year-olds to be employed
2. R&D	3% of the EU's GDP (public and private combined) to be invested in R&D/innovation
3. Climate and Sustainability	<ul style="list-style-type: none">• greenhouse gas emissions 20% (or even 30%, if the conditions are right) lower than 1990• 20% of energy from renewables• 20% increase in energy efficiency
4. Education	<ul style="list-style-type: none">• reducing school drop-out rates below 10%• at least 40% of 30-34-year-olds completing third level education
5. Combat Poverty and social exclusion	at least 20 million fewer people in or at risk of poverty and social exclusion

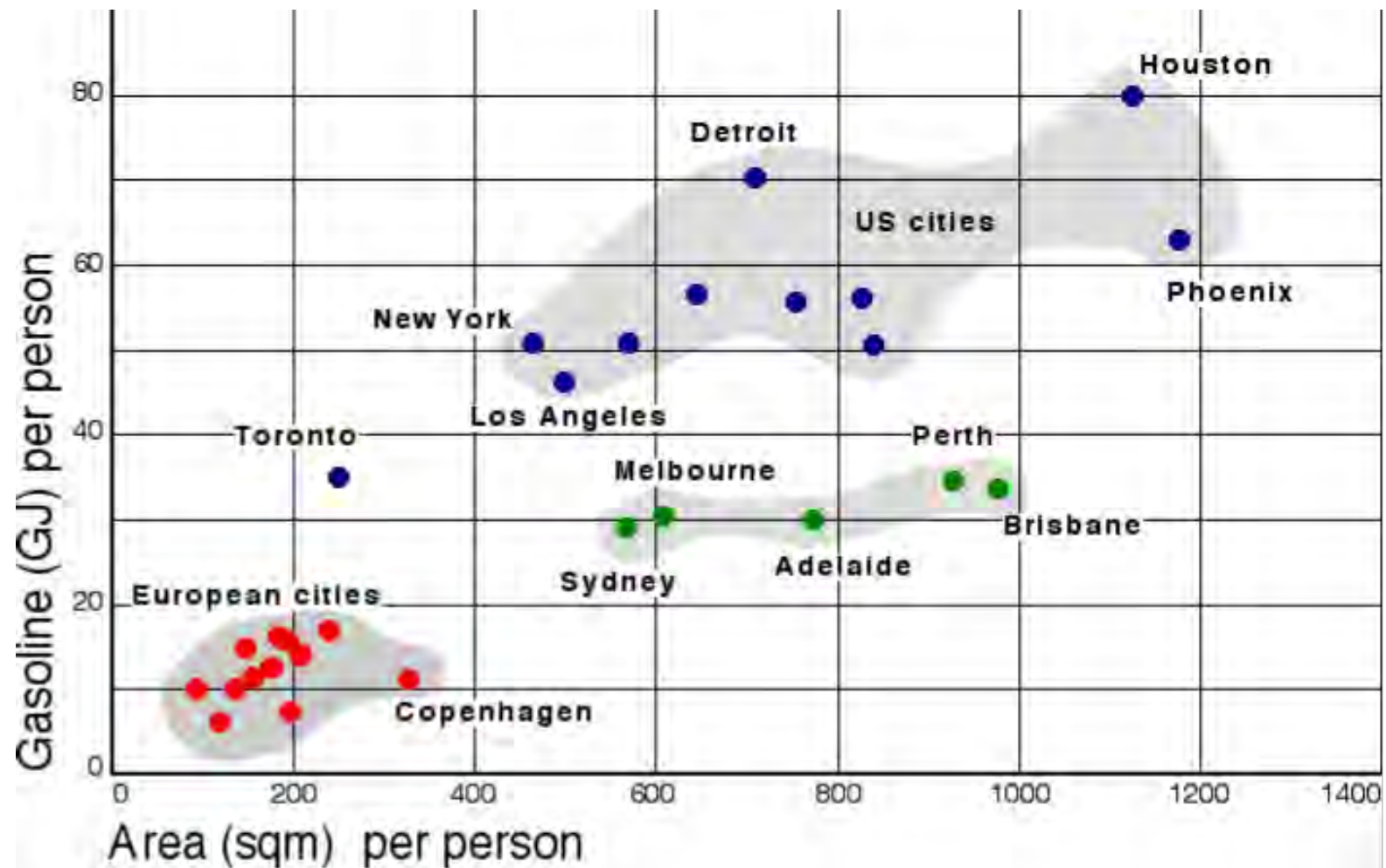


L'exception de l'Europe





Urban densities and private transport



Fuga da New York





The Truman Show





Cosmopolis







Four types of urban systems:

- two large urban agglomerations: Paris and London;
- a considerable number of large city regions: Milan, to Munich, Madrid, Stockholm and Helsinki, etc...
- a dense network of small and medium-sized cities: in many regions in central, western and southern Europe;
- areas with very few urban centres in the north, in Spain and France, and in some Eastern European regions

the emergence of **mega-city-regions producing a growing mismatch between administrative and urban structure**

Une nouvelle géographie urbaine





Smart, ma non troppo



Anni '70

*Fine del
modello
urbano
industriale*

Anni '80

*Esperimenti
decisionisti*

Anni '90

*Il 'cantiere'
della nuova
economia
globale*

Anni '00

*La città
come rete
di saperi e
capacità*

La città in crisi

(dispersione industriale e residenziale)

La città imprenditoriale"

(crescita occasionale e progetti urbani)

La città Creativa

(le città come centro di innovazione)

Rinascita e
nuova 'base
economica':
**Glasgow,
Genoa**

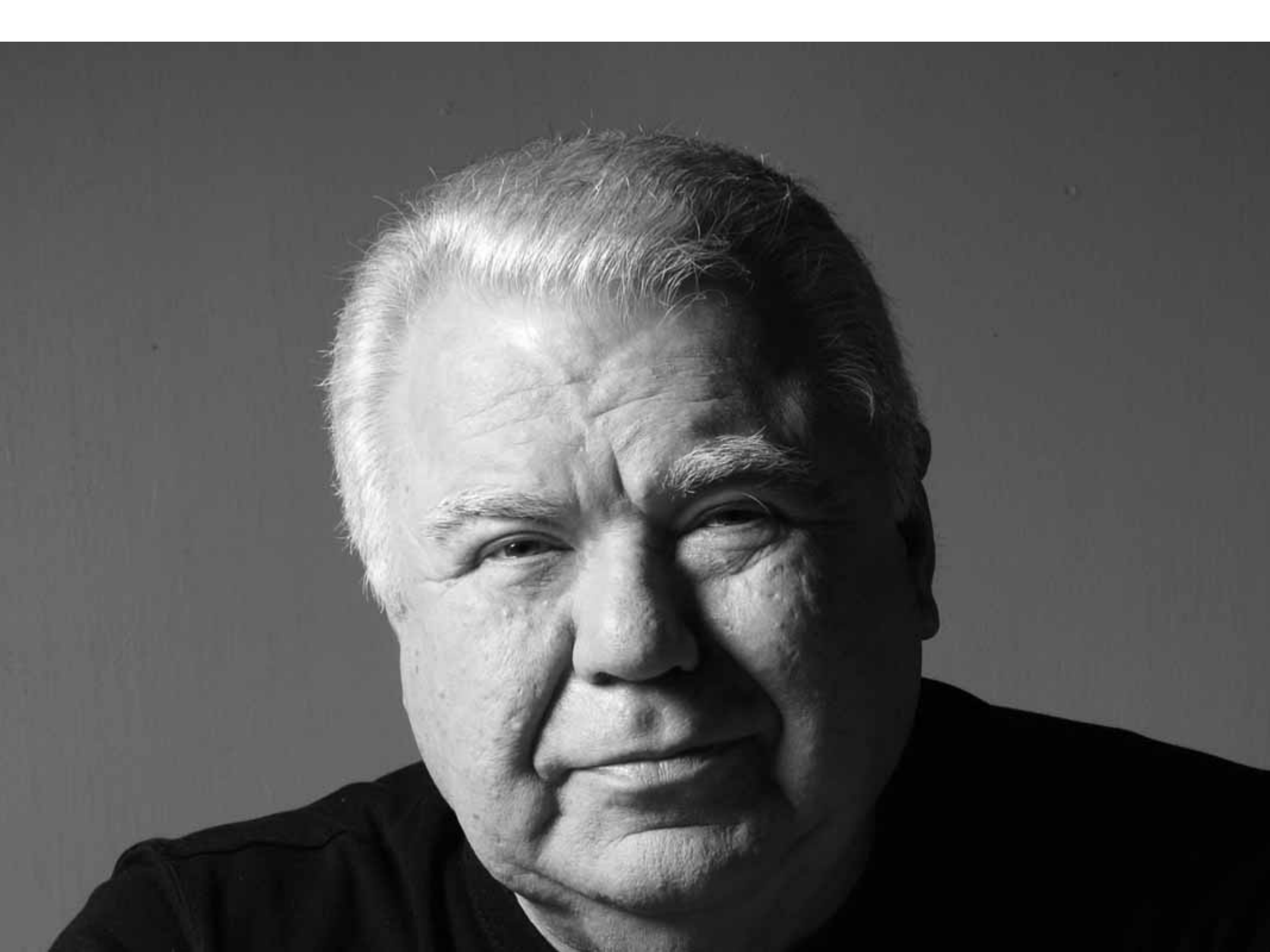
I grandi
progetti di:
**Parigi e
Milano**

La città
olimpica:
**Barcellona;
Torino**

Servizi,
ricerca e
housing:
Helsinki

“Mayors matter”, come dice *l'Economist*

- i sindaci e vicende locali tornano a contare (in Italia, in particolare dal 1993, altro che centopadelle).
- cambiano gli stili di governo
- un forte pragmatismo,
- concentrazione e dedizione esasperata,
- personalizzazione del rapporto con l'elettorato anche a costo di continui dissidi con i partiti di appartenenza





http://www.ted.com/talks/jaime_lerner_sings_of_the_city

0:48

But we have a very pessimistic approach about the cities. I'm working in cities for almost 40 years, and where every mayor is trying to tell me his city is so big, or the other mayors say, "We don't have financial resources," I would like to say from the experience I had: **every city in the world can be improved in less than three years**. There's no matter of scale. It's not a question of scale, it's not a question of financial resources. Every problem in a city has to have its own equation of co-responsibility and also a design.



11:46

Don't forget: **creativity starts when you cut a zero from your budget**. If you cut two zeros, it's much better. And this is the Wire Opera theater. **We did it in two months**. Parks -- old quarries that they were transformed into parks. ... every frog can be transformed in a prince.

12:31

So, in a city, you have to work fast. Planning takes time. And I'm proposing **urban acupuncture**. That means me, with some focal ideas to help the normal process of planning. And this is an acupuncture note -- or I.M. Pei's. Some small ones can make the city better. The smallest park in New York, the most beautiful: 32 meters.

