ACKNOWLEDGEMENTS

This document has been co-produced with PFVT partners, building on the results of the working group “Reducing socio-spatial inequalities between urban, peri-urban and rural territories” (oct.-dec. 2017), and on contributions from:

- Environment and Energy Management Agency
- French Development Agency
- Regions of France Association
- International workshops of planning and urban design
- CODATU
- Commissioner General for Territorial Equality
- Expertise France
- French Urban Planning Agencies Network
- France Urbaine
- International Urban Development Association
- French National Research Institute for Sustainable Development
- Ministry of Territorial Cohesion
- Ministry of Europe and Foreign Affairs
- Ministry of the Ecological and Inclusive Transition
- Town Planners without Borders
- Urban Planners International
- Yves Dauge

The technical secretariat warmly thanks all partners of the PFVT for their availability and the quality of their contributions.

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Introduction

Increasing urbanisation has profound consequences - physical, social and environmental - in rural areas, as well as in rural and peri-urban peripheries. Metropolises themselves and urban territories are also impacted, faced with complex challenges in terms of mobility (congestion), environment (pollution, energy supply, etc.), social inclusion (pockets of precariousness), etc. If massive urbanisation primarily concerns metropolises, it also impacts the network of small and medium-sized towns as well as the countryside, disrupting our relationship with the territory and our “living together”.

Metropolises, as places of hyper-urbanity, play a role of important hubs, allowing the interconnection between the different networks, receivers and producers of most flows of people, energy, financial and commodities, etc. This dynamic is supposed to have an economic trickle-down effect on the surrounding territories. As a matter of facts, it often puts pressure on the hinterland without actually supporting related areas in finding ways to take advantage of these, to develop their potential or connecting them to the major global flows, while respecting their territorial characteristics (social, geographical, historical or societal). However, the increase in flows between territories reflects and feeds multiple interdependencies, which could be turned into levers to rethink territorial planning by strengthening reciprocity relationships.

The dependence between urban, peri-urban and rural territories is intrinsic to their development and decisive for their respective futures, articulating - according to the specificities of each territory - different dimensions:
- Access to natural resources: drinking water, food, land reserves, raw materials, energy resources, recreational areas, natural heritage, etc.
- Access to human resources: available manpower
- Access to markets: employment, consumer goods, etc.
- Access to services: education, health, housing, transportation, etc.

While cities’ appeal is usually based on access to services, employment, markets for goods and services, and the emancipation brought about by urban lifestyles, peri-urban and rural areas are providers of essential resources for the proper functioning and development of cities: supply of food, water and energy, land reserves, natural heritage and landscapes, etc. Hence, they play a regulatory role in the metropolitan densification. They can also be an integral part of the metropolitan dynamic through the development of economic hubs that fully contribute to this dynamic. Finally, these territories are, through their heritage and populations, the receptacle of collective memory and practices which may dampen cultural standardisation and can be considered as wealth in the same way as productive units.

Considering these interdependencies, many territories, in France and throughout the world, have already formalised some cooperation, particularly in fields such as water management, waste management, energy or food. Deepening these existing cooperation, as well as developing new ones, appears today as the condition of a real “Alliance of the Territories” making it possible to shift from the sole logic of redistribution or equalisation to a logic of reciprocity and “win-win” partnership at different levels.

This is the sense of action developed by France, with a long tradition in terms of spatial planning, so as to develop multi-level governance, improve complementarity between territories and develop appropriate answers concerning the most vulnerable territories. Its objectives in this regard have varied over time: first, the French approach aimed to promote polycentrism through a network of regional cities; then, attempts have been made to consolidate medium-sized towns and rural areas through contractual arrangements between local authorities and the Government. The decentralisation has changed the situation, with regions being allocated regional planning competencies. While the Government was taking a more strategic role, territorial equality, equity and territorial cohesion were discussed, with actions being focused on major infrastructures. The subsequent strategies to ensure a balanced development of the territories and to accentuate territorial solidarities through different planning systems have had several successes despite inevitable difficulties.

Everyone is now convinced that a globalisation that would only promote the growth of metropolises poses many risks. However, it must be recognised that public policies made around the world to ensure that there is no neglected or precarious territory are still being tested and a lot of them still need to be done.

This publication presents the first results of a working group set up by the PFVT at the end of 2017 and lays the foundation for further reflection on a key issue: the necessary redefinition of… Conceived as a contribution of France to the reflection on the implementation of SDG 11, it proposes recommendations to renew these practices in favour of sustainable, integrated and inclusive territorial development.

Based on experiences in France and in developing countries in the context of cooperation, the PFVT identified 8 recommendations:

1. Strengthening strategic urban planning practices at local level
2. Identifying inter-dependencies and complementarities to foster inter-territorial solidarities
3. Reinforcing intermediary and new cities networks to balance urban growth
4. Promoting land management and security as a lever for sustainable and inclusive territorial planning
5. Fostering environmental and climate-friendly approaches to urban planning
6. Integrating the principles of circular economy in territorial planning and development
7. Improving urban and peri-urban mobility as a lever to reduce socio-spatial inequalities and revitalise territories
8. Building capacities and territorial intelligence at local level

Footnote:
1. These recommendations are the result of work conducted by the PFVT in 2017 within the framework of the working group “Reducing socio-spatial inequalities between urban, peri-urban and rural territories”. See details on the PFVT website (hyperlink). They are also based on previous PFVT publications, including the National Urban Planning for a sustainable urban devel¬opment – Habitat Conference 2017 and laying the foundation for further reflection on a key issue: the necessary redefinition of... Conceived as a contribution of France to the reflection on the implementation of SDG 11, it proposes recommendations to renew these practices in favour of sustainable, integrated and inclusive territorial development.
STRENGTHENING STRATEGIC URBAN PLANNING PRACTICES AT LOCAL LEVEL

Strategic urban planning was developed in the 1990s to address the complexity of contemporary urban issues. Its corpus of reference was initiated from the experiences of cities in developed countries (Barcelona, London, Vancouver, Lyon, several German and Italian cities...), emerging countries (Curitiba, Rosario, Porto Alegre, Montevideo, Chinese cities...) as well as international cooperation players (UN-Habitat, UCLG, City Alliance).

Strategic urban planning marked a breaking point with traditional urban planning, which proposed documents that could be enforced against third parties, in line with administrative divisions and elaborated without consulting civil society in-depth. These plans proved to be inadequate to respond to the rapid pace of urban change. From the 1980s, a “project based urbanism” was developed, linked to the development of a specific project promoted by the cooperation agencies, with the disadvantage of concentrating on certain urban spaces only, which sometimes could lead to a reinforcement of territorial inequalities.

Developed as an answer to these side effects, strategic urban planning takes a global vision of the future of a territory that exceeds the administrative boundaries of an urban area to encompass the territories with which the city interacts. It considers the peripheral evolutions of the city and its territorial environment. It is about anticipating urban transformations and meeting the current and future needs of local populations.

To do this, strategic planning must be conceived as an integration lever:

- Horizontal integration, taking into account spatial, economic, social, cultural and environmental dimensions that contribute to the development of the territory;
- Territorial integration, by defining and considering a relevant territory, which articulates the approaches at the neighbourhood, city/metropolis and hinterland level (urban and rural territories around it and with which it has links of interdependence and reciprocity);
- Vertical integration, considering the frameworks and strategies developed by the other tiers involved in territorial planning, particularly at the regional and national levels;
- Temporal integration, by putting in place a process that does not distinguish between an “upstream” phase of reflection and a “downstream” phase of operational implementation, which would be conducted by different stakeholders. Strategic urban planning is an iterative and evolving process that involves permanent round trips between the formulation of the strategy and its implementation.

Urban growth is now concentrated on urban fringes and is increasingly gaining ground in rural areas, ignoring the administrative boundaries of the territories it impacts. Hence, spatial planning must be apprehended on a scale that exceeds separate urban administrative entities. In this respect, and according to local contexts, it appears necessary to strengthen the strategic capacities of the regional and intermunicipal (grouping of municipalities) levels in terms of spatial planning and development.

3 See the orientations for French cooperation activities in support to strategic urban planning issued by the Ministry of Foreign Affairs: Orientations de la coopération française en appui à la planification urbaine stratégique, 2012.
Urban planning has been constantly evolving during the past years. Its content evolved, which is no longer reduced to the strict dimension of land use. It integrates cross-sectoral components in the definition and implementation of the concept of sustainable development, encourages the qualitative approach, justifies and explains as much as it regulates. The Master Plan for the Île-de-France region 2030 (Sdrif) illustrates this new planning model that manages the different spatial and temporal levels: from envisioning to operation, from standard to programming, from diagnosis to evaluation.

Why a plan for Île-de-France?

Île-de-France, with more than 30% of France’s GDP, is today one of the largest metropolises in the world hosting 12 million inhabitants. Highly attractive, it is the second-largest region in Europe in terms of foreign investment and a dynamic, attractive, solidary and sustainable region.

How was the Sdrif elaborated?

Approved in 2013, the Sdrif 2030 was developed by the urban planning agency (Institut d’Aménagement Urbain - IAU) of Île-de-France, in collaboration with the Government and with the participation of many regional players concerned with territorial development. The Sdrif 2030 is the first decentralised regional plan for Île-de-France, managed by the region itself. The Government, which shall guarantee legal compliance and the respect of national priorities, was associated with its development, as well as the Regional Economic, Social and Environmental Council (RESEC). Different public agents have contributed to its design (departments, municipalities, groups of municipalities, consular chambers, etc.) within the framework of working groups, technical productions, steering committees of a more political nature, public debates and formal opinions. Partners from the Paris Basin also took part in the reflection, especially during the inter-regional conference. The novelty of this exercise lies especially in the place given to private partners and citizens, via public inquiries, and also throughout its development, for example, by sending questionnaires and holding a “citizen’s conference” and “citizen roundtables”.

What are its objectives?

The objectives of the 2030 Master Plan are articulated around two axes: improving daily life at the local level and reinforcing regional attractiveness. As part of improving the daily lives of Parisians, the Sdrif plans to:

- build 70,000 homes each year and renovate the existing housing stock to solve the housing crisis;
- create 28,000 jobs each year and strengthen the mix of housing and employment;
- guarantee the access to public facilities and quality services;
- design transport to decrease dependence on cars;
- improve urban space and its natural environment.

To reinforce the attractiveness of Île-de-France, the Sdrif plans to:

- rebuild the economic dynamism of the Paris region;
- support an attractive transport system;
- value attractive equipment;
- foster a sustainable management of the natural ecosystem and strengthen the robustness of Île-de-France.

What are the pillars of the Sdrif?

The Sdrif 2030 is based on different complementary elements, ranging from the Regional vision to the Regional spacial project, including the regulatory guidelines, the environmental evaluation and the implementation mechanisms. The regional spacial project is divided into three pillars, which are essential components of the regional planning framework:

- “link / structure” to organise the transport and equipment network;
- “polarise / balance” to structure the urban development;
- “preserve / value” to understand the environment and integrate the open space system.
IDENTIFYING INTER-DEPENDENCIES AND COMPLEMENTARITIES TO FOSTER INTER-TERITORIAL SOLIDARITIES

The solidarity between urban, peri-urban and rural areas today appears as an intrinsic condition for the harmonious development of territories. It must be the foundation of a redefinition of the competitiveness of territories that encourages territories to rely on each other to ensure their development and not to develop alone to the detriment of others. The existing interdependencies between urban and rural territories (natural resources, human resources, access to markets, etc.) are levers to be activated for the establishment of cooperation processes that can contribute to the sustainable development of these territories.

Beyond these relationships based on dependency, it’s about encouraging territories to identify cooperation areas based on the development of complementarities, and economic clusters combining one another’s resources. Given the major challenges (social, economic, climatic, demographic, food, etc.) faced by countries from the South as well as from the North, the alliance of territories is more than ever necessary to bring out contextualised and sustainable solutions.
STRENGTHENING SOLIDARITY BETWEEN URBAN, PERI-URBAN AND RURAL AREAS: NEW TOOLS FOR TERRITORIAL COHESION IN FRANCE

As part of a long process of decentralisation which began in the early 1980s, the French Government gradually transferred administrative powers to local and regional authorities on three levels: municipalities, departments and regions. They freely administer themselves through elected councils, have their own responsibilities and means and regulatory power to exercise their powers. Hence, they carry out land-use and development strategies by themselves. Today their relations with the French government are undergoing a shift in paradigm in terms of governance through the establishment of the National Conference of Territories. This Conference aims to involve, in policy-making processes, local authorities concerned by initiatives to be launched by the government and that affect those public policies whose responsibility is shared between the Government and the territories. The objective now is to promote urban-rural cooperation and organise support across regions, departments, cities and municipalities in the perspective of an alliance between territories that helps preventing fractures and fosters, as much as possible, the ability to experiment and innovate.

This is particularly the case in terms of territorial cohesion and relations between urban, peri-urban and rural territories. For the last ten years, the land-use planning policy in France has been marked by the arrival of a new generation of policy instruments, based on the decompartmentalisation of rural and urban policies and the development of strategic cooperation between urban and rural territories in connection with the regions. This evolution resulted in the implementation of measures along 3 axes:

1) Reinforcing the multi-level governance of territorial cohesion by strengthening the role of regions and inter-municipalities

The last stages of the decentralisation process are characterised by a twofold movement: on the one hand, an increase in powers transferred from the Government to local authorities, particularly in terms of development and spatial planning, and on the other hand, the grouping of municipalities in the form of public institutions of intermunicipal cooperation with increased capacities. Since the 1990s, many territorial reforms have transformed the municipal perimeter by favouring inter-municipalities and the regrouping of municipalities for the effectiveness of public action and the rationalisation of the territory. At the same time, regions have seen their role in spatial planning strengthened. Therefore, regions and inter-municipalities appear today as major players in spatial planning and cohesion in France.

Regions are notably responsible for drawing up regional planning schemes for sustainable development and territorial equality (SRADDET) (NOTRE law of 2015). For each of the 13 French regions, this plan sets objectives in terms of territorial balance and equality, planning up various infrastructures of regional interest, opening up of rural areas, housing, and land management, inter-modality and transport development. The SRADDET also sets objectives in terms of energy control and recovery fight against climate change and air pollution and the protection of biodiversity. Its objectives are imposed on urban planning documents at the sub-regional level.

The legislative and regulatory framework has also evolved to allow inter-municipal authorities to assume a growing role in key areas of spatial planning and development. Housing policies, economic development, the creation and management of services for the population, the management of networks, the protection of resources, etc., are today largely conducted at the municipal level (notably through the definition and implementation of Territorial Coherence Plans, SCoT).

2) Encouraging inter-territorial cooperation and solidarity

The Government intervenes in spatial planning by encouraging cooperation between urban and rural areas through the establishment of a new generation of instruments. Metropolitan Poles, Territorial and Rural Balancing Poles, City/Village Reciprocity Contracts and Government-Metropolis Pacts are designed to encourage cooperation between communities at a relevant level that takes into account existing or to-be-developed interactions for sustainable development and urban-rural synergy. Metropolises, whose status was recently created in France, have responsibilities towards neighbouring territories with which they create interdependent linkages and whose inputs contribute in return to metropolitan development. In order to encourage the integration of these active solidarities connecting all territories (large urban areas, rural areas, suburban areas in all their variety, medium and small cities...), “Government-Metropolis Pacts” have been implemented.

3) Support dropping out or “disconnected” territories

Instruments targeting certain types of territories have been developed to complement these new tools and encourage solidarities and reciprocity between urban, peri-urban and rural territories. These instruments in the context of shared governance between the Government and the inter-municipal authorities, the development of territories that are either dropping out or disconnected, in urban areas (disadvantaged neighbourhoods) as well as in rural areas. These instruments include:

- “Politique de la Ville” instruments: Contractual agreements between cities and the State, along with national urban renewal programmes, target the most fragile neighbourhoods of the territory through specific actions on housing, public facilities and urban development.
- Contrats de ruralité, aimed at revitalising rural areas, based on contracts between the Government and groups of rural municipalities.
- The “Action Coeur de Ville” plan, which aims to reposition secondary cities at the heart of development and territorial cohesion, in addition to metropolitan and rural areas. This national plan aims to reinforce these territories in their role of regional cities, their centrality, their administrative and economic influence and their functions as “poles of services” (education, health, culture, heritage...).
- “L’Atelier des Territoires” is a grassroots approach undertaken by the Government, which aims to support local agents in their strategic project. A recent session was dedicated to peri-urban areas. Urban areas are no longer confined to small and intermediate cities, municipalities and peripheral neighbourhoods. In addition, a number of rural areas, under the influence of cities, are to be part of an increasingly urban society.

Through the mobilisation of multidisciplinary engineering, the collaboration between Government representatives, researchers and services of “large territories”, this approach makes it possible to better understand the current peri-urban situations: metropolitan fringes, metropolitan gap, peri-urban and rural situations, polarised or diffuse situations, etc. Land-use issues, under-exploited potentials and social fragmentation are at the heart of the debate and negotiation initiated with elected officials and local agents in order to improve the quality and effectiveness of public policies. In this context, local community actions, innovative initiatives and citizen participation are also valued.
WASTE MANAGEMENT AS A HYPHEN AND VECTOR OF SOLIDARITY BETWEEN MUNICIPALITIES IN THE BESANÇON REGION.

In 1999, Besançon was the first city in France to set up an incentive fee for the financing its waste management policy. Ten years later, it extends to the 59 municipalities of the Grand Besançon. But, what is it? This fee takes into account user’s production of waste to encourage them to reduce it and to sort out to recycle. In practice, each bin for non-recyclable residual waste is equipped with an electronic chip to identify the holder of the subscription contract. The tipper trucks weigh the bins and record all the data (date, weight of the container, number of lifts) to establish the invoice.

Even though the system may seem a little complex at first glance, the population quickly understood the idea, as changing their behaviour to reduce their bills speaks to everyone. This responsible consumption also involves increasing sorting (selective collection and waste disposal) and composting (individual and collective). There were many results: 30% drop in residual waste, or 157 kg per year and inhabitant. “The objectives of the Grenelle environment have been exceeded by far and our performance is above the national average”, said Jean-Louis Fousseret, president of Grand Besançon. And all this with a fee of 71.40 euros per inhabitant in 2016, a decrease of 4.5% in the bill, while it continues to climb everywhere else in France.

In 2014, the mechanism was spread across 167 municipalities, mostly rural, from the SYBERT (Mixed Board for Besançon and its region for the treatment of waste), including half of the population of Doubs. “I was sceptical at first, as I thought this incentive fee would have been more expensive”, recognised Sylvain Ducret, mayor of Ornans (4500 inhabitants) and vice president of SYBERT. But the opposite happened. What was the point of extending the initiative? “A wider scope makes it possible to optimise and lower management costs”, said Jean-Louis Fousseret, “We were able to equip ourselves with more modern facilities and materials. Moreover, this success strengthens relationships between all the municipalities”.

Today, other joint projects between the metropolis and municipalities of the region are under discussion. “It was necessary to use a lot of pedagogy among the population. School ‘recycling ambassadors’ played an important role in all the municipalities of SYBERT too”, stated Sylvain Ducret. The representative is also proud of the benefits of mutualisation: “The Grand Besançon did eat us alive!” he said with a smile. Their initiative was definitely key to the success of the project, but everyone keeps their own role and autonomy. The system is not imposed, but adjusted to the specificities of each territory. Jean-Louis Fousseret thinks of other common projects such as transport or water when mentioning “we need each other, it’s the sense of history”.

Source : http://franceurbaine.org/sites/default/files/travaux/france_urbaine_2.pdf
In a context of massive urbanisation, secondary cities have to play a key role when balancing urban growth. According to UN-Habitat, 70% of the urban population growth currently occurs in secondary cities. Hence, they must be considered as a strategic connection in the regional urban framework and occupy a central position in spatial planning and development policies. Indeed, intermediate cities are between rural and urban areas. By providing access to essential services for rural populations, markets and communication infrastructures, they contribute to the economic dynamism of the rural areas that surround them.

Taking into account networks of secondary cities should also be a prerequisite when programming new cities. As a matter of fact, these are too often the result of dynamics driven by economic and financial interests, involving experts and companies that are not embedded in the concerned territories. Many of the city components cannot be achieved without the intervention of public governance. Only the latter can guarantee the integration of the many components that make up the city: housing for all categories of population, infrastructure (water, energy, transport, etc.), public spaces and green spaces, public facilities that can ensure a supply of services in all fields (education, health, culture, etc.). The realisation of a large part of these components is based on projects that are too long and too risky, in terms of timing and investment, to be carried out essentially by private agents.

In addition, urban construction on the scale of 100,000 - 500,000 inhabitants must be considered in the long term, in an environment subject to constant political, societal, economic, climatic and technological changes. Only public governance can ensure continuity of such projects and organise them so as to secure the necessary long-term funding. Indeed, these financial means cannot be based solely on state subsidies and private support, which is limited to specific projects that the private sector accepts to support in the context of the overall project. For the operation to find its own financial balance, it is necessary that the public sector keeps control of the land throughout the operation so as to take advantage of the land rent that will finance the development works. The duration of the operation impacts the value of the land to be developed and this value must be saved in favour of public objectives.

In France, urban planning companies are being created by the association of public and private capital; they own the land they buy, which they equip with roads, networks and public spaces. Plots of developed land are then sold at the price of the real estate market to public and private builders. Their statement must be balanced until the end of the urban construction operation. Hence, such tools allow public authorities, at the local level, to remain in control of the development of new urban units and guarantee objectives in terms of social inclusion, economic development, environmental impact, etc.
Bringing together 43 municipalities and 430,000 inhabitants, the Rennes conurbation, which became Rennes Metropolis in 2015, has put in place effective urban planning to protect agricultural and natural spaces. The agglomeration is marked both by a great polarisation of major metropolitan functions, population and activity in the heart of the metropolis, and, at the same time, a structuring of the living areas around medium size cities gathering small municipalities and proximity poles.

This structuring allowed the territory to manage demographic growth resulting from its attractiveness. However, like many territories, Rennes was not fully able to keep control over a significative extension of urbanisation in the first suburban circle of the urban area until the adoption of its Local Program for Housing in 2008. The question then arose: which project for the suburban area to support the project of the metropolis?

Thanks to its urban plans, the Rennes Metropolis has avoided most of the negative effects - such as social discrimination or traffic jams in the main cities - by developing a proactive management policy based on 3 axes:

1) Planning rules so that the urban area develops as an “archipelago city”. In this archipelago city, each territory holds a special place and is given one or more specific functions in the overall organisation of the urban area. First, the principle of preservation and sustainability of agricultural and natural spaces is emphasised, as well as the regulatory means to do it.

2) Then, the cities, depending on their size and position in the urban frame, are provided with more or less important services. This way, each of them has at least basic services for the population, and its residents can find in the structuring pole of their area the intermediate services which require a demographic weight and a sufficient density to function. This is the concept of “city of proximities”, “Urban fields” - precisely defined spaces - provide the guarantee that land will never be used for anything other than agriculture. In order to continue receiving new inhabitants, the last two master plans encourage the creation of secondary urban centres connected by transport to the heart of the city. Moreover, secondary urban centres limit urban sprawl and declining farmland. By welcoming new residents, these intermediate cities are in fact in charge of precarious populations. In the suburbs, urban renewal and new construction tend to become denser, in order to limit the use of land.

3) Finally, a land policy was put in place at the end of the 1970s to manage land, which was considered a limited resource. A dedicated tool was created: the local public land establishment. Each year, the Rennes Metropolis buys land before real estate transactions, which leads market prices to fall.

These different policies have been established collaboratively and created building on a sense of solidarity between all cities of the wider urban area.

The method deployed is based on the establishment of a panel of international voluntary practitioners, selected from within its global network and from the public and private companies, local authorities, professionals and academics that are familiar with the topics discussed. It prioritises the co-production, with all the territorial agents, of answers that anticipate the changes and transformations of the territory. It also builds on sharing experiences to build local skills and capacities. Through the possibility of the integrated approach, INTA aligns with the Sustainable Development Goals and aims to contribute to the implementation of the New Urban Agenda.

INTA supports local players with the design
and implementation of their plans for new cities in Peru, Mexico, Colombia and Ecuador. The aim is to support local leaders in the various stages of a territorial project and co-produce highly contextualised solutions inspired by the French experience.

The deployment of new cities in Latin America raises many questions: how have the national strategies (which in the case of Latin America respond mainly to macroeconomic stability policies) been translated at local level, on the ground? What are the future prospects for urban-rural linkages? Which tools have been used by governments to manage the impacts of major infrastructure projects on the territory? What is the role of other territorial agents today (civil society, communities, developers, the private sector, etc.), in the strategic decisions regarding the location of new cities, density and urban form? How to co-produce a governance framework adapted to these types of long-term projects that are able to align the interests of the Government, local communities, and private investors and operators?

The interventions of INTA complemented the mobilisation of local professional skills in development and land use, particularly in Peru and Mexico, where the French experience with new towns was a key factor that allowed:

- Redefining projects building on a more integrated approach, shifting the focus away from purely economic objectives (the new town being conceived as a complement to the production tool for export activities in agriculture or the car industry) to incorporate social and environmental dimensions.
- Reassessing of the environmental, social and territorial planning dimensions of the projects, and introducing, in the local debate, the need to strengthen the network of existing rural cities as a prerequisite for the creation of a new city.

Learn more about the intervention in the region of Arequipa: https://inta-aivn.org/fr/activites/conseils/panels/2016-arequipa-regional-planning-fr

Learn more about the New Town projects in Olmos, Peru: https://inta-aivn.org/fr/activites/echanges/tables-rondes/2012-olmos/2012-olmos-master-class
Issues related to land use and management are central to growing cities that impact the surrounding rural areas and to large cities in general. Land use, as well as that of coastal and river interfaces, crystallises conflicts of interest between landowners, rights holders and investors. Actually integrating the question of land use in territorial planning and development implies dealing with a number of key issues:

- respecting the plurality of existing land tenure systems;
- identifying and adopting intermediate forms of land tenure arrangements (leases, rental arrangements, modes of transmission, joint ownership, etc.);
- adopting alternative and accessible forms of land administration and land registers involving local agents, especially local authorities.

Local authorities must take steps to preserve the affordability and accessibility of cities by all population groups, including policies to formalise inclusive land rights and regulate land markets.

The establishment of land agencies makes it possible to prepare for urbanisation and limit land speculation. In France, the role of Public land management corporation (Etablissement Public Foncier, EPF) is to acquire land that will be developed later to build housing, new neighbourhoods, public facilities, but also for economic development or protection of the environment. For a given time, the EPF will therefore own and manage this land in terms of security, etc. It may sometimes start proto-development work (demolition of existing buildings, asbestos removal, depollution, etc.) before handing it over to the community or operator mandated by this community. The EPF also supports communities in the definition of the project and promotes a rationalisation of the available land (grouping plots, density and urban quality). Their knowledge of land engineering helps to advise and assist communities, especially those with limited means, as well as encourage them to develop their own territorial project and define a land strategy in advance.
IV. PROMOTING LAND MANAGEMENT AND SECURITY AS A LEVER FOR SUSTAINABLE AND INCLUSIVE TERRITORIAL PLANNING

It is crucial that local authorities share this mission with the Government, which defines the framework for territorial planning, makes it available to local technical services and trains local authorities to apply this framework.

The experiences and situations in many developing countries show that the land issue must be understood in the light of local realities, resources, constraints and cultures. It is still possible to issue certain recommendations in this area:

- To prioritise land use security: recognition of informal settlements, maintenance of collective rights, regulation and technical supervision of land use changes (rather than going for a restrictive view of the law and securing property in a legal alibi system of socio-economic exclusion process);
- To support public policies or measures taken at the local level to change or reform land management according to primarily endogenous choices, by putting the process in the continuity of a proper institutional history and an urbanisation trajectory (rather than give in to illusions of cadastral ready-to-use toolkits); and by promoting the most flexible digital tools, such as land information systems, to involve local authorities in the management and exploitation of their data;
- Backing land tenure security to a data policy is a prerequisite for the availability, quality and flow of information, adapted to deconcentrated and decentralised administrative systems; to encourage data producers to produce its analysis; to go against silo practices, confidentiality and even data retention; to support the scaling up of archival and land conservation data management services; to support the role of research in science-based oversight, diagnostic production and trend analysis of land markets;
- To back up land management (anticipation, regulation, pacification of social relations) to consultation by associating governmental and non-governmental agents to territorial and urban planning processes, by promoting groupings of municipalities and providing them with a role in these processes, by encouraging administrative de-compartmentalisation (rather than letting administrative silos and political or technical rivalries leading to the instrumentalisation of information and data).

RESEARCH FOR BETTER LAND USE MANAGEMENT IN BAMAKO SUBURBS - A PARTNERSHIP BETWEEN IRD AND THE UNIVERSITY OF LAW AND POLITICAL SCIENCES OF BAMAKO (MALI).

The situation of Bamako, the capital of Mali, is emblematic of the exceptional demographic growth that will impact African metropolises until 2030. With an annual rate of 6%, the Bamako agglomeration has doubled in population between 1998 and 2009. Today, it is around 3 million people in the institutional perimeter, with two levels of territorial entities, the regional district and the municipalities, resulting from the first decentralisation in 1996.

In collaboration with researchers from Mali who are lawyers and geographers, the French Research Institute for Sustainable Development (Institut pour la Recherche sur le Développement, IRD) is conducting a long-term analysis of the city’s needs in terms of housing and essential services, assessing the urban future that is now being prepared in the agglomeration periphery.

In the continuity of the studies carried out on the city centre, expertise moves towards the interface with the rural world which deserves urgent attention. The challenges of densification, governance and social cohesion of the city are at the heart of new comparisons in the Sahel and other African capitals.

The scientific partner aims to build up knowledge on the dynamics of urbanisation by:
- supporting Malian public agents in their land reform and urban planning efforts;
- supporting the strategic vision “Bamako 2030” which recommends accompanying the extension of the city beyond the boundaries of the District, and improving coordination, both inter-municipal and inter-regional, in the area of territorial planning and development;
- feeding into the metropolitan fabric in the making with detailed spatial orientations in line with local realities, constraints and needs;
- strengthening and sharing data while promoting continuous monitoring of land-use changes.

The research makes it possible to report to Bamako the limits of existing mechanisms used to update and manage the information related to land transactions. The analysis of the issuance of property titles, in particular, provides an updated and unprecedented picture of what is actually going on: first, applications for registration of acquisitions and parcelling of the largest land plots, for housing purposes, has mainly concerned the peri-urban area of Bamako; second, the issuance of a massive number of property titles in the absence of a large scale territorial development strategy has resulted in a number of worrying problems: uncontrolled urban sprawl, legal confusion, deregulated procedures, lack of technical controls, provision of bank loans on speculative grounds, and weak private real estate investment.

In a situation where public action lags behind in terms of equipping this urban/peri-urban continuum, the research project also bring a significant contribution to the analysis of land conflicts that clog the Malian jurisdictions. Building on research activities, simple measures such as conducting plots inventories and securing property titles become credible. Lastly, it responds to requests for territorial intelligence by the newly created regional development agencies that will be in charge of promoting economic development in the “post-crisis” phase of the Malian decentralisation.

For more information, see the IRD’s journal, Sciences au Sud.
A reflection was initiated in 2016 on the local and quality supply of agricultural products for public canteens and more especially for the central kitchen run by the city of Nice, which will be equipped with a vegetable garden in 2019 as part of an ongoing restructuring project. At the same time, the Metropolis filed a dossier under the EAFRD to carry out an analysis of the wastelands of the valley of Var estimated at 175 ha. The aim is to conduct this study to initiate negotiations with owners to regain agricultural land and install new farmers. In the long term, it is a question of producing local and organic fruits and vegetables for the schools of Nice, which represent over 3.6 million meals each year.

The main obstacle is the acquisition of land with a price well above the national average. In this context, the Metropolis initiated the creation of a territorial foundation, one of the axes being the acquisition of wastelands with a view to relocating farmers through a rural lease with environmental and social clauses. A foundation offers a platform for multiple financing, crowd-funding from citizens by donation or solidarity-based savings, corporate sponsorship and foundations. Therefore, the strategy relies on the assignment of a recognised public foundation for the common good represented by these fertile lands, with use that will allow sustainability and social links.

This reflection connected with the national initiative to implement the National Food Program at the local level led to the development of a “Territorial Food Project” (Projet Alimentaire Territorial, PAT). It must involve different levels of communities but also private and associative partners (farmers, agricultural-food companies, communities, parents, associations of insertion, agents of the social economy...). The territorial foundation is also expected to provide a resource centre with national experts on agriculture, ecology and nutrition issues and to fund awareness-raising activities on these topics for the urban population.

By allowing local authorities to acquire agricultural land, the project gives them a strategic dimension: soil and quality management, the creation of jobs which will not be relocated and food self-sufficiency. The foundation presents the originality of building a hybrid public-private/non profit-profit model, combining grants, donations and social investment, and involving community businesses, associations, the philanthropic sector, citizens, etc.

For more information and more French experiences, see the publication of France Urbaine: “Cities, agriculture and food: French experiences”
Due to the increasing urbanisation, natural areas must be considered in all their dimensions: biodiversity reserves, heritage, places of public use and remembrance, etc., which are essential “ecological services” for the harmonious development of human settlements. Hence, their preservation/protection must be placed at the heart of the territorial and urban projects of the sustainable city. Therefore, urbanisation must be done limiting the damage inflicted on the environment, natural environments and landscapes. This requires a better knowledge of these spaces, the flows that pass through them and the functions they provide, as well as a consideration of these dynamics in development projects. Tools such as the “green and blue belts” or “ecological corridors” (Trame Verte et Bleue) can contribute effectively.

Ecological corridors consist in maintaining/rebuilding a network of exchanges so that animal and plant species can, like humans, circulate, eat, reproduce, rest... and ensure their life cycle. This approach aims to include the preservation of biodiversity in land-use planning decisions, contributing to the improvement of the living environment and residential and tourist attractiveness. It includes a green component that refers to terrestrial natural and semi-natural environments and a blue component that refers to aquatic and wet networks (rivers, canals, ponds, wetlands...). These two components form a whole intended to ensure a balanced ecological status of the territory.

Preserving and restoring ecological continuity means acting wherever possible: in rural areas, at waterways and in urban areas. Ecological corridors are instruments to fight the fragmentation of natural environments and contribute to the preservation of biodiversity. Beyond their ecological functionality, they participate in the organisation and operation of a territory. Therefore, it is a planning and consultation tool that is particularly relevant in a context of continuous urbanisation and the need for reconciliation between urban spaces and the surrounding territories.

It is also essential to integrate the issue of climate change into the development and implementation of spatial planning and development policies. These policies have a leading role to play in mitigating climate change and adapting to it. This is a major aspect of the Climate Plan adopted by France in 2017.
RECONCILING PLANNING, DEVELOPMENT AND ENVIRONMENTAL AMBITION: AN INTEGRATED APPROACH IN BREST.

Developed at the same time as the Climate Energy Plan, it affirms the convergence of these different issues in a single planning document.

The integration of the housing, mobility, energy and climate components into the PLU has required substantial material and human organisation, because of its innovative nature. Political leadership was provided by a steering committee in charge of validating decisions and an operational group overseeing the progress of the process. In addition to its role in studies conducting, the urban planning agency of Brest has produced several documents: the territorial diagnosis and the Plan of land-use and sustainable development. The challenge was to ensure that the thematic groups that gathered representatives, technicians and elected officials, as well as the technical workshops bringing together professionals, really across sectors. The presence of an external facilitator, whose role was to encourage group and workshop leaders to take on the themes of other groups, was crucial.

From an operational point of view, the impact of the Climate Plan has been significative in increasing the number of housing units to be subject to thermal rehabilitation each year. Urban renewal issues have been incorporated into the local housing policy, as well as demographic issues and residential attractiveness.

In the economic field, the city centre and its metropolitan functions have been favoured to host tertiary functions, which reinforces the role of the public transport network, particularly the tramway. The densification of existing plots, buildings and activity areas is encouraged, which will result in energy saving.

Finally, from the moment of diagnosis, the planning policy has incorporated energy and climate issues. As a matter of facts, 48% of the region’s greenhouse gas emissions are due to building emissions (31% housing - 17% services) and 34% to transport. The diagnosis also highlights the specificities of the territory. The emissions from the housing stock are mainly due to construction works and the use of private cars, which is largely dominant in Brest.

Considering the strong connections between territorial development and energy-climate issues, the greenhouse gas emission reduction targets for 2020 and 2050 will naturally translate into energy-efficient housing refurbishment guidelines and including energy efficiency in the definition of the structuring plan for the public transport network. Therefore, it clearly sets the objective of changing the urban form by strengthening the city of proximities, facilitating urban renewal and moderating urban extensions. This objective could only be part of a policy integrating all planning issues into an integrated and ambitious energy reduction policy.

ADAPTATION TO CLIMATE CHANGE FOR SUB-SAHARAN CITIES – A PARTNERSHIP BETWEEN ADEME AND THE CONVENTION OF MAYORS.

The Environment and Energy Management Agency (ADEME) is a French public institution engaged in the implementation of environmental public policies with businesses, local authorities, public authorities and the general public. As part of its international expertise sharing activities, ADEME is a partner of the Technical Assistance Consortium of the Convenant of Mayors in Sub-Saharan Africa, a voluntary initiative aimed at African cities wishing to engage in a strategy to fight climate change and improve access to energy. The averages of energy consumption and GHG emissions are now very low, but these two components tend to increase in the face of rapid urbanisation of populations. While a large number of people live in precarious living conditions, with poor access to energy and urban services, the rapid and uncontrolled growth of African cities also accentuates the development of precarious and informal neighbourhoods.

ADEME supports the 11 pilot cities of the Convenant of Mayors - Sub-Saharan Africa² - for the implementation and execution of their Action Plan for Access to Sustainable Energy and Climate (PAAEDC). ADEME relies on its experience in climate-air-energy planning in France but also internationally in the framework of cooperation agreements. The aim is to engage pilot cities in action plans based on the three pillars: mitigation/adaptation/access to energy. The agency shares its experiences with the methods and tools that can support cities on these dimensions of territorial and urban planning, mobility and energy, as well as the inclusion of climate change adaptation measures in urban strategies.

A major issue for African territories is the fact that charcoal remains the most accessible source of energy despite health and environmental impacts throughout its production chain. With both rural and urban profiles, pilot cities face a high dependence on population and activity centres, even though suburban and rural areas suffer from adverse effects of charcoal production. In order to better understand these territorial issues related to energy consumption, cross-diagnosis of carbon/energy and vulnerability allows communities to identify levers for intervention, and to structure and implement a dedicated action plan. The city of Kampala, pilot city of the Convenant of Mayors, has promoted the energy efficiency of cooking equipment in schools and has invested in an operating project for renewable energy. Through this exemplary approach and the desire to be a driving force for change, actions related to the climate plan will reduce the dependence on charcoal and the environmental impact of this sector in rural areas.

http://comssa.org/

² Bangui (CAR), Yaoundé (Cameroon), Community of Municipalities of Zou (Benin), Urban Community of Houndé (Burkina), Okara (Cameroon), Kano (Nigeria), Kinshasa (Democratic Republic of the Congo), Kigali (Rwanda), Yaoundé III (Cameroon), Yaoundé IV (Cameroon).
From a sustainable development perspective, the efficient management of resources must be a structuring objective of territorial planning. The circular economy specifically proposes to rethink production and consumption modes in order to optimise the use of resources and limit the environmental impact. Hence, it constitutes a tremendous lever for renewing spatial planning approaches.

Considering the principles of circular economy in spatial planning makes it possible to enrich approaches to sustainability: an eco-design that reduces environmental impacts right from the product development phase, the promotion of energy sobriety, the economy of functionality that favours use instead of possession, reuse, repair and recycling, the relocation of production in order to tap into territorial resources and reduce transport, and mutualisation.

So many principles that have their place at the heart of planning policies, when applied to spaces (wastelands, built-up areas, green spaces, etc.), to the flow of materials and equipment, to infrastructures and equipment, etc. It is in this perspective that approaches in terms of temporary use, flexibility and reversibility of functions attributed to spaces and equipment, are to be developed. It is a path to explore by incorporating the principles of the circular economy upstream into territorial planning policy processes.
STRENGTHENING LOCAL DEVELOPMENT AND TERRITORIAL ATTRACTION - CIRCULAR ECONOMY AND TOWN PLANNING IN THE SUNGDAU DISTRICT (FRANCE), IN PARTNERSHIP WITH ADEME

Located at the border with Switzerland, the Sungdau district brings 108 municipalities. It has specific issues related to its rural character, on the one hand, and its proximity to large cities with high attractiveness on the other (Basel in the South, Mulhouse in the North and Belfort in the East). Mulhouse in the North and Belfort in the East. The municipalities have come together to form a Territorial and Rural Pole (Pole d’Équilibre Territorial et Rural, PETR) and to develop a territorial project focusing particularly on the reconversion of wastelands. The territory, which is heavily dominated by agriculture, has a large number of urban, industrial, military and administrative wastelands, 25 of which have been identified as priority project sites.

The Pole has a Territorial Coherence Scheme (SCoT), a voluntary climate plan and a European LEADER development program in particular; actions are carried out integrating all sectors for greater coherence.

As part of its reflection on the use of wastelands as a lever for territorial development, Sungdau has benefited from the support of ADEME (winner of a tender launched in 2015 by ADEME for the implementation of an experiment with voluntary territories, focusing on the integration of circular economy into planning practices). This support allowed local agents to explore how the principles of circular economy could be mobilised in the service of their territorial project.

Hence, the wasteland of the territory, perceived as a marker of economic change, has become an essential asset for development, an opportunity to develop activities without destroying others. The wastelands are mobilized for the creation of housing, the development of productive activities, services and leisure, etc. This approach, which favours reuse and recirculation of the land resources, reduces the destruction of agricultural land while ensuring the development of the territory.

The prism of the circular economy has also enriched the strategy according to 3 axes:

- favouring a global strategy to value wastelands, rather than running case by case opportunity studies.
- thinking about activities that would take place on sites related to local environmental issues (activities related to recycling or repair), with the development of local resources (food, agriculture, energy, etc.).
- thinking about synergies with other urban poles linked to the territory.

For Bernard Ley, vice-president of the “Pole d’Équilibre Territorial et Rural” of the Sungdau district and mayor of the Ueberstrass municipality, “the principles of circular economy have contributed to the development of the Territorial Coherence Scheme (SCoT). Circular economy is indeed an effective method to join the economic, ecological and social stakes. Planning documents are a gateway to laying down the principles of circular economy in a territory. Circular economy provides a global response to identified challenges”.

For more information, see the white book of the ADEME: Circular economy – An advantage to achieve the challenge of sustainable land use of the territories, 2017.

RECYCLING AND RECOVERY OF ORGANIC WASTE IN AFRICA - THE AFRICOMPPOST PROGRAM SUPPORTED BY THE GOODPLANET-GEVALOR-ETC TERRA CONSORTIUM

The Africompost program was launched in 2011 with the financial support of the Agence Française de Développement, the Fonds Français pour l’Environnement Mondial and the Suez Environment fund, to develop units for the recycling and recovery of organic waste in a number of African cities. The initial goal was to build self-sustaining composting systems in medium-sized African cities in support of local operators.

Now led by a consortium composed of the GoodPlanet Foundation and the Gevalor and ETC Terra associations, Africompost is developing organic waste recovery units in five major African cities. Sorting and composting make it possible to improve the local management of household waste, while reducing their impact on the environment. In addition, the production of compost contributes to the development of local agriculture and is accompanied by the creation of jobs for the most disadvantaged populations.

Following the first project developed in Mahajanga (Madagascar), the Consortium replicates the approach in four other African cities, including Lomé (Togo) and Dschang (Cameroon). Two other composting sites, located in Bouaké (Ivory Coast) and Antananarivo (Madagascar), are integrated according to their progress.
In each of the countries considered, Gevalor, GoodPlanet and ETC Terra are working with municipalities and civil society organisations to set up these units. The composting unit is part of the municipal’s waste management policy. It ensures the collection of waste and the provision of land and owns the facilities and equipment of the composting unit. The local operator (a civil society organisation) manages the composting unit, raising awareness among the population and selling various recycled products.

Through proper monitoring and training, local composting operators must become fully autonomous after 4 to 6 years. They will master not only the preparation and sale of good quality compost, as well as other valued products, but also the monitoring of methane emissions necessary to obtain carbon credits. These three sources of revenue contribute to the financial balance of operations. The skills transfer by GoodPlanet, ETC Terra and Gevalor will allow local partners to replicate the experience in new cities.

The city of Lomé, Togo, has integrated the Africompost program from September 2011 to February 2017. Since March 2017, the sponsorship phase for the installation of composting platforms has been completed, and composting activities are supported by a voluntary carbon offsetting. The local operator (ENPRO, Togolese NGO) manages the composting unit.

This site, designed to process up to 11,000 tonnes of waste, recycles more than 2/3 of incoming waste through composting, sand separation and glass recycling. In 2016, 2,502 tonnes of waste were processed, allowing the production and marketing of 430 tonnes of compost. Since 2012, the site has processed a total of 12,515 tons of waste, and produced/marketted more than 2,000 tons of compost.

The development and duplication of the composting platform are therefore considered to increase these positive impacts. This solution is consistent with the master plan defined by the municipality, which envisages by 2020 a treatment of about 20,000 tons of waste by composting.

For more information:
http://www.africompost.org
IMPROVING URBAN AND PERI-URBAN MOBILITY AS A LEVER TO REDUCE SOCIO-SPATIAL INEQUALITIES AND REVITALISE TERRITORIES

The urbanisation of developing countries is a major opportunity to better organise the integration of urban and peri-urban areas and make these territories more interdependent and more productive together. This involves improving the accessibility to jobs and urban amenities at the urban area level. The challenge of urban and peri-urban mobility is major and urgent, probably one of the biggest challenges for humanity in the twenty-first century. The way it will be addressed will strongly impact the carbon emissions balance.

The experience of French urban players in developing cities since 1980 shows that three major conditions must be met simultaneously in order to move forward:
- a strong governance for of mobility, for instance in the form of a single organising authority at the urban area level
- sustainable funding provided to the public transit system so it develops in good conditions
- a strategic mobility planning carried out in an integrated way as part of urban planning. This planning must give a global vision of the development of the urban area, be simple, operational and appropriated by local players so as to be implemented.

Unless these conditions are met, many cities are paying a high price for urban congestion, fragmentation of territories and inaccessibility, pollution, poor quality of life and economic development. However, it is not too late to meet these challenges, and the PFVT calls for mobilisation for a new generation of cooperation between cities in the North and cities in the South. Cities are actually in the best position to help each other on these topics as they are dealing with mobility and accessibility challenges on a daily basis.

Recommendation n°7

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© Bakker Stefan - Jakaeta modal diversity
MobiliseYourCity is a global partnership initiated by CODATU that promotes sustainable urban mobility planning as an essential tool to make cities more liveable, more accessible to all, more economically efficient and to support cities in reducing their carbon footprint. MobiliseYourCity is funded by the European Commission, France and Germany. ADEME, AFD, CEREMA and GIZ are among its founding partners.

By 2020, 100 emerging and developing cities, as well as 20 countries, should have joined the partnership and commit to a substantial reduction in their GHG emissions related to urban mobility thanks to better planning. The partners support the beneficiary cities in the elaboration of a Sustainable Urban Mobility Plan, and the national governments in the elaboration of a National Urban Mobility Policy. As a matter of facts, national support is essential to promote the emergence of sustainable planning practices that can deeply transform urban mobility to make it more sustainable. In order to support the cities and countries involved in the partnership to develop these tools for implementing integrated sustainable urban mobility planning, the partners also propose capacity-building activities, particularly on governance aspects and financing, as well as support for institutional structuring, which is essential to ensure the success of planning activities and their effective impact on the transformation of the sector.

More than thirty cities have already joined the partnership, as well as a dozen countries. The implementation has started in a number of pilot cities, notably in Cameroon, Morocco, Senegal, Tunisia, and also in the Dominican Republic.

For more information:
MobiliseYourCity.net
contact@mobiliseyourcity.net
BUILDING CAPACITIES AND TERRITORIAL INTELLIGENCE AT LOCAL LEVEL

By reaffirming the primacy of public initiative on the city, France supports the strategic role of local authorities as legitimate and relevant players to promote innovative answers closer to the needs of the population. The public authority performs a function of general interest for which it assumes responsibility. France encourages an effective decentralisation supported by the Government, guaranteeing territorial equity and promoting cooperation between local authorities. Regardless of the prospects emerging in the various southern regions in this area, strengthening the skills of local agents (local governments, local elected representatives and partners involved in urban planning) must remain a priority in urban cooperation.

Among the capacities to be strengthened to promote a more integrated, inclusive and sustainable approach to territorial development, particular attention must be given to the following capacities:

- Ability to anticipate urban development rather than intervene in a “repair mode”.
- Ability to reflect on spatial planning that articulates urban, peri-urban and rural areas, considering the existing network of secondary cities, etc.
- Ability to produce information and data, and to develop a culture of data flow, transparency of decisions and a reporting on urban planning.
- Ability to create the conditions for an informed debate, which is necessary when engaging in any development project (stakes, alternatives, choices).
- Ability to lead a process of consultation and coproduction, to exercise a form of “territorial diplomacy” (that would be a function recognised as neutral by local players, which would intervene temporarily to initiate a dynamic dialogue, identify the ground of dialogue and put in place the conditions of this dialogue, and eventually disappear to let local players take over the process).
- Ability to activate the collective intelligence present in a territory.
- Abilities related to environmental approaches to urban planning, to the knowledge and the qualification of environments and natural spaces (landscape architects, ecologists...).
- Financial engineering abilities.

Beyond people’s capacities, territorial intelligence rests on the development of a consolidated knowledge base on the territory and ongoing territorial dynamics. Therefore, the focus must be on the development of information systems on the city and the territories that surround it.

One of the key aspects of territorial development is the collection, management and dissemination of information at the local level. In particular, small and medium-sized cities, which will concentrate urban growth in the coming years, often do not have satisfactory qualitative and quantitative data on the urban fabric. Information systems make it possible to increase...
the knowledge of local agents on their territory, to provide reliable statistics, and ultimately to produce policies based on real decision-making tools for local authorities. In order to collect this data on a territory, local authorities or partners must strengthen their connections with research. Local authorities can also support the creation of urban planning agencies or urban development observatories.

LES ATELIERS DE CERGY – INTERNATIONAL WORKSHOPS FOR URBAN PLANNING AND DESIGN - SUPPORTING THE CO-PRODUCTION OF A STRATEGIC URBAN VISION.

As a non-profit organisation, the International Workshops of Cergy have been developing a multidisciplinary urban design method for 30 years, which has been a major success with local authorities in fast-growing cities. The mayors of Bamako (Mali), Porto-Novo (Benin), Saint-Louis (Senegal), Puebla (Mexico), Cao Lanh (Vietnam) and Diyarbakir (Turkey) have all participated in a “workshop”, which is a demanding but transformative process.

A workshop has at least two benefits. The first consists in production. Over a period of about a year, an operating team produces a strategic analysis of the situation of the city or site, as well as a complete document presenting the context. Then, for two or three weeks, about fifteen foreign professionals, all volunteers, with a wide range of profiles in terms of age, nationality, professional skills and backgrounds, work with local professionals to produce in a free and selfless way a global and multi-scale project, illustrated and argued, developing both a long-term strategy and ideas to implement. Hence, the workshop does not produce a unique expert proposal, but a range of strategic projects.

The second benefit lies in the process itself, which imposes the constitution over the course of the exercise of a Committee of Partners, bringing together in a context devoid of power issues, local players, be they institutional or from the civil society, as well as other city partners - decentralised cooperation, French Agency of Development, other donors and international institutions such as UN-Habitat and Cities Alliance. This panel, which includes several mayors from other major cities, is the “jury” of the workshop, which is tasked with identifying the most relevant proposals for the implementation of strategic urban planning.

Through this practice, elected officials and decision-makers become familiar with urban planning, in a demystified way that allows approval by all, and therefore an additional step towards broader territorial governance. For their part, the professionals involved benefit from a very good level of training thanks to the requirement of rendering and the exceptional diversity of exchanges and sharing experiences. Finally, they live an intensely human and multicultural experience, which will be their passport to become members of the Ateliers’ vast professional network as a former participant in an international workshop led by the Ateliers de Cergy.

For more informations: www.ateliers.org
Also elaborated by PFVT:

- Orientations of the French support in favour of the cities’ action for the climate (2015)
- Orientations of the French support for the revitalisation of historic districts for sustainable cities (2015)
  - Orientations of the French support for local public contracting (2014)
  - Orientations of the French cooperation in favour of the urban governance (2013)
- Access to basic services for all and support to decentralisation processes: experiences, practices and recommendations of the PFVT (2012)
- Orientations of the French cooperation in favour of strategic urban planning (2012)