

FUNDING INFRASTRUCTURE:

WHAT CAN WE LEARN FROM CONTINENTAL EUROPE?



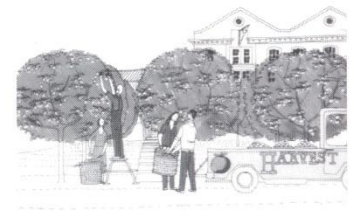
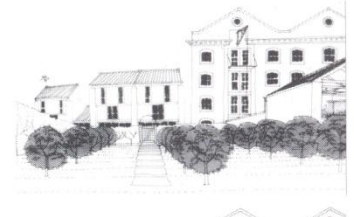
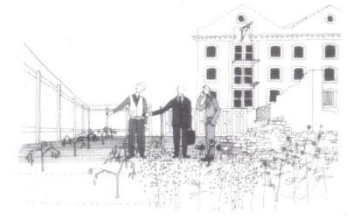
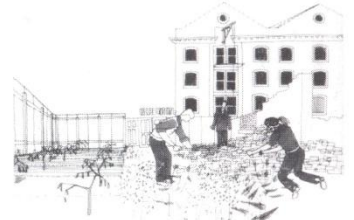
*Dr Nicholas Falk,
Founding Director, URBED*

www.urbed.coop

postcardfromthefuture.wordpress.com

MY PRESENTATION WILL:

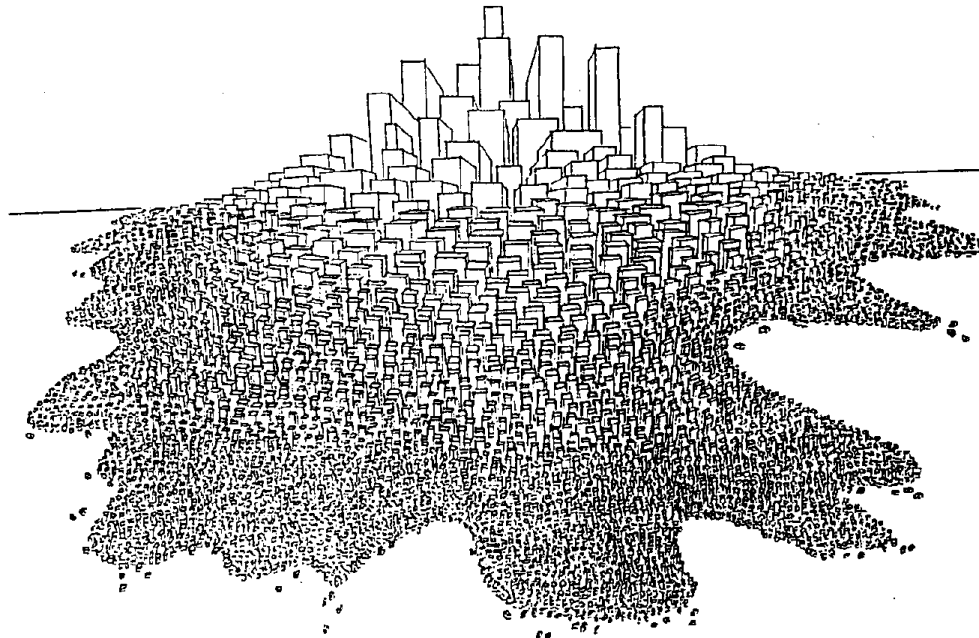
1. Compare the UK and the Continent
2. Illustrate some smarter growth success stories
3. Suggest why we should learn from the French
4. Propose keys to moving forward



THE COMPETITIVE CHALLENGE:

SMARTER GROWTH MEANS

1. Cutting travel times to work
2. Making living in towns more attractive
3. Boosting useful work and incomes
4. Improving air quality



THE COMPETITIVE CHALLENGE:

RAPID TRANSIT LAGS BEHIND

Tram systems

UK	5 (+1 under construction)
France	23 (+4 under construction)
Germany	54

Metros

4
5
16

Source *Urbanrail.net*

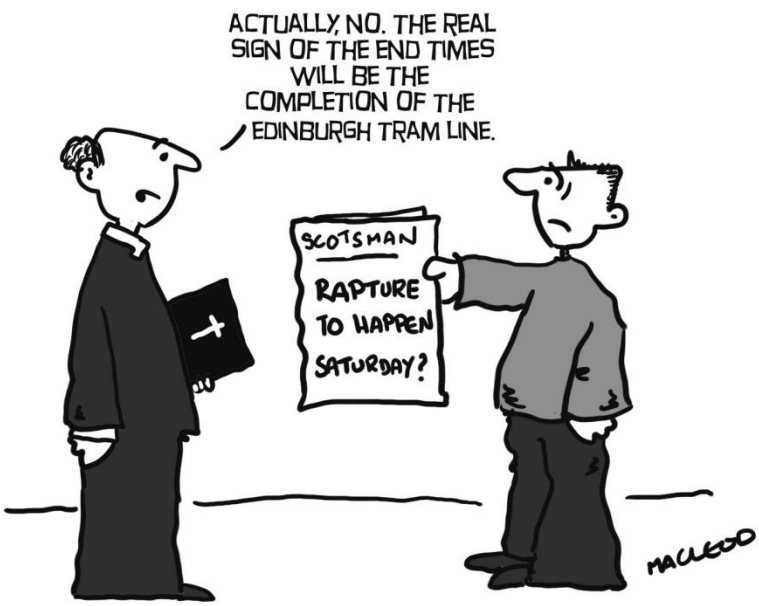
France now has five times more light rail systems than the UK and ten times the length (in 1980 we were equal). Below Leipzig, Germany.



THE COMPETITIVE CHALLENGE:

WE LACK STRATEGIC PLANS

1. Over £50 million spent on advance work on Leeds Supertram over 20 years
2. Cost over-runs in Edinburgh – the utilities issue especially
3. Low revenues due to lack of house-building in Croydon
4. Stop/start on Manchester link to Rochdale



SOME CONTINENTAL SUCCESS STORIES:

LILLE

3. Repositioned from run-down industrial city to European services hub
4. 'Metropolitan compromise' with 85 authorities led by the Mayor of Lille



SOME CONTINENTAL SUCCESS STORIES:

MONTPELLIER

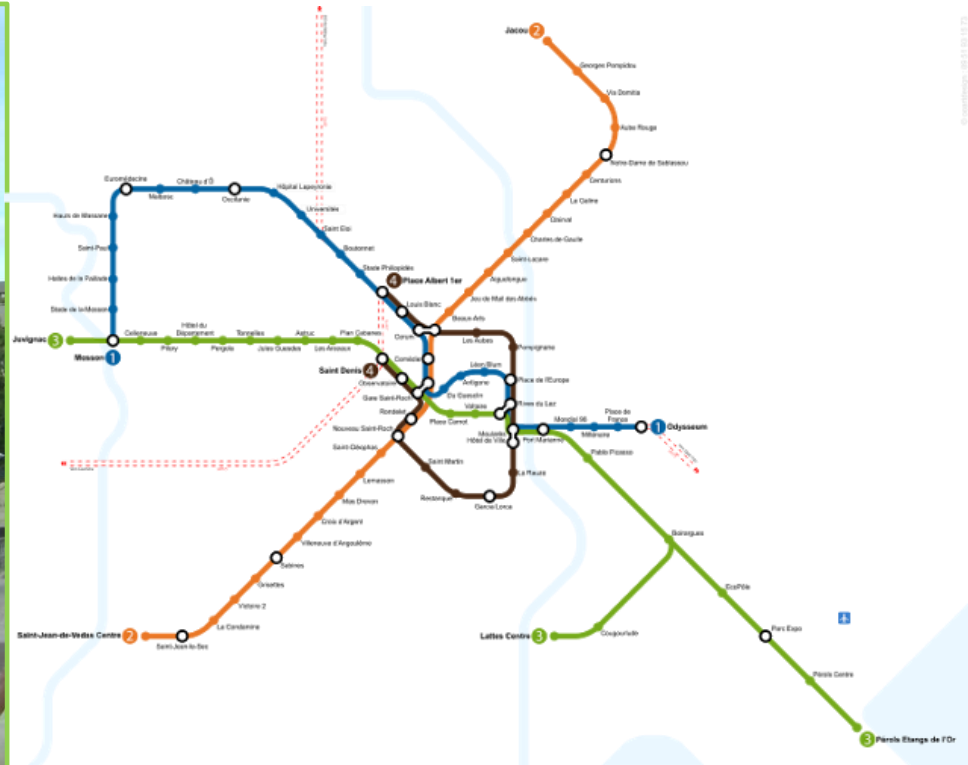
1. Turning an ancient university town into a modern technopole
2. The tramways give the city a modern Mediterranean image



SOME CONTINENTAL SUCCESS STORIES:

MONTPELLIER

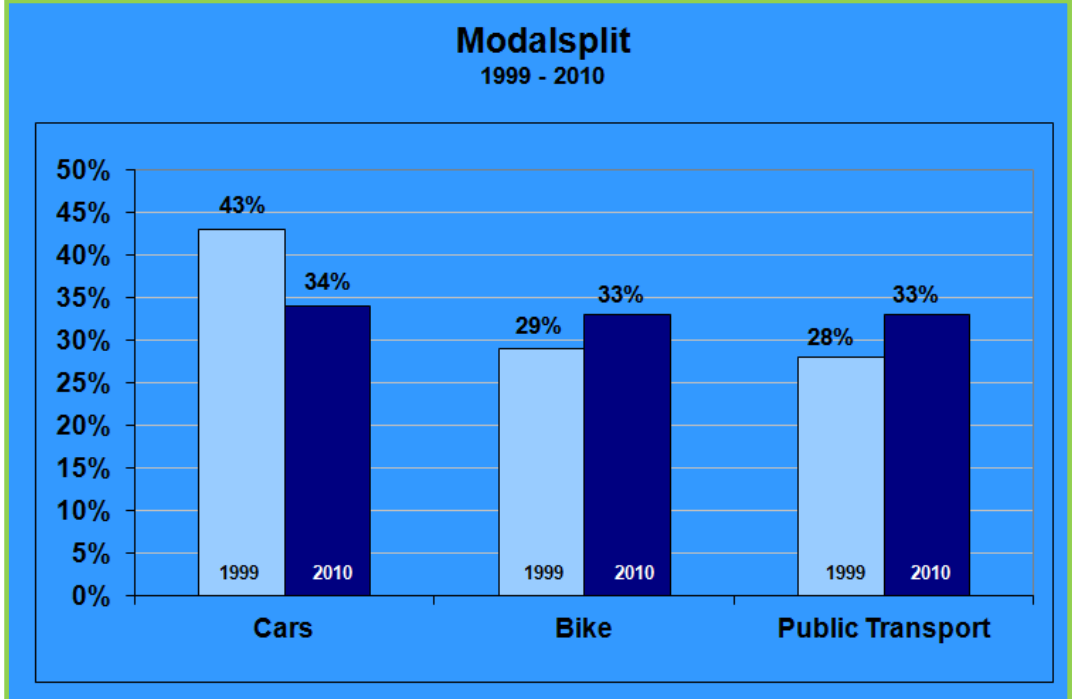
3. Pedestrianised medieval centre with trams very visible on the centre but (but parking underground)
4. High tech businesses and new housing developed along the four lines



SOME CONTINENTAL SUCCESS STORIES:

FREIBURG

1. Cutting car dependence and creating attractive neighbourhoods
2. Trips by public transport doubled since 1984 with car use static



SOME CONTINENTAL SUCCESS STORIES:

FREIBURG

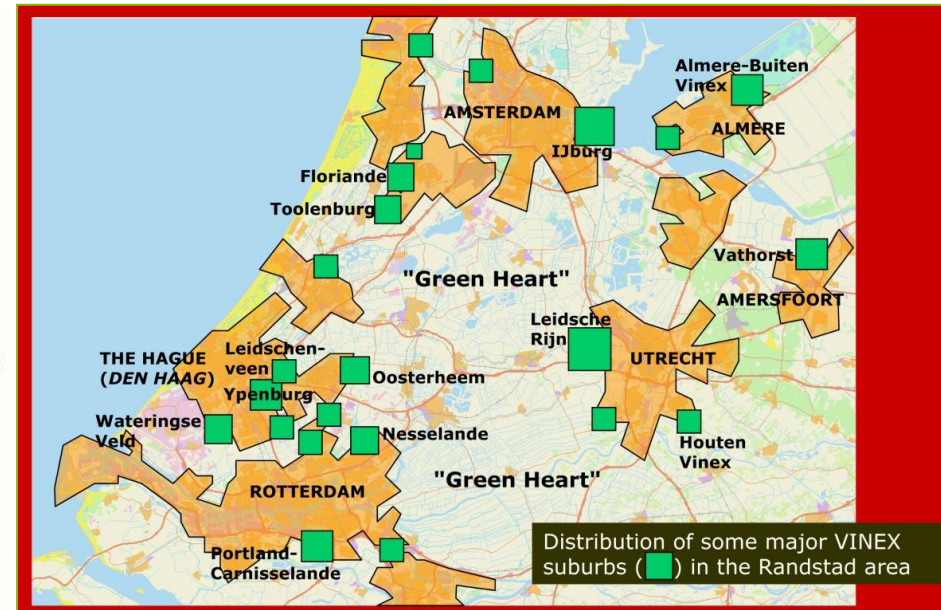
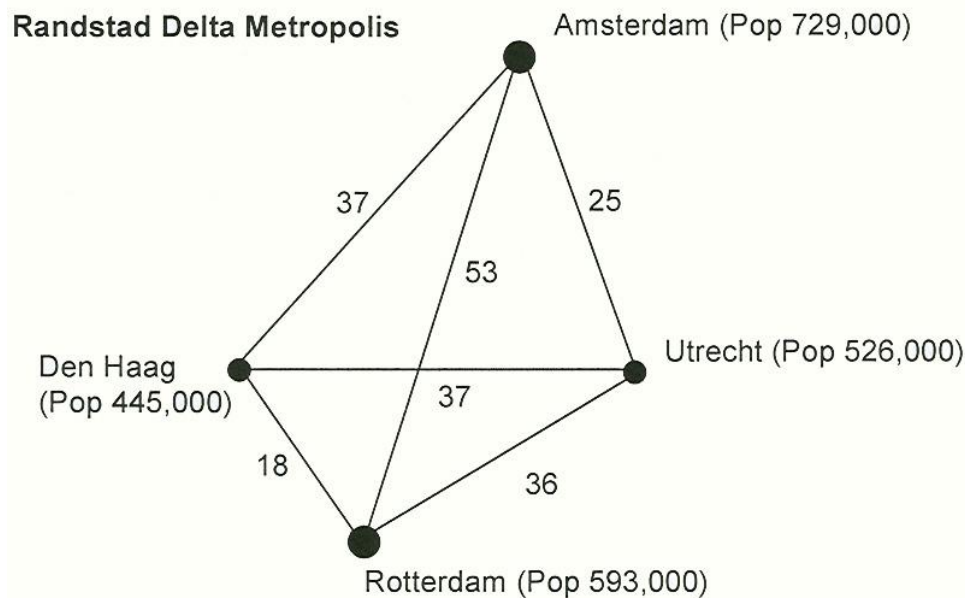
3. Bombed historic centre and tram system completely rebuilt
4. Planned extensions allowed the city to grow in a sustainable way



SOME CONTINENTAL SUCCESS STORIES:

UTRECHT

1. A well-connected polycentric growth city region – firm strategies for housing and transport
2. Smaller historic towns like Amersfoort have built sustainable urban extensions e.g. Vathorst



SOME CONTINENTAL SUCCESS STORIES:

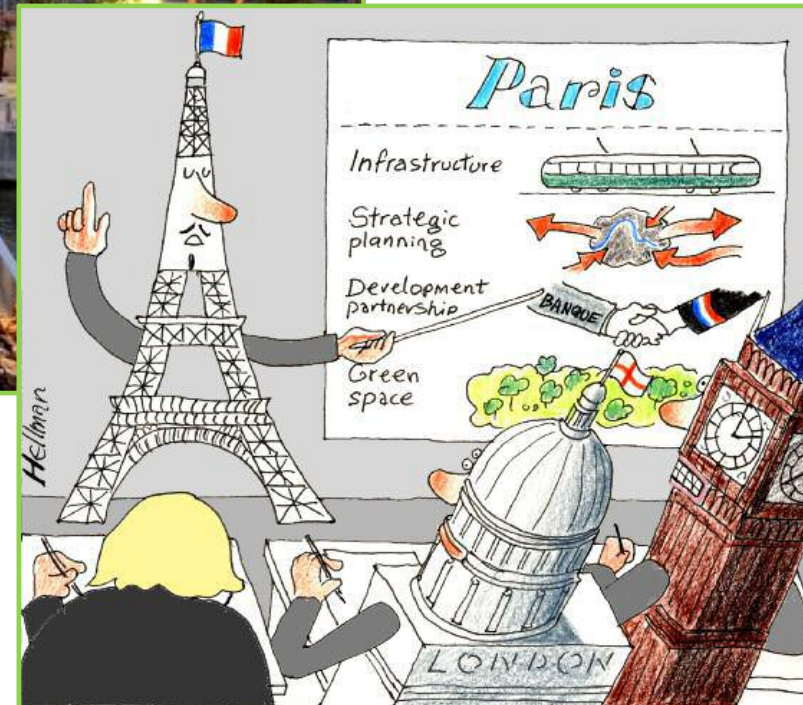
UTRECHT

3. New towns like Houten are considered among the best places to live (thanks to the public realm) trebling in size since the 1980s



THE FRENCH MODEL OF SMARTER GROWTH: INVESTING IN THE 'URBAN COMMON WEALTH' PAYS OFF

I. Smart young people come to study and work



THE FRENCH MODEL OF SMARTER GROWTH: INVESTING IN THE 'URBAN COMMON WEALTH' PAYS OFF

2. They stay because housing is more affordable



THE FRENCH MODEL OF SMARTER GROWTH: INVESTING IN THE 'URBAN COMMON WEALTH' PAYS OFF

3. Cities benefit from rising land values

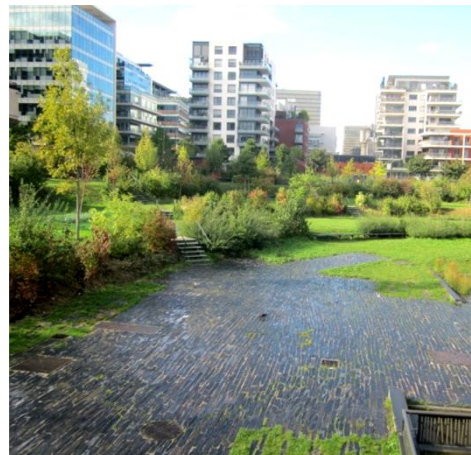


THE FRENCH MODEL OF SMARTER GROWTH: INVESTING IN THE 'URBAN COMMON WEALTH' PAYS OFF

4. Investors benefit from inflation-proofed revenue streams



Public investment bank;
Caisse des Depots in
France
delivers 133,000
affordable homes in
2011




Austerlitz-Gare, porte d'entrée de Paris Rive Gauche...

SEMAPA
SOCIÉTÉ D'ÉCONOMIE MIXTE
D'AMÉNAGEMENT DE PARIS

Superficie : 12,8 hectares
Programme (à l'étude)

Le projet de réaménagement de la gare d'Austerlitz et de son quartier adjacent a démarré, après consultation publique, à l'été 2007. Il vise à développer un programme mixte de logements et de commerces dans l'axe de la gare, amorceant, à l'échelle de la ville, le développement de nouveaux quartiers, respectueux de la qualité de l'environnement et de 2010 (17 millions supplémentaires) créant des équipements publics et sociaux.

Architectes coordonnateurs :
[AREP - Jean-Marie Duthénil
Ateliers Jean Nouvel]
Paysagistes : [Michel Desvignes]
BET commerciaux : [Barrère]
Maîtres d'ouvrage : [SEMAPA-SNCF]

Calendrier : 2011-2020

du mardi au samedi
de 13 h à 18 h
le dimanche
de 10 h à 18 h

Centre d'information
PARIS RIVE GAUCHE
www.parisrivegauche.com

SNCF

THE FRENCH MODEL OF SMARTER GROWTH: PLANNING, DEVELOPMENT AND FINANCE FORM AN ESCALATOR



1. Contrat de Ville

2. Schema Directeur

3. Plan des Deplacements Urbaines (PDU)

4. Contrat de Development Territorial

5. Zone d'Amenagement Concerte (ZAC)

6. CNDP (National Commission for Public Debate

7. DUP (Declaration d'Utilite Publique)

THE FRENCH MODEL OF SMARTER GROWTH: LOCAL LEADERSHIP HELPS RESOLVE CONFLICTS

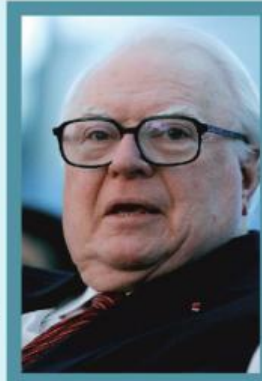


I. Municipal/National Champions (Pierre Mauroy, George Frêche)

Pierre Mauroy

83 ans

Né à Cartignies (Nord)



1966 Secrétaire général de la **Section française de l'Internationale ouvrière** (SFIO), futur Parti socialiste.

1973 **Maire de Lille** (jusqu'en 2001).

1981 **Premier ministre** sous la présidence de François Mitterrand, remplacé par Laurent Fabius en 1984.

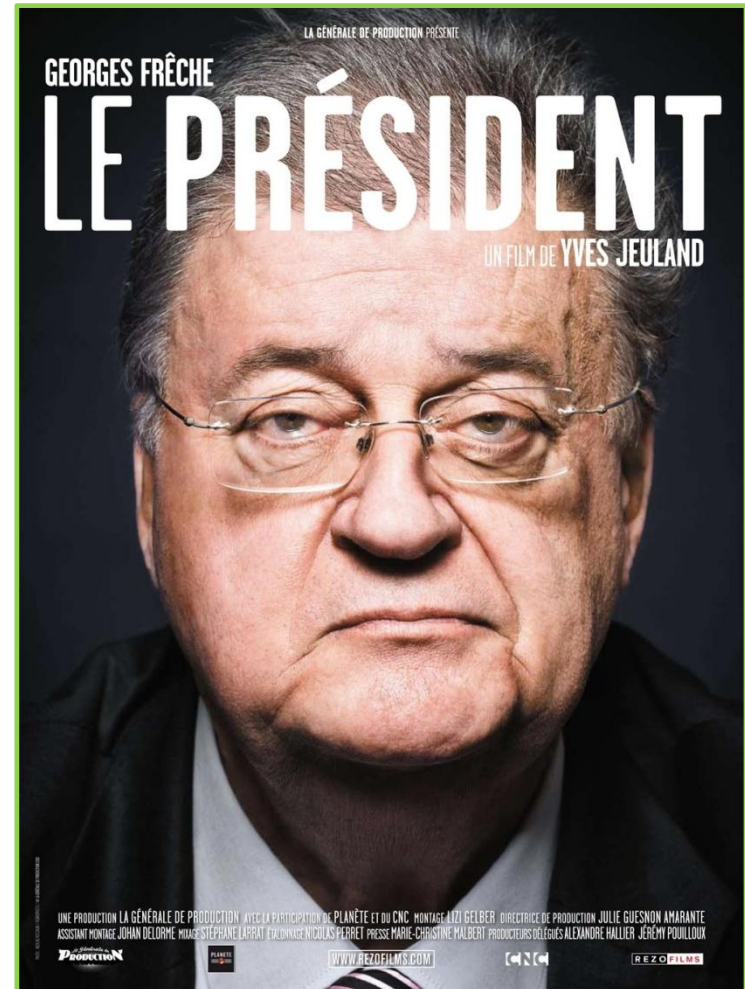
1988-92 **Premier secrétaire du PS.**

1992 Président de l'**Internationale socialiste** (jusqu'en 1999).
Sénateur du Nord (jusqu'en 2011).

2011 Soutient la candidature de **Martine Aubry** lors de la primaire socialiste.

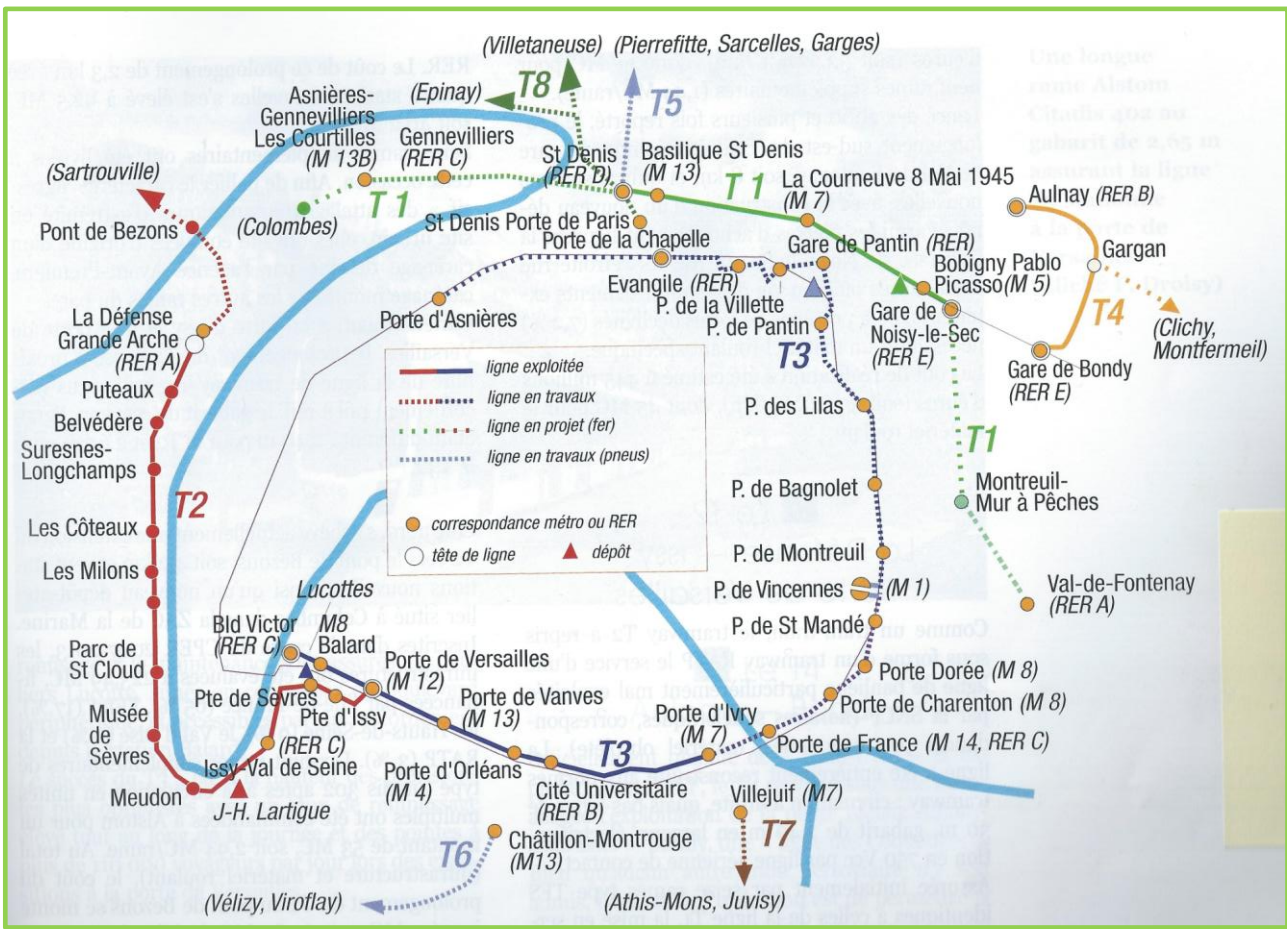
12 avril 2012 Se fait opérer d'une **tumeur cancéreuse au poumon.**

Photo Reuters



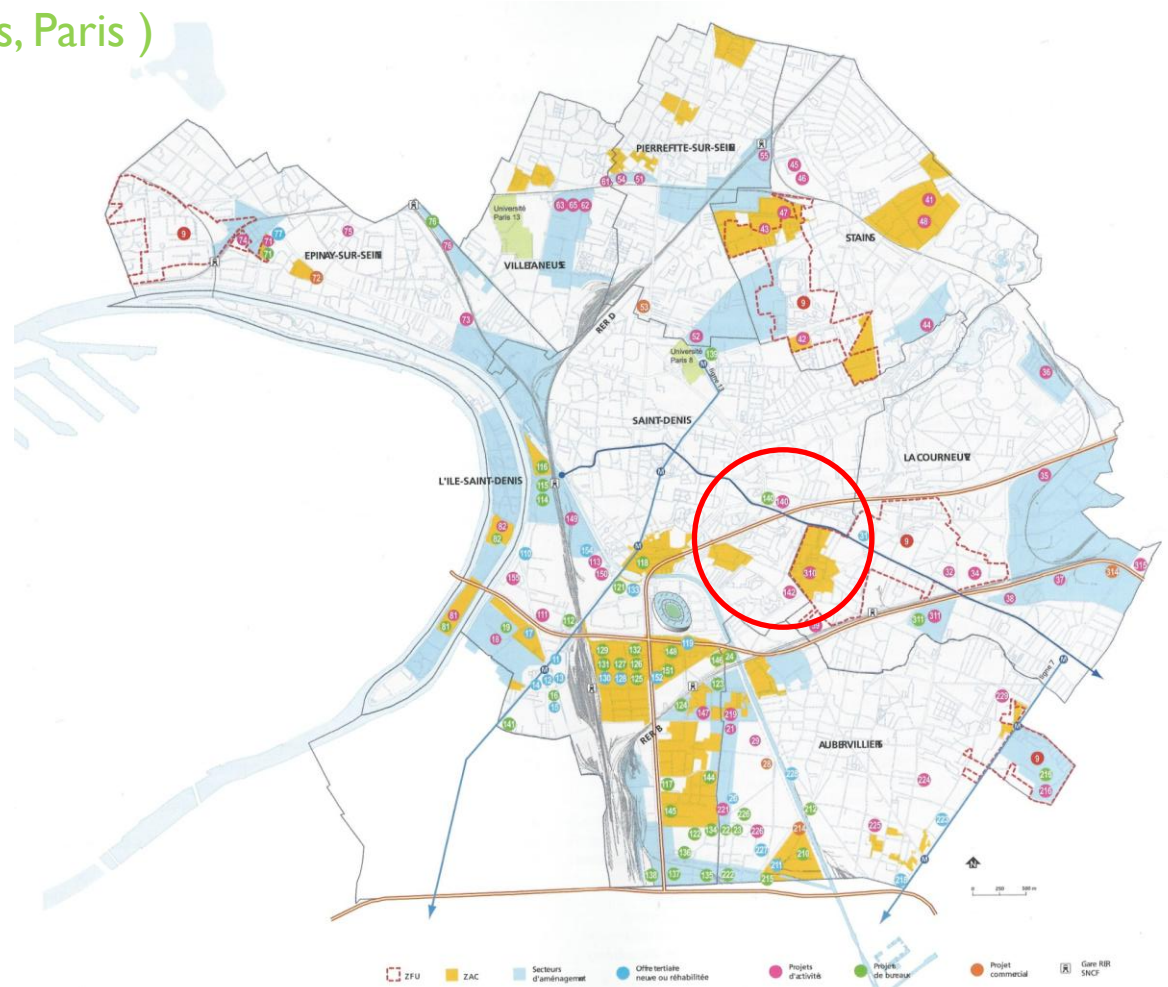
THE FRENCH MODEL OF SMARTER GROWTH: LOCAL LEADERSHIP HELPS RESOLVE CONFLICTS

2. Integrated strategic plans (Le Grand Paris - A network of new tramways is reinforcing the regional express network (RER) and Metro)



THE FRENCH MODEL OF SMARTER GROWTH: LOCAL LEADERSHIP HELPS RESOLVE CONFLICTS

3. Business support and cross-sectoral collaboration (Plaine Commune, St Denis, Paris)



KEYS TO MOVING FORWARD:

FINANCIAL MECHANISMS SHOULD SUPPORT INVESTMENT, NOT CONSUMPTION

I. Public investment banks to mobilise savings



CAISSE DES DEPOTS
ET CONSIGNATIONS
PARIS, FRANCE



BNG funds infrastructure in Vathorst, Amersfoort, NL



KfW funds site acquisition and Infrastructure in Freiburg, Germany



KEYS TO MOVING FORWARD:

FINANCIAL MECHANISMS SHOULD SUPPORT INVESTMENT, NOT CONSUMPTION

2. Public private partnerships or 'sociétés d'économie mixtes' and joint venture companies to share the risks (SEMAPA)

Austerlitz, la gare dans la ville...

SEMAPA
SOCIÉTÉ D'ÉCONOMIE MIXTE
D'AMÉNAGEMENT DE PARIS

Directeurs coordonnateurs :
Jean-Marie Duthilleul
[Ateliers Jean Nouvel]
Architecte : [Michel Desvigne]
Commerces : [Bérénice]
Société d'ouvrage : [SEMAPA-SNCF]

- **Le pôle multimodal de transport au sein de la Halle.**
La halle, joyau de la gare d'Austerlitz est libérée des constructions existantes, les façades intérieures et l'embarcadère d'Orléans sont restaurés. La halle devient le centre des échanges entre tous les modes de transports [SNCF et RATP].
- **La gare s'ouvre sur le quartier**
Devant l'embarcadère d'Orléans le site est reconfiguré. Un jeu de rampes et d'escaliers relie la cour de la gare aux quais d'Austerlitz, au pont Charles de Gaulle et à l'avenue Pierre Mendès France.



Commerces et restaurants autour Marie Curie.



La tour Seine.



Le Jardin Marie Curie élargi.

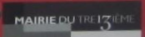
- **Côté muséum, un nouvel îlot urbain**
Cet ensemble immobilier accueille autour d'un jardin intérieur des bureaux, un théâtre, des commerces et des services SNCF. L'îlot recompose le quartier dans le respect de la morphologie des bâtiments du 17^{ème} siècle [La Pitié-Salpêtrière] et du 19^{ème} [la Halle de la gare].
- **Une composition paysagère**
Le square Marie Curie agrandi met en valeur la totalité de la façade historique de l'hôpital de la Pitié-Salpêtrière.

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avenue de France - 75013 Paris
tél. : 01 45 82 27 45

MAIRIE DE PARIS



KEYS TO MOVING FORWARD: FINANCIAL MECHANISMS SHOULD SUPPORT INVESTMENT, NOT CONSUMPTION

3. Local taxes/charges to fill the gap (Orestad, Copenhagen)



KEYS TO MOVING FORWARD:

FINANCIAL MECHANISMS SHOULD SUPPORT INVESTMENT, NOT CONSUMPTION

4. Municipal Bonds to package finance (Portland, Oregon)

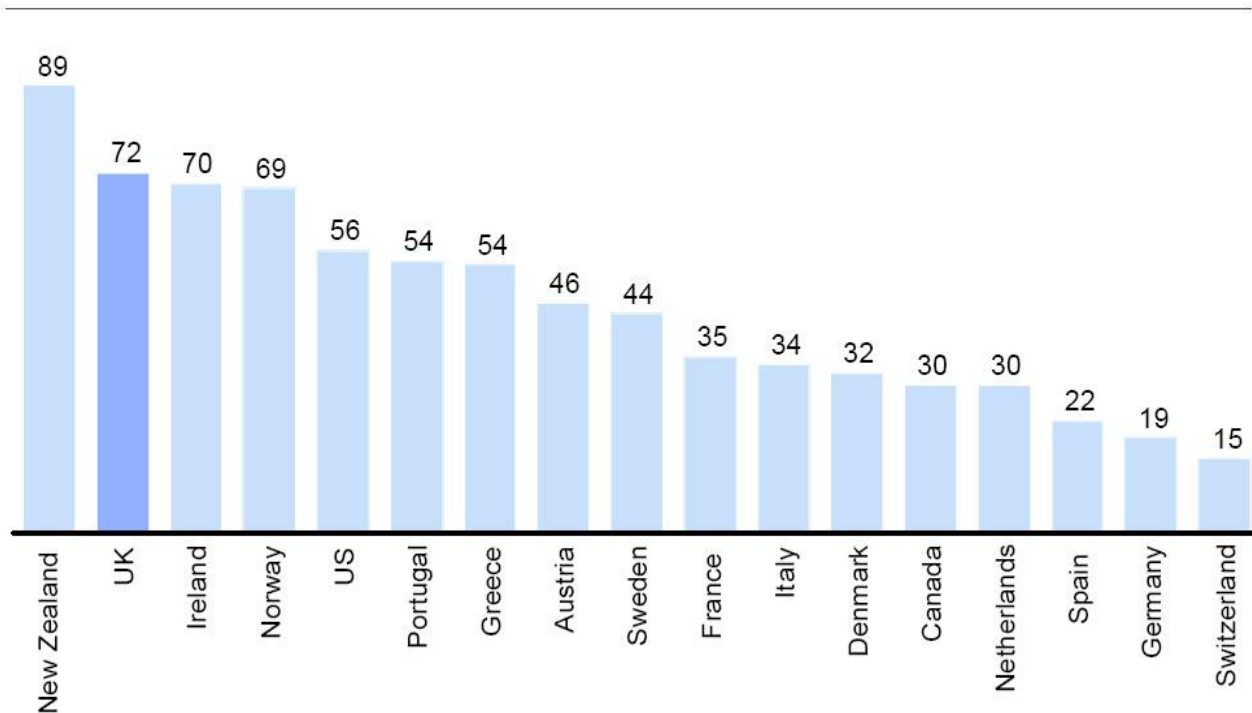


KEYS TO MOVING FORWARD: STRATEGIC PLANNING AIMED AT SUPPORTING HOLISTIC GROWTH

I. Enable Local Authorities to raise capital funds

UK government spending is highly centralised

Government expenditure by central government,¹ 2006
%

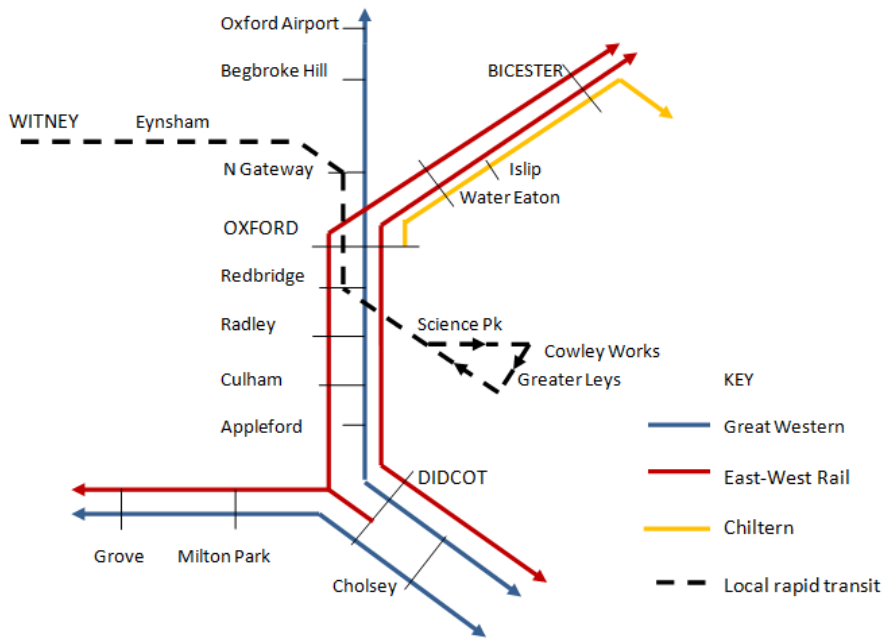


¹ Excluding separated social security funds

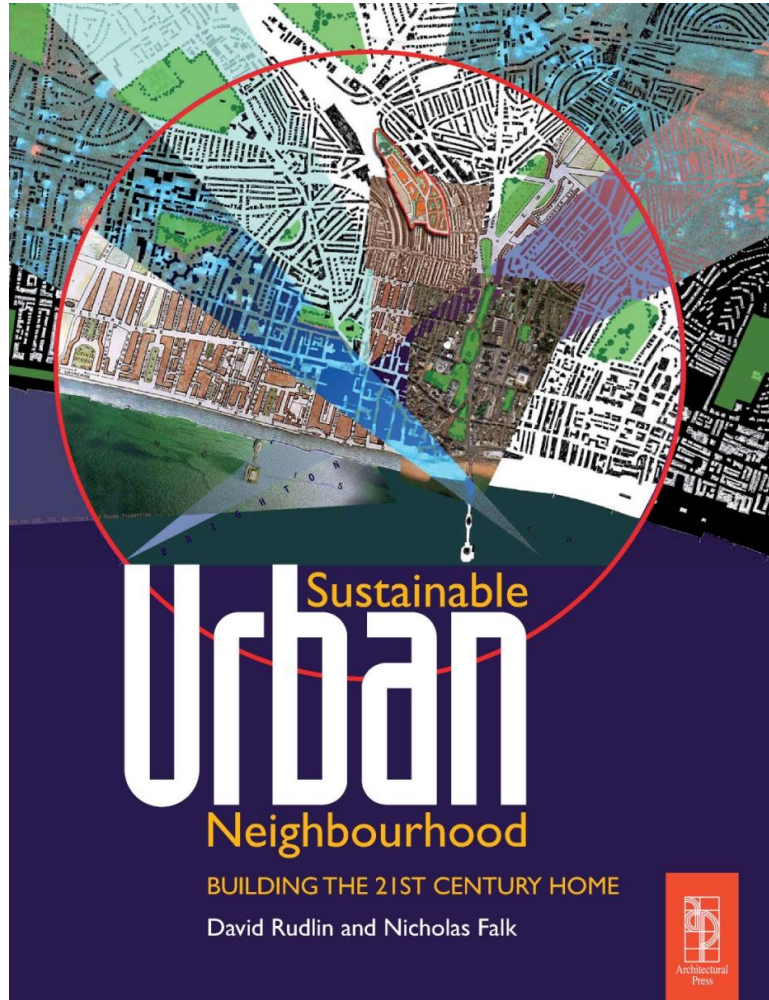
KEYS TO MOVING FORWARD: STRATEGIC PLANNING AIMED AT SUPPORTING HOLISTIC GROWTH

- 2. Focus on city regions and transport corridors
- 3. Account for environmental and social as well as economic benefits
– NATA is not enough!
- 4. Use different approaches to regeneration and growth areas

Figure 2: OXFORD - Possible future local rail services



Images courtesy of Jon Rowland (right) and Peter Hedcar (left)



Sustainable urban neighbourhoods

Building communities that last

Nicholas Falk and
Michael Carley

February 2012

This report examines what does and doesn't work in building new communities and shows how to build more homes, better neighbourhoods and stronger communities.

Building new communities that are physically and socially sustainable is a major challenge if we are to resolve the nation's housing crisis and avoid repeating past mistakes. This report looks at the design of sustainable urban neighbourhoods, it examines how local partners can work better together to foster localism and realise the aspirations of the National Planning Policy Framework and concludes with recommendations for government and other organisations.

The report, which is based on learning from 13 new communities in England:

- identifies the characteristics of a sustainable urban neighbourhood;
- stresses the importance of a large spatial planning framework to underpin community building;
- shows the importance of local vision and leadership; and
- highlights good practice in design, local governance, community facilities, management of public space, retail provision and long-term stewardship.

 JOSEPH ROWNTREE
FOUNDATION

www.jrf.org.uk