

2005 Directory of Research and Experimentation

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October 2006

Ministère des Transports, de l'Équipement, du Tourisme et de la Mer
Plan Urbanisme Construction Architecture
Grande Arche de la Défense
92055 La Défense cedex

Editor: Michèle Tilmont, PUCA Permanent Secretary

Publication and Communications Coordinator: Sabine Letendre
with assistance from Monique Duhamel and Marie-Thérèse Bidal/Documentation

Website: www.urbanisme.equipement.gouv.fr/puca

Layout and Printing: MTETM/DGPA/PLM2/October 2006

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Introduction

The aim behind the publication of this directory of research and experimentation was to report on encouraging research and action being pursued by PUCA (Plan Urbanisme Construction Architecture) to experiment with and support innovation in the fields of urban and land development, housing, architectural and urban design and construction.

This second edition gives information in the form of summary information sheets on work completed in 2005 and registered with the PUCA documentation centre.

The multitude of fields involved, the diversity of the work carried out combining research and experimentation, and the wealth of subjects covered from a multidisciplinary point of view, make any attempt at classification subjective, and the more so because a particularly large number of reports were registered this year. Furthermore, the fact that the results of this work materialise in fits and starts over a period of time also makes their classification in relation to the planned research objectives rather difficult. Any coherence can only emerge from an assessment of multiple years.

For the sake of clarity, this edition is therefore divided into four subject sections named after the departments within PUCA: urban societies and housing; areas and development; cities and architecture; technology and construction. There is a fifth section for cross-cutting programmes: the European competition; programmes run by the regional consultation centres on development and planning (Predat); and European scientific and technical cooperation programmes.

An index of authors and an index of the organisations mentioned are also provided in this directory, which can be viewed or downloaded from the following address:
www.urbanisme.equipement.gouv.fr/puca

I hope you find it useful reading,

Michèle Tilmont
PUCA Permanent Secretary

Urban Societies and Housing

"Services in Cities" Workshop: summary in the form of a research proposal,

MAY Nicole,
ENPC-LATTS,
October 2005, 304 p., fig., tabl.,
PUCA 668

By deciding to organise a workshop on "Municipal Services", PUCA had two objectives: to take the first step in setting up a permanent resource centre at PUCA on relations between services and cities; and to bring together information at this early stage from which potential areas of research could emerge that were suitable for rapid development.

Because of the breadth of the services field (and the tertiary sector) and the wide variety of activities it covers, and also because of the difficulty in establishing clear distinctions between the various categorisations and classifications used to order the field, the decision was taken to run the workshop as a series of six study days to provide ample time for discussion. The topics used as a starting point were chosen for two reasons:

- to take account of previous work: the session themes were chosen to allow a re-reading of the results of previous PUCA programmes on services and the comparison of these with analyses emerging from programmes and activities currently being run by PUCA;
- so that discussions would take account of the challenges posed by the diversity and difficulty of distinguishing "categorisations" or descriptions of the various service activities: the decision was therefore made to base the session themes on a few broad divisions used to separate or group the various service activities into general categories or categorisations, basing discussions on the play between different service descriptions within these broad divisions and looking at whether the general divisions normally used to order the field – public/private, commercial/non-profit making, individual/collective, tangible/intangible – were relevant.

The first session looked at housing services versus household services and at relations between services, housing and cities; the second looked at two new categories of service – proximity services and support services; the third dealt with the similarities and differences between urban services, public services and local services; the fourth concerned network services and companies, which shed a different light on urban services; the fifth examined changes within Europe and their effects on the conception of public services, particularly network services; and the last focused on the new relationship between commercial services and the dynamics of cities.

Five research topics were proposed.

The first topic concerned the constraint of proximity between the service provider and the person using the service. This notion, conceived to take account of the fact that it is impossible to separate production and consumption completely when talking about services, and traditionally used in analyses of services and their location, immediately introduces the concept of space into the analysis of services and their production. Today, however, a prior analysis of the way production is organised as a whole is essential to any analysis of the role of the proximity constraint in the location of service activities and its consequences for the relationship between services and towns.

The second topic began with questions about the notion of urban hierarchy. In principle, the notion of urban hierarchy was based on the assertion that there was a linear relationship between the demographic size of towns and the level and quality of services available there. This idea has been challenged by new approaches to the concentration and diffusion of service activities, which are affecting cities at different levels in the urban hierarchy and are also threatening and modulating previous rankings and the bases for these. They are also having an effect on the relationships between cities themselves, and particularly on the emergence of new methods and criteria for classification, which govern competition between cities.

The third topic concerns the role service activities play in transforming the configuration of cities, and more specifically, in deepening socioeconomic divisions within cities and what is commonly known as urban fragmentation and disintegration. It therefore makes reference to analyses carried out on whole conurbations, concerning more directly evolutions in urban morphology and the development of new and not-so-new social and spatial inequalities within the conurbations. The opposition between the centre and the outskirts of cities has for a long time ordered our representations of the way cities are organised internally, and the location of service activities (whether to households or to companies, with the concept of the central business district) has been one of the major explanations for this organisation. The concept of conurbations with multiple centres now seems to provide a clearer framework for understanding the role of services in the evolution of the configuration of cities. A first set of questions concerns the role services play in producing new spatial divisions within cities. A second set of questions concerns how these multicentric conurbations work, whether in terms of relations between different towns in the same conurbation, or of relations of complementarity and/or competition between different services centres (business parks, science and technology parks, commercial centres, etc.) in the same conurbation. The third set of questions concerns the spatial organisation of the use of services by inhabitants of multicentric or fragmented conurbations and, more specifically, identifying what the concept of the neighbourhood represents (or could in future), and for whom.

The fourth topic tackles the relationship between services and cities by looking at evolutions in the relationship between tangible urban facilities (infrastructure, amenities, buildings) and services. Although many definitions of services highlight their 'non-physical' or 'intangible' nature, it is rare for the production/consumption of services not to rely on tangible equipment – tools, technical facilities, buildings, amenities and infrastructure. Four lines of enquiry could provide a better understanding of these evolutions: research on how those involved in the production/management of these "urban" facilities/services (in the wider sense) are now configured, and particularly on the place of local authorities in these new configurations; research on the effects of these changes on people's conceptions of 'tangible' facilities (housing, buildings, amenities and infrastructure); research on the sudden rise in use and users brought about by these evolutions, particularly the emergence of a "service mentality"; and research on the development of methods for evaluating services, which aim to understand what these methods are, how and on what they are based (criteria), who develops them, how they spread and what their effects are.

The last topic looks at other questions relating to "proximity services", i.e. services defined in spatial terms as not requiring any specific facilities (and therefore no investment). The main questions these activities raise concern the way systems of trust are built up enabling the activities to be delegated to an external service provider, what forms of contractual commitment exist for these activities and what effect they have on the characteristics and development of the activities (particularly how the market is constructed), and finally, questions about the various dimensions involved in the professionalisation of these activities. But because these services mainly cover activities only recently delegated to people outside the home (they used to be household tasks performed by women in the traditional division of labour between the sexes), they are particularly important questions of the moment; proximity services are therefore a very appropriate field for analysing the challenges, tensions and contradictions associated with the development of processes of delegation.

The political map, an instrument of urban solidarity? Intercommunality put to the test by social polarisation in towns,

ESTEBE Philippe, TALANDIER Magali,
ACADIE/L'ŒIL

October 2005, 88 p., ann., maps, graph., tabl., bibliogr.,
PUCA 669

From a review of the controversy caused in the USA in the late 1950s by Charles Tiebout, this research goes on to look at the forms solidarity has taken following the enforcement in urban areas of the 1999 Intercommunality Act, more commonly known as the "Chevènement" Act. It is based partly on a review of the theoretical literature, mainly from Britain and America, asks what echoes the controversy has in France and proceeds with a quantitative analysis of the types of intercommunal association available to all urban areas with a population of more than 100,000 (excluding Île-de-France).

The controversy triggered by Tiebout in 1956 concerned the relationship between the size of local governments, their economic effectiveness and their social fairness. Although, according to Samuelson and Musgrave, dominant opinion at the time, like in France today, tended to believe that the fairness/effectiveness combination could only be achieved on a large scale because of the specific nature of the public funds being distributed, Tiebout was arguing the opposite. He felt that the fair and effective distribution of public funds could on the contrary come from the political fragmentation of the land, provided that conurbations were considered to be a kind of marketplace where competing local councils offered "differentiated baskets of services" to voter-consumers. It was said that they would "vote with their feet" to get the best price/quality ratio, i.e. they would migrate to the local council offering the basket of services closest to their individual preferences. In this model, social segregation is not the damaging consequence of poor public management but on the contrary, a condition for achieving justice and effectiveness. It is a condition of justice because "preferences" vary from one social group to another; and it is a condition of effectiveness because this system of political fragmentation provides the best fit of services at the lowest cost.

Tiebout's theoretical mode triggered a debate that has gone on for half a century, in the USA pitting supporters of political fragmentation against upholders of integrated city government. This model is difficult to apply in France. Even though historically the local political map is nearly as fragmented as in the United States, the combination of central/local government characteristic of the French system makes it difficult to identify differentiated "baskets of services" from one local authority to another. However, "Tiebout effects" can be observed if we look at the social polarisation of towns and cities. Social polarisation occurs very clearly at the extremities of social space, where the very rich and the very poor live. The division of towns into smaller units is generally blamed as a factor accelerating the social polarisation of urban areas.

The 1999 Intercommunality Act explicitly targets social polarisation, or in Mr Chevènement's words, the "fight against social apartheid". Grouping towns into 'public institutions for intercommunal cooperation' at the level of conurbations is considered a particularly good way of achieving this, grouping "rich" towns with "poor" towns especially with regard to the sharing of business tax, considered to be spatially and socially unfair. The specific aim of consolidating the government of conurbations is to counter the "Tiebout effect". The political map thus becomes a tool of social cohesion.

A quantitative analysis of town groupings that exist as a result of the Chevènement Act reveals a few characteristics of the groups obtained in this way. Firstly, it clearly highlights three types of grouping, which are helping to institutionalise the differentiation of systems of government within urban areas:

- a system of public institutions for intercommunal cooperation (EPCIs) based on the towns at the centre of urban areas, which are clearly "heterogamous", i.e. they combine communities with similar social profiles;

- a system of EPCIs on the outskirts of conurbations, combining one or more towns with a population that is poorer than average for the urban area but has a business tax base that is above average, with towns with more affluent populations but that have a small business tax base;
- a system of very homogeneous "clubs" on the outskirts of towns, of which there are two characteristic types: EPCIs of towns whose profile (compared with the average for the urban area) is dominated by households of executives with high incomes; and EPCIs of towns whose profile is characterised by a higher number of retired people than the average for the urban area.

So the Chevènement Act has produced an ambivalent result. On the one hand, at the heart of urban areas it allows EPCIs to be set up in accordance with the spirit behind the legislation, with a heterogeneous composition that suggests that they are capable of "changing society" and of constructing the kind of public policies that will develop interdependency between different social groups. On the other hand, on the outskirts of towns, it is allowing homogeneous clubs to form, the composition of which suggests that they are likely to develop "Tiebout-style" behaviour in terms of public services. Between the two, the EPCIs combining towns that are wealthy in terms of business tax and poor in terms of income with towns that, relatively speaking, are more wealthy in terms of income and poor in terms of business tax, seem rather unstable because they are based on an unequal distribution of tax that is favourable to the inhabitants of residential towns and unfavourable to the inhabitants of the producing towns.

This result leads to two further questions that are still to be tackled: will these models converge over time or will the differences between them increase? How will the relationship between these two models evolve: in juxtaposition, by joint operation or by the gradual integration of the "clubs" into the "society-building" dynamic of the central EPCIs?

Choosing schools and its effects on educational and urban polarisation in Paris and London,

VAN ZANTEN Agnès, BALL Stephen, RAVEAUD Maroussia,

Fondation Nationale des Sciences Politiques/Observatoire Sociologique du Changement,

December 2005, 260 p., bibliogr.,

PUCA 694

What part do specific national considerations play in the factors influencing parental strategies when choosing a school for their children and how are these linked with the choice of where to live? To answer this question, a comparative study of France and England was carried out on the basis of three surveys.

Between 1970 and 2000, the French and English school systems moved from an educational democratisation and standardisation approach to a policy of market forces and product heterogeneity. The switch in Britain was clearly stated, whereas in France it was more implicit, but in both countries it was the result of both political and administrative decisions and parental strategies coinciding. On the one hand, some pupils were displaying "difficult" behaviour and educational standards at some schools were being questioned. On the other, academic selection was being phased out, the teaching curriculum was being transformed to include elements of popular culture and the culture of different immigrant groups, and children and schools with the most difficulties were being given priority when it came to allocating resources. To middle and upper class parents these factors seemed like a serious threat to their plans for social mobility through school.

Particularly in larger cities, these parents can be seen to erect defences by effectively "closing" access, because of exacerbated fears of the consequences of large numbers of children from immigrant families in some schools, and because there is greater diversity and a stronger hierarchy among schools generally and they are more accessible by public transport.

In France, parents try to live close to the best schools. The housing in these areas is expensive, and more of them use private education or ask for special exemptions.

The French survey was conducted in two very different towns in the suburbs east of Paris: Vincennes and Montreuil.

In Vincennes, where increasingly expensive housing is bought by an increasingly rich elite, secondary schools, whether public or private, have a good or excellent reputation. This is the almost archetypal "closed" situation, where people are untroubled by conscience about social mix.

Montreuil has twice the population and is more heterogeneous. It consists of "affluent" areas with disadvantaged neighbourhoods around the edge. It has three times as many schools, and they are predominantly public.

People come to live in Montreuil because it is less expensive but also for its social mix. The good schools are good for a variety of reasons. While in one, parents who actively support social integration have acted as opinion leaders in promoting "civic loyalty", in two others an unspoken contract has developed between the head teacher and the parents concerning arrangements for internal segregation. The dominant factor here is whether there are organised parent networks.

In both towns, the government appears to be very powerful but does not take a proactive role. In Vincennes, private schools have great autonomy over their recruitment and internal organisation, and this is very important. In Montreuil, the same rules and positive discrimination measures have less impact than information passing through parent networks.

The British survey was carried out in Hackney, in the north-eastern part of Greater London, which has a very large disadvantaged population – of refugees and asylum-seekers – but also a middle class of the social professions, artists and intellectuals committed to social activism and involvement, who value the ethnic mix but nevertheless remain grouped together spatially in accordance with the "gentrification" process. Hackney obtained the worst school results in England in 2004. Its school provision is atypical: there is a shortage of places – some children go to schools outside the authority – and there is over-representation of single-sex schools. Three of the nine secondary schools are faith-based. One establishment is highly sought-after and was at the centre of the survey: its results are slightly higher than the national average; its head teacher is inventive and dynamic and maintains a climate of trust and mutual respect.

Maximising their child's chances of success is essential for most parents in France and England, but it is expressed in different ways in the two countries. The compensated mixing of the English parents differs from the watchful mixing of the French families.

In other words, in Britain, the intellectual and artistic sectors of the middle and upper classes will allow their children to go to the local school to gain social and relation-building skills, but the cost is that the family has to pass on cultural and even educational capital. For the English parents, self-expression and a rounded education constitute the ideal to which nearly everyone aspires, although new policies are causing them to operate as consumers in an educational "market" in the name of more instrumental values.

The priorities of French parents are determined broadly-speaking by the meritocratic way in which the school system operates and by the part education plays in one's social and professional trajectory later on. The objective of success at school takes priority, and although consideration of self-expression is not completely lacking, it tends to remain subordinate to the primacy of qualifications.

How does housing relate to town planning?

TAIEB Guy,
May 2005, 79 p., ann., maps, tabl., bibliogr. ref.,
PUCA 630

The aim of this research was to produce a survey of practices where the planning and housing spheres are given joint consideration. It was based on three main questions:

- housing location and development: what are the differences between inhabited areas and areas where development is planned?
- achieving social and urban mix: how do housing policies and the policies of other sectors relate to one another?
- what can be done to reconcile the housing and planning spheres?

The analysis was carried out in six areas chosen by the steering committee – Annemasse, Chambéry, Rennes, Lille, Bordeaux, Paris and Boulogne-Billancourt – on the basis of an examination of the strategy documents and practices in place in these areas, and interviews with certain elected representatives and technical staff.

The results highlighted the following points:

- There is a real difference between inhabited areas, which are generally urban, and areas where development is planned. However, local authorities no longer make their decision-making structures look at existing inhabited areas; instead they prefer to exercise their authority over areas that should at least function, even if they are not perfect. A knowledge of inhabited areas could be used by local authorities and government services to produce surveys and diagnoses at the level of operation of housing markets in the area.
- Social and urban mix is an integral part of the housing policy of an area. To meet legal targets for social mix, most local authorities first look at the issue of social housing quotas. Yet only Paris uses quotas in its local urban planning scheme.
- Aspects of planning documents that concern housing and the recommendations of local housing schemes in terms of planning: local housing scheme recommendations for areas are made on the basis of observations of how housing has actually developed. Thus many local housing schemes do not restrict themselves merely to stating the amount of housing to be built and improved, but also recommend qualitative actions concerning how the public and private production of housing should be structured, the existing housing stock, how processes should be run and also how the scheme should be used within the area. Housing production targets are imposed on areas by being allocated either to towns or to similar areas in terms of type.

The housing sections of the territorial coherence schemes and local urban planning schemes examined generally do contain real strategic content, but its implementation is too recent for us to be able to judge its effects. These documents could be said to reflect the political will of elected representatives with regard to housing and, in the case of the territorial coherence schemes, the outcome of work in partnership, and cohesion, over a wider area.

The tools most commonly used in local urban planning schemes are the pre-emptive right to purchase for town planning and the reservation of sites for housing (still used sparingly).

- Freeing up land for housing has become a widespread concern. However the question of land is not dealt with across all departments, the solutions applied are often cyclical and it is rare to find a long-term strategy for land. More often it is batteries of tools rather than strategic plans that provide solutions.

Towns and public institutions for intercommunal cooperation are constantly looking for land released by public or private partners, and they are also looking for ways of keeping costs to a minimum.

The consequences for towns of an ageing population: Belgium, France, Spain and the United Kingdom,

DOURLENS Christine (dir.) , VIDAL-NAQUET Pierre (dir.),
CERPE,
October 2005, 174 p., maps, graph., tabl., bibliogr. 45 p.,
PUCA 663

The purpose of this report was to identify, from a survey of existing studies and research in four EC countries, how populations as they age fit into towns and cities, and adjust their way of life and their living and mobility arrangements, and to look at the effects on towns of this new behaviour from a future planning perspective.

Although the research is not evenly developed across all of the countries, nevertheless it generally appears that most of the work reviewed focuses mainly on demographic observations and the consequences for social welfare systems rather than the effect on towns. Where this issue is dealt with, it is often from the point of view of the social needs of the elderly. However, France seems to stand out for its work on this subject, though the matter is almost never dealt with in Spain, the United Kingdom or Belgium.

Despite the differences between the countries from the point of view of the material available and the disciplines of the researchers (town planning, demographics and sociology), a comparison of the contributions throws up three major conclusions.

THE DIVERSITY OF ELDERLY PEOPLE

All four teams underline the diversity within the "elderly" category and in their social practices. This diversity is not a new thing, but is accentuated today by the increase in life expectancy over the last few decades in all EC countries, and the fact that far more elderly people are now living without incapacity.

The wide range of social practices according to age – which is not the same in all four countries – certainly poses problems with regard to how to cope with the effects of an ageing population on towns. Inevitably, regardless of the precautions taken, the researchers always fell back on the statistical and administrative definition of old age and negative representations of a homogenous social group defined by the inevitable decline in their capabilities. And when seeking to avoid the pitfall of homogeneity, there was a tendency to oscillate between a very active picture of old age – senior citizens were often seen as a "market" to be seized – and a very negative picture of dependents seen as a burden. It is from this angle that the problem of old age is considered in the majority of works, particularly from the point of view of coping with the health and social needs of this population and its access to the town. Perhaps this is the case precisely because elderly people are still only a small minority in these four countries and the problems of real "mass old age" are not yet with us – not today or tomorrow – but will be with us the day after tomorrow.

GROWING OLD WHERE WE ARE

This new situation will have a major effect on towns, probably at least in part because of the relationship the elderly now seem to have with the urban environment. The model in which people go back to where they came from when they retire seems to have less significance today. The British and Spanish contributions do stress the sudden change retirement makes to people's life cycle, but it does not appear to produce a major wave of relocation. The researchers underline how attached the elderly are to where they live, but this is not entirely for the same reasons from one country to another; it is particularly true for Spaniards because of the importance of family ties in Spain.

It is true that in all countries, growing old at home is encouraged both by the lack of specialist institutions and by public policies of help at home and support for "carers".

The reluctance of the elderly to move is not without its consequences for the way towns are developing now and will develop in future, particularly the phenomenon of sprawl. The elderly continue to stay in the suburbs when they have lived there all their life. Because of

improvements in transport, town centres moving further away will not really be a problem, at least for the moment. However, there is a danger that serious problems will emerge when large numbers of people reach old age. Unlike what we are seeing today, the younger generations, of whom there will be far fewer, will not be able to help the elderly at home, particularly if they live a long way out of town. None of the countries will escape from this imbalance, with Spain facing a particularly dramatic situation.

We can therefore see the challenge that responses to this situation will represent in terms of reorganising infrastructure, planning facilities, creating special residential homes and housing units, etc. With an unknown quantity, the financial capability of local authorities and users themselves will be stretched, in a situation where, as the British researchers note, the increase in the number of elderly people will have a damaging effect on economic growth and sustainable development. Choices will have to be made about the way resources are allocated, and reading between the lines, there may well be conflict between the generations.

Generally, it remains the case that research spends little time looking at this future dimension. The demographers do of course make long-term projections. But projections regarding lifestyles, the use of space and conflict between the generations are much more tricky. Moreover, migratory movements, particularly when analysed at local level, can reverse the ageing process considerably.

LOCAL AND REGIONAL DISPARITIES

Migratory dynamics are actually worth looking at more closely. An influx of elderly people can restore some of the vitality to areas in decline, but at the same time it can encourage some population movements to the detriment of others. The Spanish coast, like the French and Belgian coasts and some tourist departments in France, are very attractive to elderly people. In Spain, it is retired people from Northern Europe who move to the shores of the Mediterranean and Atlantic.

This leads to the question of the differential ageing of areas, which is also accompanied by the spatial distribution of inequalities. All the teams underlined the diversity of people aged over 65, which means that social groups exist with very different incomes and living conditions. Generally within individual towns, pockets of ageing populations can appear that are marked sometimes by poverty and sometimes by wealth, without a bipolar distribution of the elderly actually developing in urban areas. Two examples will illustrate this observation. On the one hand, the British team mentions the well-known phenomenon of "gated communities", which bring elderly people seeking the reassurance of like-minded companionship together in the same place. The rise in property prices can also have the same segregating effect. But as a counterpoint to the gated communities mentioned above, in France, migrant hostels – or some of them at least – are becoming retirement homes for the less well off, where former immigrant workers grow old and sometimes die without assistance or care.

In conclusion, in view of research carried out in several European countries, it can be said that there has been little documentation of the issue of how the ageing of the population is distributed territorially or its consequences for towns. But the consequences of ageing on towns can only be appreciated at a very local level. For this reason it seems relevant to focus attention less on the general phenomenon of ageing and its consequences for towns and more on how the ageing of the population is expressed locally. In other words, it is at the level of towns, town groupings and also neighbourhoods that the relationship between the ageing of the population and where they live can be analysed.

The social construction of residential relationships: experiences, configurations, contexts,

AUTHIER Jean-Yves, GRAFMEYER Yves, LEVY Jean-Pierre, LEVY-VROELANT Claire,

Université de Lyon II/GRS - CRH,

August 2005, 135 p., graph., tabl., bibliogr. ref.,

PUCA 638

This research is the continuation of a study carried out for PUCA between 1995 and 1999 on the physical organisation of urban lifestyles of people living in old city centre neighbourhoods. The analysis focused on the concept of "residential relationships", or the practical and symbolic relationships individuals have with their homes, neighbourhoods and cities.

In this new research, the stress is being placed on analysing the *dynamics of residential relationships*. How are a person's relationships with their housing, neighbourhood and city structured and redefined over time? What successive approaches lie behind the way in which residentially stable populations live? How are the residential relationships of individuals redefined when they move to different housing or to a different neighbourhood? This line of enquiry was the basis for the new study carried out in 2002.

The data from the survey shows relative stability in the residential relationships of the inhabitants of the old central neighbourhoods observed, during the period 1997-2002. As in 1997, the inhabitants of these neighbourhoods characteristically (though with variations according to individual and context) live a relatively well-developed "local life" (in the sense of who they socialise with, the local shops they use, the bars and restaurants they visit, etc.), though this does not exclude other relationships and practices located outside the neighbourhood.

Behind this relative stability overall, changes can be detected if you look separately at each of the neighbourhoods selected, or if you compare ways of life in 1997 and 2002 for a particular category of inhabitants (blue collar workers, white collar workers, etc.), or indeed if you compare the social relationships and local habits of the (interviewed) individuals on both dates. For example, inhabitants of the Bas-Montreuil neighbourhood (in Montreuil), as a whole, tended to be more involved with local life in 2002 than in 1997. Similarly, between 1997 and 2002, white-collar workers, unlike blue-collar workers, tended to strengthen their "local attachment" to the old central neighbourhoods selected.

These limited changes form part of wider evolutions and trends. It can be seen that people who recently moved to these areas have more individualised relationships and habits close to their home, and are less dependent on the duties of neighbourliness, family ties and the hold of the locality, compared with the relationships and habits of older residents, 20, 30 or 40 years ago. On another level, the dynamics of each individual's relationship with the neighbourhood are the product of interaction between *a*) their own life path, *b*) the nature and scale of changes in their living situation and *c*) the representations they have of these changes, new inhabitants and their ways of living. These "determinants" enable us to understand both the development of "stable" residents' relationships with the neighbourhood and the reasons why people who have moved out of these neighbourhoods left.

As regards the family component of residential relationships, two principal results have emerged from the analyses. Firstly, although for teenagers and students from households living in these old central neighbourhoods, the neighbourhoods are often a familiar space in which they know their bearings, the neighbourhoods are rarely "family" spaces. When teenagers go out in the neighbourhood, visit shops, or engage in leisure activities, they are much more willing to do this with friends than with family. On the other hand, the home is very much a place for the family, but a place that is opened up in extremely different ways (to people not in the household) depending on the particular family. For example, in some families, homes are opened up "solo", whilst in others, they are opened up jointly. Similarly, some families do a lot of entertaining at home, while others move their entertaining to their second home, holiday home or home in the country – revealing a more general link between urban life and holiday.

Des cultures et des villes : mémoires au futur,

BRUSTON André (dir.),

Editions de l'Aube,

May 2005, 350 p., col. phot., notes, bibliogr. ref.,

PUCA 676

After *Cultures en villes, de l'art et du citoyen*, published in 2000, which brought together an approach to social relationships and a reading of public spaces in a dynamic vision of their cultural dimension, this new work tries to answer the question of what is learned in cities, of the processes of transmission and creativity at work there in more or less obvious ways, and for which the city is both the soil and the fertiliser.

The words collected here lie at the meeting point of the work of individual memories, the development of communal narratives, new uses of public space, contributions of young generations born into greater mobility who are developing other modes of "being urban", creations that take up space or release it, shifting its strengths, or that illustrate it in unusual, aesthetic and political forms.

Their openness, diversity and echoes bear witness to the search for meaning and knowledge driven by the upheaval in the rhythms, rites and locations of today's cities.

If the different ways of being a citizen are inherited, what is given up, transformed and mutated in the process?

If they are learned, what hybridisation occurs, and how easy is it to break away from them?

Finally, if cities create collective behaviours or if they welcome them, how much adjustment is there between inventions and constraints, whether technical, social or cultural, in view of the fact that, at work in the background, are public policies that must meet social demands as much as anticipate them to design the future.

This anthology, coordinated by André Bruston, is a collection of seventeen contributions that are the result of research conducted as part of the "Learning, transmission and creativity of towns and within towns" consultation of the interministerial "Cultures, towns and social dynamics" programme.

The contributions are grouped into four topics: memories of places, memories of people; mobility, space and the construction of society; public space and the construction of self; cultural settings and effervescence.

Developing assistance for social self-refurbishment programmes: methodological support and networking of operators,

PADES (Programme Autoproduction et Développement Social),

June 2005, 41 p.,

PUCA 629

The PADES association organised a number of social self-refurbishment experiments at the request of local authorities in four towns, Bordeaux, Le Havre, Les Mureaux and Perpignan, in partnership with local operators. PUCA took part in the experiment by providing finance for the methodological support and operator networking performed by PADES.

The follow-up evaluation (part one) led to the production of a synthesis of methodologies. In each town, about fifteen self-refurbishment sites were set up with the provision of social and technical assistance to households (generally very disadvantaged, with a high percentage of single parent families). Priority was given to private housing that was not particularly run-down, to making launching the initiative easier. The examples given in the report show that self-refurbishment enables its beneficiaries to improve and appropriate their homes. From the point of view of social integration, the follow-up evaluation underlined the educational role of the initiative in re-socialising households by encouraging them to make or consolidate bonds with those around them and to start looking for work, sometimes successfully. The benefits are only possible if certain conditions are met with respect to method, by the operators in place.

PADES has organised a number of themed study and feedback days for operators (part two) for the self-refurbishment organisations network. It has made its work available to operators and project promoters by setting up its own website (part three).

Atypical jobs and relationships with housing: the case of temporary workers,

PILLON Thierry, MARIE Nadège, DAMBUYANT-WARGNY Gisèle,
ADR-Université d'Evry Val d'Essonne,
March 2005, 157 p., ann., tabl., bibliogr. ref.,
PUCA 613

The research looked at the use of time and space (domestic and urban) by temporary workers. Based on the observation that they have an unusual relationship with time, it sought to identify and interpret the use and representations temporary workers might have of the places their intermittent work forces them to spend time: their housing, between two jobs, but also their temping agency and neighbourhood.

The *agency* really amounts to place of work in itself; for some people it is a social meeting place, a place to make contacts and promote their experience, but it can also be a place for negotiating the material elements that make up everyday life: more interesting assignments, shorter journeys, holiday, etc.

Housing can differ according to age, family situation and capabilities in the job market.

Access to rented housing can be a problem: temporary worker status, among others, can be a convenient excuse for landlords not to let property to people. The fact that rent still continues to be due even though income is not continuous is in itself a major difficulty for some temporary workers in the sample chosen. Here, family and the agency play a decisive role as potential guarantors.

Access to ownership is not easy either, and many people's plans to move into their own home are put off until they find stable employment. Generally speaking, access to credit for those interviewed was very adversely affected by their status at the time.

Experiences of home differ according to where the worker is in relation to an assignment:

- during an assignment, the amount of time spent at home is regulated and ordered by daily activities and recuperation following days at work, with no clear differences between individuals;
- between two assignments, while waiting for another job, time spent at home will depend on variables already mentioned: the time may be experienced as freedom, and spent on domestic leisure, and may thus fall into a balanced pattern over the year of periods of intense work and periods of *recharging one's batteries at home*.

Conversely, some of the women interviewed, in the same situation, will try to escape from the home so they are not seen as "housewives", even if only temporarily. They are taking *time for themselves that cannot be taken at home*.

Compared with this relative freedom, some people experience the home as a *place of isolation*, waiting and anxiety. Worry about not finding another assignment paralyses all initiative; staying at home may even prove impossible, symbolically and psychologically.

Time in one's *neighbourhood* and *town* follows the same pattern, as a time of *freedom of movement* for people who feel quite calm between two assignments, and a time to experience the town at a different pace from collective rhythms; it is a place of *worried pacing* for those in a weak position on the job market. While young people can enjoy a *social life locally*, certain more fragile people (older and less well qualified) do not allow themselves close contact with others between two assignments, during the waiting period, tending to go to other neighbourhoods or to *withdraw into their home*. Forms of local sociability (e.g. cafés) were postponed until periods when work gave a regular pattern to everyday life.

Freedom, recharging one's batteries, isolation and withdrawal: different examples were given that illustrated these attitudes and uses of home and the city.

Expatriates living in cities in developing regions: the nature of local integration,

GOLDBLUM Charles (dir.), CHARMES Eric (dir.),
ARDU,

January 2005, 210 p., maps, phot., tabl., bibliogr. ref.,
PUCA 594

This research analyses some of the most striking aspects of the impact of globalisation on urban ways of life. The team of researchers analysed the living conditions and use of space of people who have moved to developing cities. The team observed, in Singapore and Rio de Janeiro, the way expatriates lived in cities, also looking at their nationality and place of work. It studied the particular types of housing and urban social patterns caused by expatriation, and how the cities concerned reacted.

The report was divided into three main chapters preceded by a preface by Charles Goldblum and clarification of the meaning of the words "on secondment", "expatriate", "registered" and "resident". In the first chapter, Eric Charmes put forward a theoretical synthesis. He underlines the fact that attachments to home can no longer be seen as conflicting with mobility but that, on the contrary, they should be considered to be resources for mobility. Among the attachments likely to facilitate mobility, he highlighted the role of a sense of national identity. There should be no illusions about opinions in vogue on cosmopolitanism: expatriates are a long way from being totally detached from their national origins. Better still, governments continue to play a decisive role in this through the support they provide to relocations abroad (through consular services, economic missions, etc.).

In the second chapter, Xavier Guillot offers a thorough analysis of the conditions for the physical integration of French expatriates from the study he carried out in Singapore. He shows how expatriation movements have shaped the landscape in Singapore, firstly with colonial bungalows, and then with condominiums. Xavier Guillot then uses tools from the sociology of networks to analyse the way expatriates socialise. He underlines the importance of local French associations in this regard.

The team led by Giuseppe Cocco in Rio de Janeiro adopted a less sociological, more geographical approach. It places the French people moving to Rio as expatriates within the context of globalisation and the processes of deterritorialisation and reterritorialisation it brings. It also pays particular attention to the views of large international companies and looks at capital mobility and the mobility of individuals. The team also analyses how expatriate populations' choice of where to live fits into the general dynamics of the city of Rio de Janeiro.

Housing and urban life: a research programme on change,

HAUMONT Antoine,

August 2005, 55 p., ann.,

PUCA 642

The way urban life changes is difficult to predict and hard to control for public and private players in contemporary cities, and particularly for local elected representatives. The aim of this international research programme was to generate a fund of knowledge that would improve our understanding of the processes that change ways of life and housing and that influence the dynamics of change of areas, who lives in them, how they work and generally the various criteria that give them value and individuality.

The programme produced 19 research projects that shed light on the lasting changes in urban ways of life; the synthesis was structured around four main themes.

- The transformation of relationships between work and housing: increased demands for professional mobility are changing perspectives on the need to live close to our work; three types of living situation were distinguished: the residential focus of the careers of the most highly qualified socioprofessional categories, where professional mobility is a factor in choice of where to live, affirmed by selective affinity; the priority provision of housing for workers in insecure employment who receive local resources in their neighbourhood or village; the in-between situation of individuals and households whose future as regards where they will live remains open, particularly in periurban areas.
- Changes in family relationships and structures, affecting households' relationship with their homes: other models of organisation in which small families are becoming more common, whether these are reconstituted families or different forms of cohabitation. The model in which residential mobility is linked to life cycle remains dominant; however, its social and generational variations need to be taken into account.
- Contemporary trends towards social compartmentalisation: price bands do not express just the physical characteristics of housing, but also the structures of social space, which become more specialised by the cumulative process of selection in where people choose to live; polarisation into residential areas of affluent households and neighbourhoods of more insecure populations makes way for many situations in between the two.
- The evolution of the traditional structures of local social networks in towns: the historical model of the local district is being challenged by the fact that what people do is no longer spatially compartmentalised and by the individualisation of the way people live; other models are emerging, such as the neighbourhood, the "perimeter of habitability" which sometimes takes the new form of residential enclaves, and "territoriality", a phenomenon that combines functional, social and emotional ties in different fragments of space.

Images of Paris and its suburbs. From romantic Paris to the present day: the challenges of representation for decision-makers,

TSIKOUNAS Myriam (dir.),
Université de Paris I - ISOR-CREDESS,
December 2005, 234 p., fig., plans, bibliogr.,
PUCA 720

Paris is a wonderful image bank. Writers, painters, caricaturists, lyricists, film directors, photographers and many others have all helped to make the city a place of shared symbols and references.

Representations of Paris from the past, even when they are reconfigured by successive social, town planning and cultural contexts, continue to mark out our vision of the capital and influence the way space is organised here and the decisions taken that affect it.

They are still playing a role in the way we apprehend the city in the 21st century.

Writing a history of these representations first requires that they be set in the context of many different chronologies – social, political, aesthetic, town planning, etc. – in order to understand the events that cause images to crystallise, establish themselves, change and disappear or reappear.

This research, which looks at a vast body of pictorial, literary and audiovisual representations since the second half of the 19th century, seeks to understand how this past structures the present, and by examining the principal mass media, tries to grasp how the various clichéd images attached to the capital and its suburbs have been shaped, conveyed and reworked to produce an imaginary city that forms the basis of our contemporary representations of Paris.

There are certain constants that appear in the images, which characterise social worlds and parts of the city, and by gaining a better understanding of what they owe to the long history of society in the city, we can look at them from the "proper distance".

This collective work by a number of historians is an anthology of contributions resulting from research conducted as part of the "Learning, transmission and creativity of towns and within towns" consultation under the interministerial "Cultures, towns and social dynamics" programme. It focuses on two particular themes:

- one deals specifically with places in Paris, looking equally at the fantasy – very much alive during the interwar period – of the city being destroyed or disappearing, and at how roles were distributed among different types of space and how these shifted in accordance with different urban activities;
- the other deals with ways of living in the city through an analysis of social types as characterised by their mobility or the space they occupied in the everyday and symbolic life of Paris (the crowd, the child, the police officer, the concierge, the Parisian lady, etc.), looking at changes, extensions and different contemporary expressions of them.

So the city has taken shape in relative stability, has always been crossed and occupied from east to west, has been a place of incessant arrivals and departures prompted by the desire for and failure in social climbing and integration, to significantly different timescales according to social class; the 19th century seemed to be the key era for this, a time when the idea of the "ordinary city dweller" became established, governed by the order of the Republic.

But at the same time the image of the city was drastically changing, from the place where there was traffic to become the traffic itself, and as a counterpoint to the "radiating" city centre came the beginnings of the negative discourse on large cities, even as early as the end of the First World War.

The 1950s and 1960s, when the first large peripheral housing developments were built, marked the start of the process of disintegration of the popular identity of the capital, helped by external representations placed on it.

While, until the 1950s, our relationship with cities had worked by comparison with, or even opposition to, the countryside, it was now outsiders, tourists, who influenced the way we saw Paris, and thus it was promoted as a festive, cultural centre.

This trend, over which public policy exercised little control, tended to see the city as an attraction to be viewed, but because it was disconnected from the daily lives of the city's residents it was not without its dangers. However, it does at least show how difficult it is for contemporary cities and the challenges they face to be represented.

Public service indicators in a situation of social polarisation,
BARTHELEMY Jean-Roland, GUYON Patrick, RIGAUD Marguerite,
Fondation des villes,
December 2005, 92 p., plans, tabl., bibliogr.,
PUCA 718

OBSERVATION: SERVICES FIND IT DIFFICULT TO COPE WITH SOCIAL POLARISATION BECAUSE THEY LACK SUFFICIENTLY WELL ORGANISED INFORMATION

This research makes the hypothesis that the problems public services experience in taking action on political objectives (fighting social inequality, the polarisation of neighbourhoods, etc.) is broadly speaking due to a lack of information and indicators enabling them to measure their action at a very local level. Without tools for measuring the effects on different areas, public services find it difficult to organise a response to these inequalities or to needs that are not being met.

SCOPE: GEOGRAPHICAL MEASUREMENT IN PUBLIC SERVICES (AT A VERY LOCAL GEOGRAPHICAL LEVEL, AND WITH THE CROSS-REFERENCING OF DATA FROM DIFFERENT SECTORS)

The research looked at all the tools available to public services for collecting information locally, within individual town districts, how the information is processed and its effect on decisions about the way services are organised locally.

The scope of the research was limited to urban public services that had a visible spatial effect, either because there were many facilities that could be visited by the public (post offices, branches of the town hall, social services) or because the services were naturally linked to location (transport, street cleaning, highways), or because the service was mobile and served people's homes (rubbish collection, mail delivery). Particular attention was paid to the conditions for producing indicators across several sectors, which caused the analysis to be repeated.

THE CURRENT EVOLUTION OF PUBLIC SERVICES OFFERS POTENTIAL FOR MOBILISATION ON LOCALISED OBJECTIVES

Decentralisation has strengthened the role of intermediaries, which elected representatives tried to maintain at a time when the major public services in cities were becoming more independent and consumers and users were becoming better organised.

The recent period has been marked by the transformation of public services to focus more on the customer. This transformation has provided an opportunity to introduce new management and marketing methods, inspired by practices from the private sector. Benchmarking (the comparison of services in different areas), management control, and sets of indicators have started to include geographical information based roughly on the concept of the neighbourhood. Geomarketing is a direct effort to use and base the sales policy of services on a geographical knowledge of "prospects". But there are two very different models for this closer approach to customers. On the one hand, it involves a process of decentralisation, giving greater independence to teams working at neighbourhood level. On the other, it involves the increasing use by public services of external "reference data" brought in so they can base their activity on safer, more reliable data than the knowledge of people working on the ground.

POOR USE OF INTERNAL DATA

With both models, little use is made of internal data, which is plentiful and often more reliable. In addition, most initiatives to set up systems combining several services (e.g. social services, the police and technical services) have failed. The use of these ambitious tools across several towns and sectors has gradually led to them being used as a decision-making support instead of tools for monitoring management, which remains principally a local or sectoral matter. However, some successful experiments combine both approaches, using information from those working on the ground with information from external sources, where effective tools have been provided for local services. This has been the case with the information systems developed by the police and used in certain locations such as Poitiers, as a result of local support. The systems are used for monitoring, but are checked by workers on the ground, on a weekly basis.

RESULTS OF CASE STUDIES

A survey of three cities (Bordeaux, Poitiers and Grasse) and some high quality innovative experiments with public services have demonstrated principally that there is great variability in how local services are combined with the implementation of geographical monitoring. In all the cases studied, the better the spatial distribution of the service was known, the more systematic the use of the tools was. However, exchanging information between sectors is very unusual or only in its infancy, because local authorities, the only interface between the sectors, are not involved in setting up the systems or processing the data.

An analysis of the three conurbations shows how difficult it is to construct a local policy and generate internal enthusiasm for it. Tools do not communicate sufficiently well with each other and do not provide a picture of the situation at sub-local level. Though the process of developing these tools has begun, it is progressing slowly because there is no clear expression of local targets. The value of using these intersectoral tools to provide information to decision-makers, conduct analyses, organise services, and adapt resources to local (district) needs is not appreciated by all services or all elected representatives. There is a manifest lack of political demand in this field. Economic or organisational arguments often take precedence and the geographical consideration of public services tends to boil down simply to the division into local areas of a larger geographical entity, or a response to general political injunctions such as equal access.

To conclude, several potential solutions look interesting enough to be pursued: the use of qualitative, multi-criterion information processing methods (that can incorporate information from those working on the ground), the coordination of geographical processing methods (GIS: geocoding systems, breakdown and standards), the monitoring and coordination of tools at the level of population pools, a technical effort to remove the ethical obstacles to using personal data files (automatic CNIL declarations, blind processing). However, it was noted that, at present, information is often sought from practical observations that are not part of a formal process, but the attributes of everyday work on the ground.

Memories of work in Paris and its suburbs,

PIGENET Michel (dir.),

Université de Paris 1 - Centre d'histoire sociale du XXème siècle,

October 2005, 240 p., plans,

PUCA 779

This research attempts to understand the current state, methods of expression and challenges of memories of working in a capital city experiencing profound and rapid changes to its setting, activities and population. At the crossroads of studies being undertaken on work in its widest sense, the city and memory, the subject chosen asks how work fits into representations of this large city. It goes on to look at contemporary means of access to the city and ways of learning and passing on its customs, identities and cultures, through work.

Looking at memories of work in Paris is not a natural process and first required some consideration of how to identify, and possibly overcome, the epistemological obstacles associated both with the object and field of study and with the chosen approach. Despite using a line of questioning and method familiar to historians, the study opted for a structured use of the practices and concepts of sociology and ethnology. Faced with the obvious impossibility of an exhaustive approach, the study prioritised the analysis of three sites – a block in the 11th arrondissement, the Austerlitz-La Pitié Salpêtrière sector, and the site and area surrounding the Renault factory at Boulogne-Billancourt. This approach was not designed with the prospect of producing a monograph in mind, but instead aimed to contribute to the comparative synthesis with which the report began. Without wanting to neglect the contribution of traditional historical sources, most of the memories were living memories of work gathered using interview methods in the field and the creation of a corpus of oral archives consisting of several dozen interviews.

Listening to the dozens of interviews carried out, the concept of work unsurprisingly always comes back to three major references combined to differing degrees according to interviewee: the establishment, the product or service being provided, and the job or profession being performed. The largest establishments are always split into intermediate or elementary premises, which can differ according to the topic being discussed. As the places where ordinary life was lived out, they are the spaces remembered in most detail. Although there was an interpersonal dimension to relations with management within workshops and departments, whether an establishment was identified with its overall boss depended both on its size and on its public or private status. The qualification and skill necessary to be sure about a gesture, assessment, organisation or decision, etc. were a matter of training and experience. This was one of the principal uses of the memory of work combining the knowledge, know-how and self-management that, embedded by social conventions, define trades and jobs. Although jobs tended to predominate in the period that concerns us, some trades still remain, particularly but not exclusively in skilled industries.

One of the most important things the interviews revealed was how personal memories relate to collective memories, confirming them and reconfiguring them into a "present made from the past". The report delves into the question of people's relationship with their past experience through the evocation of work as a fundamental experience of themselves and an experience of themselves in relation to others. The site-by-site approach, the use of photos and plans or maps, and more prosaically, the preservation if not of the buildings, then at least of the roads and site layout, explain the frequency and relative accuracy of the remembered locations. The noises, smells, colours and light marking these places form the sensory basis for memories of work. The complete antithesis of mechanical chronologies, the infinite variety of individual and collective time periods adds to the diversity of the interviews. The lack of clarity in the chronological information could suggest that the phenomena being dealt with never changed, if the knowledge and recognition of changes did not explicitly contradict this.

The demonstrated or stated obsolescence of knowledge, references, certainties and plans affects whether they could constitute transmissible experiences with potential benefit for contemporary workers. Living memories of work during the 1950s-1970s, though unsteady, will still be with us for a time, but they are gradually fading from view.

Though not new, the observation that so many memory references exist leads us to ask what uses they could have and what challenges they could present. The vocabulary and postures adopted attest to the emotional dimension of the exercise,

expressing pride, satisfaction, humour, regret, confusion, anger and rebellion. There is nothing unequivocal in these attitudes, where the expression of a dominant feeling is often nuanced by conflicting considerations. How individuals look at what they have become rather alters the judgement they make of what they have done and been. From the banal nostalgia produced by evidence that the past cannot be changed, bitterness and rancour frequently break through. In the spaces between the "areas on borrowed time" of Billancourt and the 11th arrondissement, and even Austerlitz, the incompatibility of activities and ways of life now passed, rooted in times that do not fit together, seals the failure of the "losers" in urban metamorphoses. The dislocation and erosion of the categories concerned triggers their withdrawal from the forefront of the social scene, the prelude to the burying of their memories of sites gradually being cleared of undesirable reminders. The calm assurance of the "winners" can be seen in the ease with which newcomers sort through these memories and leftovers. Yet some of the new inhabitants challenge this cover-up, proposing an approach, at times conceived in terms of struggle and "resistance", that respectfully integrates the neighbourhood's past. Focusing on the identity of sites as former workplaces highlights the political, social and cultural dimensions of fighting forgetfulness. Along the way, this struggle sheds light on the challenges of not forgetting and the consequences of putting this in context. The phenomena of social and cultural domination continue to enlighten practices and their repercussions.

Although the research brings us up to date on the challenges of today's "battles" over memories of work, these are mainly delivered on cultural ground. It has indeed been on the cultural front that governments and elected representatives have looked to ease the pain of, if not to find a remedy for, neighbourhoods suffering from the crises and tensions created by the changes being experienced in society and cities. The authors do not comment on the inadequacy of solutions to "urban crisis", which is covered only from the point of view of form, institutions and governance. What we know of work itself contrasts with what is hidden regarding the issues surrounding it and the important identities constructed or consolidated at work in cooperation and conflict. Instead of seeing areas and cities as having nothing to do with class and society, we need to make sure we integrate economic and social policies, policies for cities and jobs in cities. People will come to accept that the preservation, acceptance and transmission of memories of work can contribute, because of their very subject, to directing individuals towards a sense of personal balance by giving them a historical perspective on their job and its relationship with the city. Some people will use this knowledge and recognition as a way of integrating into a neighbourhood and city. The authors grasp what taking account of memories of work could contribute to the individual and collective understanding of the dynamics at work within society and cities, within the perspective of city policies.

Social polarisation of cities and public services. Proceedings of the seminar on "public services in a situation of urban transformation" run by Jacques DONZELOT and Marie-Christine JAILLET, CEDOV, April 2005, 138 p., PUCA 605

This publication records the discussions that took place during the theory seminar for researchers involved in the "Social polarisation of cities and public services" consultation.

For each difficulty, situated in a specific urban fabric, it seeks to formulate a dilemma – what significance does this have for the process in question? What attitude should be taken in view of the role of the public services? – and to set the scene, establishing the terms of a theoretical debate to develop the lines of argument of the research.

It distinguishes three types of urban fabric:

- Zones of urban relegation: products of the evolution of social housing developments. Originally intended for the whole workforce, these developments have deteriorated; they house almost exclusively low-income families, particularly ethnic minorities from African countries and the Maghreb. Refurbishment and socioeconomic development policies conducted over twenty years have not managed to reverse or neutralise this downward trend.
- Periurbanisation: this more discreet phenomenon is the spread of the city into the surrounding areas. It represents a new dimension of the city, its emerging profile. Driven by the middle classes wanting to be close to the countryside without losing the sense of their urban values, it provides mobility and social contact whilst avoiding the inconvenience of living close to the deprived classes and the prohibitive cost of property in city centres. It involves a growing number of citizens: thirty percent at present.
- The "gentrification" of the centres. This more recent trend is countering periurbanisation and the desertion of the cities this has sometimes produced. What it means is that the affluent are rediscovering the advantages of living centrally, and are protected from insecurity by the cost of property.

Relegation, periurbanisation, gentrification all constitute challenges for public services.

Clearly, the problem with zones of urban relegation is their effectiveness, the problem with periurbanisation is one of distance, and the problem with gentrification is the exclusivity of access to prestige establishments for locals.

Overall, these evolutions show that towns are becoming socially polarised in a way that is challenging the political capacity to overcome these trends and the capacity of services to adapt to the specific needs of the area and the communities living there.

Discussions at the seminar identified four general lines of inquiry.

1. In these "three-speed towns", do public services – the police, schools and postal services – take enough account of these recent divisions in city life?

2. Would focusing on public services in zones of urban relegation make it possible to avoid having to "break the ghettos"? Could it improve conditions for the people there and avoid the use of demolition and reconstruction as a "remedy" for disadvantaged areas? Obviously this is not a black and white choice, but it does raise the issue of how these decisions should be agreed to obtain the best result for residents.

3. Does the conflict between the principle of freedom of choice and the reality that choices are limited as regards public services in periurban areas explain the observed growth in protest voting? Particularly for theorists on emerging towns, periurban areas are the "towns of movement and

choice"; they represent emancipation from the city centre, its inconveniences and overcrowding. There is more space even if journeys take longer, but as journey times fall with greater speed, the decision to live in a natural environment could go hand in hand with freedom of access to services in a much larger area than the neighbourhood, perhaps as wide as the regional city. But the relationship of periurban areas with services may also seem much more strained: many of the people living in these areas do so because they cannot afford to live in the town centre, and a large share of their budget is spent on transport. By reducing this budget they could pay for facilities closer at hand. The fact that they do not have these facilities prompts them to question what their tax is paying for. Does this dissatisfaction explain the much higher than average growth in the protest vote in these areas of towns?

4. Does the existence of a particularly high standard of public services in "gentrified" town centres make them even more discriminatory? Town centres appeal to the upper middle classes because they fulfil their search for lost city living and provide opportunities for social encounter and a high standard of social life. The opportunities for meeting people and the variety of social life diminishes as the cost of property increases because of the gentrification process. Finally, the real appeal of these centres seems more seriously to depend on the size of their prestige and cultural establishments, universities and schools. The end result is more likely to be that people find others like themselves as part of the concern to appropriate services of a high standard.

Taking account of ethnicity in British public services in response to the new urban question: the cases of Leicester and Bradford,

LE GOFF William, DESJARDINS Xavier,
ACURAE,
September 2005, 177 p., fig., col. phot., tabl., bibliogr.,
PUCA 640

It seems that nowadays our cities are subject to tensions that affect their function as meeting places and places for social exchange. We are talking particularly about gravitation towards people like ourselves, pauperisation, gentrification, etc., all of them terms that describe changes taking place in cities and neighbourhoods. How do we "build society" these days?

Public services play a key role in doing this. These shared assets, providing a service to everyone, are now confronted by a new urban situation. It was therefore considered worthwhile to look into the way public services have changed in Britain: it was not a matter of looking for a model from another country, but of analysing one to gain a better understanding of French public services. Among the initiatives looked at in the UK, consideration of ethnicity in public services in two large British cities, Bradford and Leicester, caught the researchers' attention. In these two towns, there is massive social and ethnic polarisation. The local authorities have introduced social development policies for the towns, many of which are drawn up on the basis of ethnic criteria.

In the United Kingdom at the end of the 1960s (creation of priority education areas in 1969, inner city policy from 1977, etc.), the local authorities rapidly came up with urban development initiatives that took account of ethnicity as part of local discrimination policies set up to compensate for the poverty of residents. The local authorities were permitted these policies under race relations legislation passed in the country during the 1960s and 1970s.

Over forty years, "ethnic" policies in the United Kingdom have targeted minorities, which have moved from the status of deprived populations facing discrimination and lacking the freedom to act, to that of organised communities with which the government and local councils must negotiate as part of a process of support for their empowerment. These policies use administrative and technical tools, particularly government statistics such as the national census which, since 1991, has included an ethnic question. This asks what everyone's perceived and experienced ethnicity is; people can choose their ethnicity and change it if they wish. The British approach does not get bogged down in anthropological presuppositions, and the taxonomy used in the census has more of a practical and operational basis than a scientific one. In the 2001 census, religion was also taken into account. The practical introduction of ethnic policies underlines the diversity of local policies. Major disparities were revealed between Leicester and Bradford. Leicester leads the way in intercultural relations, while Bradford is going to great lengths to shake off the image of a run-down city, particularly after the riots in 2001.

In town planning, for example, which at first sight may appear to have nothing to do with ethnic questions, taking account of ethnicity involves taking account of the specific needs of minorities in planning documents. The planning document for Leicester encourages the preservation and construction of very large dwellings to accommodate extended families from the Indian subcontinent. Planning rules for places of worship have been revised so that these are not disallowed *de facto* by rules on appearance or architecture. Finally, the granting of planning permission is monitored to ensure that there is not a higher rejection rate for ethnic minorities than for the population as a whole, and if this occurs, to understand why it is above the average.

Regarding housing, there are also concrete initiatives that take account of ethnicity. In Bradford, there are few ethnic minorities living in the large social housing developments, which is often the case in the UK. Two surveys conducted in 1995 and 2001 showed that many members of ethnic minorities wanted accommodation in these developments. A programme

of action was therefore drawn up to remove the obstacles to accessing social housing for ethnic minorities. This programme consisted of many different types of action (cultural, educational, the physical environment of the housing, combating public disorder and the "everyday racism" in these large developments, etc.". Ethnic minorities can also access social housing through housing associations (the black housing associations) set up to build and manage housing tailored specifically to their needs.

However, today, although the community framework and ethnic reading of social events are not being challenged, national leaders are expressing doubts over multicultural policies. After 11 September 2001 and the recent attacks in July 2005, stress is being placed much more on the values that transcend communities, particularly British culture or "Britishness", rather than the promotion of differences.

The promise of socially mixed housing: a survey of policies and research on social mix and gentrification in the Netherlands, Belgium and Sweden,

BAILLERGEAU Evelyne, DUYVENDAK Jan Willem, GRAAF Peter van der, VELDBOER Lex,
Amsterdam University/Institut Verwey-Jonker,
December 2005, 111 p., maps, fig.,
PUCA 688

For decades, the importance and budget given to the social housing stock has been a response in many European countries to economic necessity, but it has also been a particular sign of the civilising value of social justice. Much effort has gone into reducing disparities and eliminating the shortage of social housing, particularly in large cities, which have low-income populations and are a promised land for the educational potential and varied social networks they offer. But recently these values have begun to collapse in many countries, where these neighbourhoods are starting to look like the vestiges of interventionism by an archaic welfare state, which in the final analysis has caused backwardness and social problems. The important thing today for cities and nations is to attract and retain middle-class households.

But how and why? This research compares the situation in different cities in the Netherlands, Belgium and Sweden. The comparison also looks at the interaction between research on cities and public policy on housing in these countries.

It is often the cultural and political/administrative fields that provide the necessary appeal.

In Amsterdam and Brussels, for instance, the middle classes will accept smaller homes at higher prices to be able to live close to a "creative" centre. It is only for lack of choice in the market and the need for space for the family that they are prepared to live in renovated neighbourhoods further out and take the risk of a mixed neighbourhood.

Other examples are more complex: in old industrial areas such as Malmö, Antwerp, Liège and Rotterdam, where the population is not very well qualified and the employment market has not really revived, the middle classes feel uncomfortable living in the "poor" city centre and prefer to live in periurban areas. Gentrification, even where assisted, has been unsuccessful and the exodus to the city outskirts is permanent. To preserve a certain social mix, local leaders must switch from a policy of encouragement through supply and resort to a more proactive approach that reduces so-called freedom of choice.

Finally, there are towns and countries, such as Belgium, where the political culture is one of public non-intervention in housing. Rented social housing forms a very small percentage of the total housing stock. Public impotence reigns, and any measure aimed at attracting the middle classes to disadvantaged neighbourhoods would conflict with the need for poorer households to be able to access affordable housing.

What effect does academic debate have on the reality of social mix and gentrification? Although, in all the countries studied, there are strong links between the stance taken by researchers and political programmes, how these are actually worked out in practice can vary greatly. Dutch researchers, who enjoy the largest public budgets, have greater independence than Flemish researchers. But although research circles and the political world are close, influence is not automatic. In all cases, all this leads to strong polarisation of the debate on these issues, in the Netherlands as much as in Sweden or Brussels.

Proximities under tension. A study of their dynamics in four conurbations: Lausanne, Lyon, Rennes and Strasbourg,

SAUVAGE André (dir.), BASSAND Michel (dir.),
LARES,
March 2005, 164 p., ann., graph., phot., tabl., maps, bibliogr.,
PUCA 612

The aim of the research is to look at the construction and representation of proximity within different types of neighbourhood. The hypothesis is that the concept of proximity is undergoing a process of change from the effects of mobility and the fragmentation of society.

The research was undertaken to provide a contemporary reinterpretation of proximity, through a brief survey and an anthropological detour. The contemporary world is attempting to spirit away distance. This attempt to make everywhere accessible at all times through the use of various transmission systems and the new information and communication technologies in particular, has reorganised the relationship between territory and territoriality. The dissociation of the two (territory as the tangible morphological substrate, and territoriality as our individualised appropriation of territory) assumes that there is an underlying human process that allows us to hold something or let it go, that permits presence and absence. With regard to the formulation of proximity, this would then appear to be a process in tension (so never stable), resulting from competing (or conflicting) processes of appropriation that arbitrate between calculations of interest, the social and personal relationships we seek, and the functional and spatial options that come into play under our own impetus.

The results of the investigation of four French and Swiss conurbations showed that neighbourhoods were disintegrating and being replaced by territoriality. Our neighbourhoods at work, as consumers and in our leisure activities are being undone by more scattered attachments and by everyday mobility. Collective identity and solidarity is shrinking in the face of individualism. Residential mobility is diminishing close relationships (which generate invitations and visits) and is accompanied by greater use of city centres, particularly for leisure activities, and it is this use that provides the key to local identity. "The proximities built on a feeling of belonging to a group, on a clear representation of being from the same social group and looking towards a similar future, seem to have become discredited, outdated".

One of the conclusions of the research on "Proximities under tension" looks at the notion of "territoriality", describing a structure that is no longer our neighbourhood but that combines our functional, social and emotional ties to different fragments of space (immediate environment, city centre, the rest of the conurbation, elsewhere). This does not imply isolation or a lack of socialisation by any means.

What we do may involve our immediate environment, but not entirely: "Culture and leisure activities seem to have deserted our neighbourhoods. Where have they gone? Into the centre of town". Networks of sociability in neighbourhoods, in the city centre and in the rest of the conurbation are separate. Attachments to home and to the city are now stronger than attachments to neighbourhood. The image of territories organised in a hierarchy according to how far away they are has been replaced by an acceptance of the multidimensionality of ways of life.

The role of the neighbourhood in the process of entering adult life for a cohort of young people. From the school-to-work transition to personal journeys,

SANTELLI Emmanuelle,
GRS-Université Lyon 2,
January 2005, 288 p., ann., tabl., bibliogr.,
PUCA 585

The school-to-work transition for young people and their entry into adult life has been the subject of many studies, but this is one of the few that looks at these issues for French young people originating from the Maghreb.

This research uses an original methodology that looks at the young people over a period of time, as a cohort. They spent at least 10 years growing up in the same social housing neighbourhood on the outskirts of Lyon, which was the subject of city planning policies from 1990, and they are aged from 20 to 29. It analyses how young people from the same background experiencing similar events build different social pathways when they reach adulthood. Looking at young people with jobs and others without (those still in education, the unemployed and those who cannot work), it is as interested in those who have left the neighbourhood as those who were still there during the investigation. In total, 200 of the 393 young people completed a questionnaire, and 30 others were interviewed about their lives.

The diversity of paths and stances taken by these young people in our society lies at the heart of the results. It prompts us to abandon any visions of uniformity and recognise all the social factors that interact to produce the path these people's lives take. Differences in socialisation between families and the way individuals develop their identity play a very important part. In this regard, being of foreign origin (and its corollary, having a history of migration) is only one parameter among many, as is social origin.

A high percentage of them lack qualifications, much higher than the average for young people with French parents, and this over-representation of the unqualified has a direct effect on the likelihood of finding a job and, if one is found, the type of job it will be (grade, type of contract). The unqualified and those with qualifications below baccalaureate level were predominantly male. More of the women had a baccalaureate or higher. There was great similarity in the type of qualifications they had: the majority were technical and professional training diplomas, diplomas from professional secondary schools (particularly BEP and BAC PRO) or from higher education (principally BTS). This distribution (level and discipline) leads to questions about career guidance. These young people face a twofold problem: a lack of knowledge about educational opportunities and the problem of funding makes them opt for short-term studies, even when they are intellectually capable of longer courses. They tend to go more for "concrete professions" because companies, particularly in the tertiary sector, appear to promise more in the way of promotion.

There are two extremes in the school-to-work transition linked by a continuum of intermediate situations. Each contains approximately one third of the young people.

- At one end, a good third of the young people (39%) are in stable jobs, and are even doing better socially than their parents. Some are on comparable or even better career paths than young people with French blue-collar parents. Generally they have entered "standard", linear careers like many others in their age group. These characteristics should be underlined because they contradict prejudices about young North Africans: "in stable jobs" means people who are able to work and are in employment, and some of them are in jobs classed among the middle-ranking professions; most are on permanent contracts.
- At the other end, slightly over a third of the young people (37%) are in insecure situations (some are caught in a process of very marked social disaffection). They are experiencing major integration problems because they are excluded from the employment market certainly for ethnic discrimination reasons but also for social reasons (level of qualification, stigmatisation because of where they live, social origin of parents, etc.). The very high proportion of jobless among the non-graduates is proof of this. The pursuit of specific public policies has not managed to combat this phenomenon, as the section on inclusion measures shows. But this insecurity is often less about being young and of foreign origin than about the status of being

a newcomer to the job market, which is currently tending to offer increasingly insecure jobs. So some of these results are not specific to the population studied; many of them apply to all young people from working class backgrounds and also, more generally, to all young people, who no longer enjoy the same guarantees of stability and promotion as their elders.

There is a third group that lies between these two: it consists of young people who normally work but who were looking for a job at the time of the study, young people who were on permanent contracts but have just been dismissed, and young people in employment but who have only just started their job. These are all situations that make it difficult to know for the time being which end of the spectrum they will join. Their qualifications and experience should constitute an important resource, but they are in danger of swelling the ranks of casual workers.

There is similar diversity in the relationships these young people have with the neighbourhood in which they grew up. For those in the most insecure situations, it is used as a protective, familiar environment. For the most fragile, socially and professionally, contact with the world outside the neighbourhood (the Other) is symbolically violent. This vulnerability increases their immobility on all levels, even though they may realise that staying in the neighbourhood heightens their exclusion and distance from the job market.

Conversely, all those in stable employment and all the students in higher education wanted to leave the neighbourhood. As they become adults, it holds back their rise through society. Living outside the neighbourhood, however long it is for, means learning new habits and discovering new values. Most of them are trying to leave and when they cannot, they feel very frustrated with this "insoluble, stigmatising" tie. This is evidence of a correlation between the current social and professional situation of these young people and their attitude to the place where they grew up.

Across many aspects of their lives, the study seeks to understand how these young people enter the adult world (by moving out of the family home, getting married, getting involved in a club, leisure activities, etc.) and to compare them as far as possible with other young people from their generation. In some areas, the young people studied are very different from the national "average". This is the case with moving out of the family home. Slightly more than three quarters of the young people questioned still lived with their parents and they equated moving out of the family home with getting married, particularly the women.

All these subjects were treated independently but they shed additional light on each other and interact with each other. So understanding the relationship of these young people with their neighbourhood requires a consideration at the same time of their process of becoming an individual and their socioprofessional position.

These young people provide an analysis of the transformations taking place in today's society because what they do raises more general questions, the repercussions of which have been seen in many places (in relationships between the sexes, in relationships between the generations, in religious protest, etc.). At the same time their journeys demonstrate the permanence of facts that have already been widely demonstrated, concerning the use of family resources and support. Although they prove decisive for young people whose experience is the most stable, they are often also a way of getting out of difficulties for those in the most insecure situations. For the others, their appalling circumstances (economic insecurity has much wider repercussions) requires the mobilisation of all those involved in the future of these neighbourhoods. But these difficulties should not hide the tremendous desire of all these young people to "be like everyone else", and to have their place in society. There again, in contrast to widespread prejudices, one is struck by their ambition, their desire to conform, their fear of being overlooked, despite their qualities. Society would gain from seeing them as they are rather than as it imagines them to be.

No Fixed Abode – towards an emergency social policy? Between fragmentation and coordination, the paradoxes of local public action for the homeless,

CHEBBAH MALICET Laure, GUILLALOT Elsa, ROBERT Cécile, ZITTOUN Philippe,
Coll. Recherches n°155,
March 2005, 116 p., bibliogr.,
PUCA 615

A contradiction, or perhaps paradox, prompts us to question the logic governing measures to help the homeless.

The paradox is this: despite the growth in permanent assistance facilities, the issue of homelessness always seems to be raised as if it is an urgent matter of the survival of a totally isolated person. For many years, there seem to have been constant efforts at assistance – whether public or private, through welfare benefits or charities. A rapid glance at the 20th Century confirms the already longstanding commitment of the government and charities. Furthermore, in the 1980s, the insecurity and everyday problems of the most deprived seemed to get so bad that they amounted to a real criticism of the public authorities. In response, a series of legislative texts and media announcements gave the appearance that the authorities and charitable sector were doing enough to help. The abundance of reactions, diversity of initiatives and multitude of agencies involved seemed to suggest an active, solidly structured support sector. And yet, this apparent solidity clashes with the structurally recurrent nature of homelessness and the images conveyed by the media and politicians.

The contradiction is this: are the homeless victims to be supported or delinquents to be reformed? These are two opposing representations of the homeless. For some, people with no fixed abode are primarily the victims of society and its dysfunction. For others, they are primarily the victims of themselves, their own bad habits and their instability. So on the one hand there is the view that promotes a "comprehensive" approach to the question, stressing the causes of vagrancy and the need to support its "victims"; on the other lies the contractual conception of help, which puts conditions on it. On top of this, there is a secondary debate on the relevance of treating the issue repressively. Different ways of reading the homelessness phenomenon therefore seem to sit side-by-side, demanding totally different treatments.

This work therefore proposes a comparative analysis of the emergence of public policy on this issue in three French cities: Lille, Grenoble and Orléans. It explores three areas for which a detailed research paper was able to refine the lines of inquiry that each raises:

- identifying the principal characteristics of the agencies involved and their relationships, and to do this, asking how local public action networks are structured and operate – whether institutional/charitable, political/administrative, public/private, paid/voluntary, charitable/welfare-based, religious/non-religious, etc. To what extent do the identity of the agencies and the opposing pairs that define them generate competition and conflict within local networks? What decisive effects do these identities have on the way work is divided between the various protagonists? What internal tensions does this division of tasks, responsibilities and areas of action generate?
- establishing the representation of homeless populations and the help to be given to them. The representations, knowledge and expertise available seem here like a good place for observing the competition at work in the sector. How do these conflicts over ways of seeing and acting contribute to the segmentation of public action? Beyond these differences, is it possible to see under some circumstances and on some issues, collective learning processes that enable the agencies to build up common stores of knowledge, or even a form of collective identity?
- analysing methods of exchange and partnership for the different protagonists. What specific local features are there in the way these forms of coexistence are organised? Are competition and mutual ignorance the only characteristics of local public action networks, or can we see a collective approach emerging from the effect not only of learning processes but also

of institutional changes? On the pooling of what resources and what interdependencies would these approaches then be based?

The homeless – visible, close citizens. Preface by Jean-Michel Belorgey,

BALLET Danielle (dir.),
Presses Universitaires de France,
November 2005, 384 p., ref. bibliogr.,
PUCA 675

25 contributions from the December 2003 symposium concluding a programme of research on the homeless give an account of the dialogue between researchers and welfare workers on representations of exclusion, the lives of people living in poverty, and the political and social choices to be made to put these right in France and in other developed countries.

The multitude of different scientific analyses goes beyond the clichés that encumber public policies, whilst seeking a homogeneity and clarity to prevent them from becoming paralysed.

The homelessness phenomenon is contradictory – a problem both of place and of ties. The appropriation of a particular part of town, which is insecure and gets a bad reputation when used a great deal, leads to vagrancy. Family or social ties are insufficient or inadequate. Although life in the street leads to the acquisition of particular skills, it is exhausting for anyone with a particular story: rejecting the collective disciplines imposed, the homeless are often incapable of solidarity, revealing themselves to have a strong tendency to drink, and to be hostile to strangers, illegal immigrants, and not afraid to discredit or even denounce one another. The experience of squats on the other hand stirs up a certain amount of solidarity in them.

Although the housing model used by decision-makers is to settle people in one place, it actually perpetuates itinerancy: insufficient housing, a lack of financial support systems for the unemployed or poor, limits on how long people can stay in hostels. Nor is there any alternative to the work model: the homeless are almost never offered real jobs. The fight against exclusion becomes a fight against the excluded: vagrancy being equated to crime, begging being made illegal, giving people psychiatric help, the hidden return of criminal punishment. The attitude to squats is characteristic of this: it is difficult to "pull oneself together" in circumstances outside the accepted norm. Finally there is a contradiction between calls for coordination between agencies and the policy of decentralisation that gives priority access to housing to the people who have lived in an area longest.

An effective public policy should take account of hybrid lifestyles, and therefore of adapted methods of finance (which is not the case with hostels); it should avoid excessive selection whilst recognising the specific needs of women and children; it should try to keep a balance without favouring spontaneous mixes (as squats do). Access to housing should be reviewed, going beyond the measures set out in the Quilliot, Besson and "Exclusion" Acts. Local authorities and housing associations should provide a balance between suggestions and obligations, should increase the diversity of inclusion strategies, and should develop a sense of the hospitality of cities. The coordination of resources should be improved, at least so that the capacity is found to provide better "protection" for vagrancy, not to destroy people's attempts to leave homelessness behind with premature demands for the repayment of old debts, to accept the clash in dialogue with "anti-establishment" people or organisations.

From the point of view of Europe, there is little to expect from Brussels except a few experiences of fighting poverty, which are interesting but limited. From Strasbourg, we might hope for control and criticism of the government's abdication of responsibility. But there are many European provisions still waiting to be clarified.

Public services in view: the topography, morphology and semiology of public services in Marseille,

CONDRO Salvatore, MEVEL Catherine, MORETEAU Maxence,
ADEUS-groupe Réflex,
July 2005, 4 vol. (200 p.), col. phot., plans, fig.,
PUCA 626 (1-4)

At the start of this research, which is rather unusual in terms of method, the authors wanted to show the city in the light of its public services, and vice versa, to understand the relationship between the urban environment and one of its main components, allegedly the one that affects it most. They wanted to see how this component acted in time and space.

In relation to these two areas of investigation (how services fit into towns and their relationship with residents), using photography as the main method of inquiry turned out to be more directly relevant to the first than to the second, which required the use of interviews to provide a commentary by the people involved on the information provided by the pictures.

What do these photographs tell us about the changes over time to the place of public services in towns? The initial hypothesis was that the more time passed, and therefore the further people moved from historical town centres, the less public services were monuments and the more they became purely functional in their appearance. This hypothesis barely seemed to be a hypothesis; it seemed more like an obvious fact that merely needed to be illustrated. Except that, what these visual journeys showed was not so much the disappearance of monumentality, but a shift in where it was rooted.

What does the historical centre show? A high density of monumental buildings intended to convey a sense of solemnity through their appearance. These buildings may echo the Ancien Régime or the Third Republic or often a mix of genres, or a change in the function of a building, such as secondary schools being run in former monasteries and châteaux. In the city centre, these monumental buildings set the tone of the city. Buildings providing accommodation are located around these monuments, as if they were an afterthought to them, and the only land they could be built on was the space in between, separating the monuments.

In the old town centre, the notion of public service reflects power more than service – the power of the State, the King, God. Where did public service begin and end in an age when the postal service was a means of collecting tax, education was the business of the Church, and the task of the King was to lead his subjects to eternal happiness? That this solemnity should be used in the service of faith in the Republic, that the distance it places between those who are part of it and those it is designed to impress should reflect a concern to construct an elite, a clergy of the State, seems natural to anyone taking the time to read the current message of these old walls.

What is people's perception of public services in the northern suburbs, where the fabric of the city is dominated by social housing developments? Poor, is the answer. The further you go from the centre, the less evident these services become even to the extent of being undetectable. Is this because the form and structure of secondary schools has become banal, they have been functionalised? But how do we define functionality, banality? We do not spontaneously look at these buildings. It is as if housing has assumed the role religion once had. Large housing developments are supposed to bring people together and create a sense of unity in a way that the church once did. The high-rise towers and low-rise blocks now make our cities. And what about services? Once we have understood the "monumental" dimension acquired by housing because of these high-rise towers, services just seem a by-product of them, in a reversal of roles from the way housing used to nestle between monuments in the town centre. They are scarcely noticed because they are only an extension of the design for living together that the large developments are supposed to achieve. In relation to the tower block, they are what the schools of the Ancien Régime were to the church: merely an appendage.

The fact that the monumentality of high-rise and low-rise blocks has taken on negative connotations, and they now represent malaise, insecurity and dependence, has not inspired a change in public services, except for the provision of obvious security for them. In fact, the negative perception of large communal dwellings is compensated for by the excessive production of signs and symbols. We see notices

for social centres and public services platforms being used. We see more of the notices, signs, colours and logos than we see of the tangible premises that might actually embody the social cohesion announced by each acronym.

What is the structural role of public services in a particular urban space? From the research, it appears that there are variations between two extremes: either services seem to be at the heart of city life along the lines of the "urban village" model, or they seem to be more ravaged by their confrontation with an antagonistic public than able to provide structure.

The urban village model is where services lie at the centre of a housing development, and can easily be used by residents of the neighbourhood because they are visibly designed for their sole use, without the neighbourhood actually being cut off from the rest of the town. This type of structural effect is generally the result of deliberate planning. An illustration of this is the Lodi neighbourhood, in the 6th arrondissement, which is also known as "Lodi Village". This urban village is designed for the middle classes and offers easy, shared access to "their" services without cutting them off from the rest of the city.

The best illustration of the devastating opposite effect is the Hauts-de-Mazargues neighbourhood. Because of the co-existence of an old and newly-arrived immigrant working class and the recent construction of co-ownership apartment buildings for the affluent, public service managers have watched with relative impotence as their services have become destabilised, and have almost been forced to design services separately for two publics instead of one, without actually being able to say this is what they are doing.

Territory and Movement. Interchanges in Saint-Denis (93) and Rennes (35),

CHEVRIER Stéphane, HUET Armel (dir.), SAVINA Maité,
LARES,

January 2005, 146 p., plans, col. phot., bibliogr.,
PUCA 593

For about thirty years we have been witnessing the reintroduction of public transport on reserved lanes. This has given planning authorities the chance to restructure their cities around transport interchanges. In an increasingly mobile urban society, why shouldn't these places of mobility become the new town centres? In these towns in movement, restructured interchanges would constitute a kind of urban stopover point offering the amenities (benches, street maps, etc.) and services (public or private) needed for the everyday life of "urban nomads". This new conception of areas dedicated to moving around the city demands a review of the roles of transport operators and a redefinition of the concept of public service. What kind of service should be provided? This sociological research looks at the transformation of urban public transport services at three interchanges in social housing neighbourhoods on the outskirts of three French conurbations (Saint-Denis, Rennes and Lille).

The staff and technical facilities closest to users are the interface between the public service and the public. They are the mediators of the relationship and redefine the identity of the public. Public service staff produce the service jointly with the passengers. It is this construction and definition of identity that needs to be understood and described. To do this, the researchers looked at the world passengers enter when they travel. This world of artefacts (objects, symbols, etc.) is a "cognitive matrix" that provides comfort to passengers because they know they can find in this environment the cognitive resources they need to construct their journey. This is why great care is taken with how these public services are presented to users, in terms of shape, materials, colours, staff uniforms, internal station architecture and ticket machine design.

The results of this research can be summarised in seven points.

1. On the face of it, Rennes and Saint-Denis are complete opposites. In Rennes, students are encouraged to live in a social housing neighbourhood where they can find the resources for student life. In Saint-Denis on the other hand, students seem to be almost invited to leave the area and dive into the metro, and there is nothing to stop them.
2. In Rennes, the interchange and university seem to have opened up and absorbed the neighbourhood bit by bit so that it has gradually turned into a vast campus. In Saint-Denis, the various institutional stakeholders have fenced off their territory in an attitude of defence. Yet in both the cases studied, the presence of an interchange, the urban renewal policies being conducted by the local councils and the development of the universities are tending to push urban relegation further away.
3. The creation of these "areas of movement" often comes into conflict with the residents of these areas, who do not see themselves as "urban nomads" taking a "self-service" approach to the city. They may prefer local arrangements that require greater familiarity with the area. Sometimes they use walls and the ground to express their anger or promote their products (flyers, mini posters, stickers).
4. Rennes is surprising for its high level of integration: one transport operator, one metro line, a single pricing zone and one transport authority (Rennes-Métropole). In Saint-Denis, things are infinitely more complex. Plaine Commune is a very new metropolitan community. Furthermore the towns and town groupings in Ile-de-France are not transport authorities. The Saint-Denis bus depot serves two departments and line 13 passes through three.

5. The designers of the interchanges studied had radically different visions of passengers. Le Val, in Rennes, is a rapid passenger transport system. The Rennes metro does not offer any services. The sleek, functional station expresses its function through its emptiness. It invites people to move. Passengers are merely users of a technical device. The technical environment seems to carry them along, giving them the chance to escape, to free themselves from the burden of producing their own movement. But for this "magic" to work, they need to trust the system. The station is a monitored space.

On the other hand, RATP recognises that passengers are all different. Its aim is not just to be a transport provider but to become an urban service provider. RATP is getting involved in the city. The city is in the interchange. The interchange has to become a place for living. It addresses the citizen dormant in each passenger. On their journey, passengers will find representatives of the public services (EdF, CAF, the postal service, etc.) who want to get closer to their users, or access to these services. So RATP offers its customers total access to the city.

6. The tension and violent situations experienced by RATP staff at Saint-Denis are the product of actions by both sides, and are not unrelated to the defensive attitude mentioned earlier. The way the station is operated encourages the expression of the active traveller with skills. But this seems to dissolve when passengers reach the ticket counter. The counter is primarily a cash till that needs protection. The staff at the counter cannot sort requests and direct people to the automatic ticket machines. Furthermore, they have difficulty satisfying passengers seeking information. Counters are primarily designed to welcome "customers" who constitute a potential threat.

7. Controlling these areas seems to require the increased presence and visibility of public service representatives. In Saint-Denis, RATP is looking at new staffing methods that would provide a better passenger service and assert its authority. This increased human presence is one way of slowing down the implementation of security measures. In Rennes, the transport operator relies largely on passenger vigilance and the weight of other people's disapproval to dissuade fare dodgers. The stations are under active video surveillance.

The territorialisation of public service: institutional construction and implementation. Experimental amenities, partnership arrangements and new centres. 1- Final report. 2- Papers on experiments with public services in Midi-Pyrénées and Languedoc-Roussillon,
BUSCA Didier, FIJALKOW Ygal, FILATRE Daniel, PAGES Alexandre,
Université de Toulouse-Le-Mirail/CERTOP,
October 2005, 2 vol. (87 + 385 p.), maps, fig., graph., diagrams, tabl., bibliogr.,
PUCA 664 (1-2)

This research proposal is based on a theoretical gamble: rethinking public action by taking as a departure point the processes of territorialisation of public services and by seeking to understand how institutions cope with the urgency of the problems they have to deal with. From this perspective, by analysing experimental measures, the research proposes to understand the links between social polarisation in cities and public services from the point of view of the joint development of public policy, and how these are affected by unusual social contexts, the players involved and the goals of policy reform.

This opening, in terms of collective action, looked at local management as a new method of governing cities and questioned the ability of an area, as a collective force for action, to integrate the public, professionals and institutions.

The methodology adopted for the research initially involved finding amenities that were experimental in terms of their organisation or the services they offered, within the Midi-Pyrénées and Languedoc-Roussillon regions. During exploratory interviews and documentary research, a number of service platform-type amenities were identified and a range of structures expressing the diversity and heterogeneity of new forms of public organisation were chosen. In Midi-Pyrénées, four structures were selected for the investigations: the Maison de Services Publics (MSP) in Castres, the Maison Commune Emploi Formation (MCEF) in Castres, the MSP in Tarbes and the MCEF in Gaillac. A study was also conducted in Languedoc-Roussillon, in the cities of Perpignan and Narbonne. It looked particularly at the specific features of policies conducted locally and identified several ways of designing social action and generating impetus for change in problem areas. It also showed that some local authorities had launched inclusion policies, while others felt it was a priority to improve living conditions and pursue a cultural policy that took greater account of the identity of everyone.

At the end of the research, a paradox has emerged: bringing all public services under the same roof and bringing them closer to so-called problem areas did not fundamentally change the job of staff working in the field or the services on offer to users. Why not? There are two possible explanations. One is that it is very difficult to introduce innovations into a profession when all the conditions they require are not met. The other is that the desire to foster a partnership between different services on a single site to provide a more efficient and coherent service offering to users seems to be lacking. Considerable tensions then ensue for the people in these professions.

This can be explained in several ways. Firstly, the difficulty forming a partnership has something to do with the original activities of each person involved and the tie they have to the organisation they come from. To understand the difficulties experienced with working together, it is necessary to look at collective initiatives and how each of the people involved sees them. If forming a working partnership does not always come naturally, it is precisely because it is not always obvious that a common goal exists. Sharing common goals and working towards them are particularly difficult because the experimental arrangements for this often combine people working to different timescales (administrations, public companies, private companies, charities, etc.), who may be working in sectors as diverse as the law, school-to-work transition, and health. Because of this diversity, ties do not necessarily develop between those involved and it is not easy to share a common perspective. Under these circumstances, the joint project turns into a programme of action where the people involved work according to their own criteria.

Finally, to complete the analysis, the human resources allocated to experimental arrangements and work organisation need to be taken into account. Whether services and personnel from an organisation get involved, briefly or for a longer period, and how frequent their intervention is and how variable their working hours are, are all factors that can prevent lasting professional ties from developing and can also prevent the development of joint projects and initiatives targeting users. In all the arrangements studied, physical proximity was seen as enough to induce the development of professional ties and strengthen activities carried out by several departments. Yet it must be said that physical proximity does not produce social and professional proximity. In fact, these public service experiments should be seen as a transformation of ways of controlling public space, where joint discussion, decision-making and construction play a predominant role. The reorganisation of public space becomes, so to speak, just another part of the modes of government or governance of post-modern societies, and can be looked at in two ways: either as an expression, in a varying complexity of forms, of structures of mutual recognition, which are necessary to produce solidarity and acceptable, pragmatic solutions to economic, social and ethical problems; or as a key mediator between the political system on the one hand, and the private welfare sector on the other, i.e. civil society's systems of action working on their proper purpose. Taking this approach, it is not surprising how difficult it is for their promoters and public action workers to create a space within these experiments for decision-making and action.

Finally, the experiments and the procedures behind them seem to reflect the gradual formal implementation of a doctrine that is better suited to the uncertainties experienced by public servants working in the priority areas of urban policy. This doctrine makes two major demands locally. One is for cooperation across sectors and the other is for innovation. Experimenting with public services in polarised neighbourhoods – a new form of public action – demands effort locally to give direction to this action and build it up. The analysis of these experiments also shows that policy tends to be made up as it goes along, i.e. on the basis of action carried out and the dynamics it has generated. But it is indeed a new form of public government and its mixed results reflect the challenge it poses!

Customs, standards and autonomy: a critical analysis of bibliography on the ageing of the population,

CLEMENT Serge, ROLLAND Christine, THOER-FABRE Christine,
Université de Toulouse-le Mirail/CIRUS-CIEU ,
February 2005, 196 p., tabl., bibliogr.,
PUCA 608

The general objective of this bibliographical investigation was to find out what portrayals of old age are associated with the world of housing, as constructed by those involved in fields covering gerontology and the social sciences concerned with housing, both scientifically and in studies. The authors wanted to see which areas of research had been investigated concerning the dual problem of old age and housing, looking at the types of recommendations and guidance issued and any areas where analysis was lacking.

Eight subjects were chosen as a starting point: policies on ageing; housing improvements and innovations; elderly people in their spatial environment; residential trajectories and strategies; quality of life; provision of services in the home; elderly immigrants, a specific population; and the participation of elderly people.

Nearly 600 references were analysed from a critical perspective, i.e. examining them in the light of the explicit or implicit portrayals that the chosen entries gave of old age and ageing. Some of these portrayals were very dominant: "dependent", "isolated" elderly people as opposed to portrayals of "retired people" and "senior citizens". It was also important to consider other less frequent portrayals: elderly people as "disabled", "residents", "users" and "citizens". Their distribution varies according to the field of research or study. The limitations of these categories are revealed, as are any areas lacking investigation according to subject and field.

The results of the research are presented in turn from the point of view of habits, norms and autonomy.

- The first comment to be made on the habits of elderly people concerns how little they are understood. The authors noted that the consequence of putting everybody into the same "elderly people" category was that differences in the social position of the elderly were smoothed out, as if age rubbed out the weight of the past in terms of place in the social hierarchy, and differences in habits according to people's place in society. The lack of research on gender is a good indicator of these effects, as is the lack of interest in social inequalities relating to health in old age. "Dependency" can be measured, but its indicators do not always explain differences in habits as regards access to services and different strategies for ageing.
- Ageing is accompanied by very strong normative processes. Exogenous images of old age are presented to individuals, who do not always think of themselves as being as old as others say they are. In a generally "ageist" context, the norms of old age are fairly diverse. What has been denounced as "ageism" is not only the tendency to place youth at the positive extreme and old age at the negative extreme, but the introduction of the criterion "too old" as a threshold that allows society to take charge of various areas of people's lives, both professionally and in terms of health. So different norms have been produced by public policies. Governments direct the process of setting standards: in France, choosing "dependency" to describe and sanction the disabilities associated with old age can lead to stigmatisation according to age, the effects of which would be worth finding out.
- The notion of autonomy has been very widely discussed from a sociological and philosophical point of view, but it is a pity gerontology has helped to reduce debate on the dependence/autonomy conflict. Various authors have challenged this conflict, which is specific to gerontology, and have tried to open the debate up more widely. Although we may acknowledge this gerontological definition, there are still many questions to be asked about the issue of the power of elderly people over their future.

The new towns and the political system in Ile-de-France,
ESTEBE Philippe, GONNARD Sophie,
ACADIE,
January 2005, 51 p., notes,
PUCA 598

Two questions from the programme of the committee on the history and evaluation of new towns form the basis of this work:

1. Has the unusual status of the new towns influenced the political structure in Ile-de-France? Have they been used as laboratories for intercommunality?

On this point, they have not really taught us much. From the start, their status was not designed with institutional exemplariness in mind. The outcome of the Boscher Act and a Delouvrier team concerned with efficient pragmatism, their status was the fruit of a compromise between the district's own plans and the fears of elected representatives. So it was not a matter of setting an example at all, but a temporary, and unsound, compromise that set them up as a unique intercommunal scheme changing their history forever.

Their most successful period, from the late 1970s to the late 1990s, sustained by a new intercommunal status, set them up as a very tight club, with more direct links to the government than to their own political environment, and making little effort with the local political system. The culture of the "middle-sized town" forged at the time did not help to spread the very real exemplariness of the new towns in terms of intercommunality.

Finally, they certainly did not reach the critical size, either demographically or economically, that would give them a wider organisational role. This is partly because of the size of their original perimeters, partly because they shrank in the early 1980s and partly because of the sluggish demographic and economic situation compared with the SDAURP's predictions.

It is also extremely difficult, because of its urban and political configuration to imagine "political entrepreneurs" emerging in Ile-de-France, who would organise the area around large or middle-sized towns, like in the provinces. So although overall they were not ahead of their time when it came to their region, their experience did provide food for thought, and was used in the making of the Joxe (1992) and Chevènement (1999) Acts. Some provisions of the Chevènement Act are close to those in the Rocard Act: tax specialisation between the public institution for intercommunal cooperation (EPCI) and the local councils; a single business tax covering the whole intercommunal area; the concept of community interest. So the effect of the new towns would appear to have spread vertically rather than horizontally.

2. Are the new town councils better prepared for intercommunality than those that have had to learn it over the last 4 years, particularly through the metropolitan and urban communities proposed in 1999?

Technically, some of the problems are surmountable: the formula for the metropolitan community is based on the principle of speciality, which delegates blocks of responsibilities to the EPCI; it is less flexible than the community interest approach in the Rocard Act. But the greater challenge is the territorial integration of the former new towns.

For Cergy the issue does not arise: its relative isolation and the extent of its territory give it autonomy and sufficient critical mass to exercise a form of political leadership.

The situation for Saint-Quentin and Evry is more delicate: they have become a metropolitan community with the same perimeter, which is clearly very small. This is not unique to them. Because the interwoven urban fabric in Ile-de-France makes it difficult to discern clear "relevant perimeters", the metropolitan communities there are particularly small in terms of the amount of land they cover. For these two metropolitan communities, the question arises of how they could form an alliance to expand their prospects. This is the case in Essonne where, since 1999, the new town association, which became the Evry metropolitan community, has joined an "inter-intercommunal" cooperation perimeter of more than 40 towns, as part of a regional development plan (the Génomole d'Evry). It is also the case in Yvelines, where Saint-Quentin is forging links with both Versailles (universities) and Saclay (public and private research).

Here too, the former new towns are doing what the other metropolitan communities in Ile-de-France are doing, and looking for metasystems of cooperation beyond the narrow basis of redistributive

intercommunality. Clearly, then, the scale of the project has shifted and the size of the metropolitan communities in the Paris region is not sufficient.

It is as if bringing their exceptional status to an end had liberated Saint-Quentin-en-Yvelines and Evry. Having feared the loss of their special advantage, their elected representatives can, after 25 years, build links with their environment. But because of this, on an equal footing with the other towns and metropolitan communities, their experience of intercommunality becomes slightly useless. There are two reasons for this:

- The issue of "territorial projects" has changed. They no longer concern the development of cities, converting government plans into local plans, producing planning schemes with a human face, etc. They now concern departmental or regional level, and are about explaining vocation and development strategies. It would have been unheard of for the elected representatives of the new towns, protected by their government-run "club", to move from lifelong planning to town planning.
- The problem is not how the metropolitan communities themselves operate (the purely technical and financial questions), but their strategic ability to forge alliances, move outside their territory and build projects with other local authorities. In short, they require a change of culture, the end of the vertical ties formed with the government or region and the construction of horizontal cooperation projects with other nearby local authorities.

These two changes demand the adaptation of the culture of elected representatives from the new towns. Their ultimate integration into the urban and political fabric of Ile-de-France requires that they learn these new methods of governance.

Areas and Development

Urban action in large territorial areas. Designing towns in large territories,

ROUX Jean-Michel, GRAVELAINE Frédérique (de),

Club Ville-Aménagement,

June 2005, 82 p.,

PUCA 650

The threat of urban sprawl has appeared in the wake of urban renewal as a new concern for planners. Public authorities are often thought to be too weak to control these areas and to find it difficult to define analysis tools, projects and methods of intervention.

The aim of this research is to define for planners some contours for the concept of large territories, the primary characteristic of which is land area. It was carried out by Jean-Michel Roux (SCET) and Frédérique de Gravelaine.

As the concept of large territorial areas has developed, territories that were not normally concerned by these problems and had been left to the mercy of market initiatives not governed by public action or planning projects, are now gradually being dealt with in terms of urban projects and visions and of quality. These are areas of France where urban projects are rare for various reasons (small towns, steadfast hostility to periurbanisation, lack of private operators of sufficient size, etc.), yet the inevitable and universal structural transformations in the urban environment still need to be faced: the growth of cities, the increase in the amount of space consumed per inhabitant, the development of transport systems, the new geography of income from property...

The research looks at the nature of suburban projects and takes account of the things that still need to be determined: definition of objectives and studies of different scenarios, how urban areas fit into countryside areas, whether or not programmes exist (discussion of polarisation and centralisation in outlying areas of towns), how contracting projects are organised, methods of finance, procedures and regulations applying to these areas.

International comparisons enlighten this research work, and would suggest to French operators that it is worth engaging in innovation to come up with tools, systems and methods of organisation appropriate to policies for controlling urban space in these areas. The examples studied are the sprawling city of Salento in Apulia, La Sarre and the IBA Emscher Park in the Ruhr, and town planning policies in the Netherlands, particularly Randstad. As a contrast, a number of French situations are examined: Plaine de France, the territorial coherence scheme in Montpellier, the metropolitan area between Nantes and Saint-Nazaire, the parkway project to the north-west of Toulouse and the outline plan for the Bordeaux conurbation.

Planners and sustainable development. Sustainable development in development projects: changing and challenging technical expertise,

LEBRETON Sophie,
Club Ville-Aménagement,
June 2005, 101 p., ill.,
PUCA 648

Beyond the fact that looking at sustainable development has become an essential part of all development projects and that the legislative arsenal has vastly increased through a series of laws passed since 1995, this research by Sophie Lebreton (CRP Consulting) asserts that sustainable development is more of a political concept than a scientific one. The definition of sustainable development is indeed based on three standard pillars – preservation of the environment, economic development and social progress – but the author underlines the fact that a fourth dimension – democratic participation and governance – also applies, and that a project's quality is linked to the process of its development.

Taking sustainable development into account in development projects is a difficult commitment for planners. It means recording requirements legally, taking account of plans in the long term (and therefore the probable changes in various aspects of a project), sketching out an allocation of costs and overspend and entering these into a balance sheet, and deciding the respective responsibilities of politicians and planners, well beyond periodic electoral terms.

But it also means a change of culture within planning teams, and the need to develop a corporate culture that focuses most on quality targets and therefore, particularly with urban renewal, reflects a growing complexity, one of the key points of which is the concept of joint diagnosis (analysis of the initial state of a site, formulation of needs and constraints, identification of the initial impact of development in terms of positive and negative external effects, etc.). After the diagnostic phase, developers have to weigh up the pros and cons and prioritise the objectives, put forward a variety of solutions and justify their choices. And the sustainable development approach naturally implies periodic evaluation accompanied by corrective procedures.

On the basis of these principles, we can see how developers have made major changes in order to handle projects and the complexity of actual situations more effectively, as they have become aware of the need to control the environment and quality of urban development.

The investigation looks at current development practices in various different organisations (Rouen Seine Aménagement, Paris rive gauche, AFTRP, SERM Montpellier, EPA Sénart, Lyon Confluence, SEMAEST, EPA Seine Arche, SERL Lyon, SEM Blagnac Constellation and Foncier Conseil).

On the one hand, it analyses different practices in particular areas: water and waste management, integration into the landscape, horizontal surfaces, materials, low-impact construction sites, economic development, quality of public areas, etc. On the other, the report presents several analyses of development practices at different points in a sustainable development approach (charter, environmental management, participation and consultation).

Analysis of strategies and management methods in operations within the framework of the "Urban renewal and Environment 2000" consultation: Summary,

SOUAMI Taoufik, BOUGRAIN Frédéric, DARD Philippe, DEVALIERE Isolde, COLOMBARD-PROUT Marc,

CSTB,

July 2005, 48 p., ann., fig., tabl.,

PUCA 639

The ex-post evaluation of the programme of research and action, "Urban renewal and Environment 2000" was coordinated by CSTB and implemented by the CETEs of Nord-Picardie, Lyon and Ouest, CRESGE and CSTB-LSPI (Laboratoire Services Process Innovation). All the experiments were monitored by one of these organisations. In each case, lessons learned and evaluation information were grouped together and analysed for this summary.

THE EXPECTATIONS AND ORIGINS OF RESEARCH AND ACTION PROGRAMMES

A new exploration, the RUE 2000 programme develops the environmental approaches for existing buildings in built-up neighbourhoods, integrating user concerns at a fundamental level. The call for tenders launched in 2000 was designed as an invitation to explore what happens or what could happen when environmental approaches come up against existing buildings. While open to the content and form of responses, it focuses on methodological issues.

The team "cores" were put together on the basis of previous collaborations on local projects. The environmental experts, who joined later, often lacked a connection with local problems. They were invited to prepare the theoretical content of the methods and define the tools to be used for them, but their role was reduced during the preparation and implementation of the simulations and *in situ* trials: architectural and urban projects.

The environmental interests within a team do not always converge. There is nothing systematic about the interests of different players; these are often a series of diverse reasons and motivations. This lack of cohesion demonstrates how unaware each person is of exactly what the environment can give them. The decision-makers and contracting authorities contributed little to the preparation of the research actions but gradually made more effort during the implementation of the experiments. For them it was something of a game: "throwing the dice and seeing what comes out". The technical personnel were interested primarily in methodological results.

The tools and instruments proposed came in different forms: guides, leaflets, specifications, proposals, charters, measurement tools for checking the design and production process of the building framework at different stages.

It was not always easy to reconcile different methodological and disciplinary approaches with local problems on the ground: sometimes this was clearly set out at the start, but other times it was cobbled together in the hope of finding a better basis during the experiment.

APPROACHES AND METHODS

The first task of each experiment was to form a team. The term "environment", ambiguous and with many meanings, was a subject of great debate and discussion (mainly productive). Pre-existing cultures shared by several members of a team did not always mean that common references were developed and assumed by all the members of the team more quickly. In this new area of knowledge and action, a shared culture is not simply a matter of abstract constructs, but a set of concrete, well-placed experiences enabling the challenges and translation into action to be understood.

Despite the presence of the managers of these projects in the RUE 2000 teams, it was difficult to forge links between the research action and construction and development operation. These managers were subject to the demands, constraints, obligations and time pressures of the project itself. They could not increase the pace to comply with the experiment schedule, or change its outcomes to match the expectations of RUE 2000. By choosing an *in vivo* experimental method instead of an *in vitro* one, the PUCA teams could not avoid these difficulties and unpredictabilities.

Political influence has always had a particular significance in different forms: the local political background, direct support for the mobilisation of partners, arbitration in internal decisions.

Introducing the environmental dimension in all cases led to the expansion of partnerships (region, Europe, national specialist organisations) though this never changed the project ownership. On the contrary, project ownership was concentrated within the local authority or its technical representative. Any changes related instead to internal reorganisation as different internal specialists worked in parallel or in succession: highways, social housing, landscaping, etc.

IMPLEMENTATION AND RESULTS

Account was taken of users by means of consultation (in the form of surveys and questionnaires) and participatory processes (meetings, workshops, etc.).

The difference in viewpoint of the users and experts was the principal difficulty. The users considered their living environment as a whole while the experts looked at the different components of that environment separately (water, energy, landscape, etc.). The experts therefore had difficulty meeting the expectations of users.

The complex methods designed for the research actions had to be simplified for the operators on the ground. Sometimes, the sheer multitude of these tools made situations muddled: more decision-making criteria and more numerous conflicting opinions, where project owners wanted tools with which to build decisions.

The research actions did not propose or produce technical actions that were radically different from the existing ones. However, two changes can be underlined:

- alterations in the design and implementation of traditional technical features (different materials and energy systems chosen, changes in the way the site was run, etc.)
- forging of links between technical areas that previously had rarely been handled in a global, coordinated way.

Firstly the RUE 2000 programme managed to spread and strengthen awareness of and attention to the environmental challenges inherent in construction and development projects involving existing buildings. The research actions strengthened the local development of experience and skills in urban renewal. They helped to introduce or confirm approaches aimed at achieving a high environmental standard.

They underlined the sometimes perverse effects of focusing on environmental quality in renewal and renovation projects: that other components were not monitored as closely because they were considered too ordinary.

Public commissioning of intellectual services in the field of urban renewal. How can we improve service and coproduction relationships between project owners and consultants?

LATAULADE Bénédicte (de), SPIZZICHINO Robert, LACAPE Christian, CESCOU Jean,
ACAD,
July 2005, 49 p., ann., bibliogr.,
PUCA 674 (1-2)

The aim of this study was to discover, through a survey of project owners and consultants, how public commissioning processes work in urban renewal projects and to propose tools to support commissioning. The identification and analysis of good practices through the survey meant that it was possible to come up with a number of potential ways of improving the relationship between project owners and service providers:

- The standard of the initial order largely determines the standard of service provider, the quality of its service and the quality of the relationship between the project owner and service provider. Getting service providers involved as early on in the order process as possible is one way of improving the quality of service.
- A thorough knowledge of the "toolbox" provided by the public procurement contracts code is essential to avoid locking the relationship between the project owner and service provider into a contractual framework not suited to the service.
- Tasks must be matched to resources much more precisely than at present. Not only do these tasks evolve over time, but they can take many forms.
- During the provision of the service, it is important to "keep the order alive": if the relationship between the project owner and service provider has enough depth, the initial questions can be redefined and the service can be reoriented in the interests of the project.
- A better understanding of the world of professionals involved in town planning is essential. The publication in March 2005 of an updated, expanded ACAD directory should help with this, as should the publication in May 2005 by CERTU of a directory of local networks of professionals. OPQU is also issuing a reference guide to the urban planning trades.

As part of this work, an initial documentary tool has been defined to respond to all the points set out above. It is the web portal PETRUS (portal providing access to tools for developing and monitoring studies and intellectual services in urban renewal and social development operations). PETRUS is aimed primarily at project owners working on urban renewal projects, local authorities, social housing organisations, SEMs, GIPs and public establishments. It aims to summarise and provide information about issues and experiences that can help to improve relationships between project owners and consultants, partly in the form of advice and recommendations and partly by guiding them to the principal tools available. It includes a summary of the conclusions of the study, a set of information sheets explaining the pitfalls to be avoided in each general area and recommendations from collective experience. It lists the useful websites and existing documents and networks that can be called upon.

The construction of new types of city living by new users of cities: using cities without living in them?

JAILLET Marie-Christine (dir.), GOLOVTCHENKO Nicolas (dir.), PERVANCHON Maryse (dir.),
Université de Toulouse le Mirail/CIRIUS-CIEU/CERS/CERTOP,
January 2005, 262 p., fig., tabl.,
PUCA 610

Nearly 10% of the working population of Toulouse now lives outside the urban area, i.e. in the rural areas beyond the outskirts. This is therefore no longer a marginal phenomenon. Why do the people of Toulouse who work every day in the city itself or in the other towns in the conurbation "choose" to go and live in a small village or town three quarters of an hour away by car? How does this "choice" affect the way of life of these new country dwellers? How do they manage the various activities of daily life (work, school, shopping)? In the absence of a dense public transport network, they commute to work by car. How does the increase in number and length of their daily journeys affect their social life? Do they experience these "long" journeys as a constraint? How do the mayors of the towns they come to live in react to their arrival?

The sociodemographic profile of households working in Toulouse and living outside the urban area is similar to that of periurban populations: couples with children from different middle class strata, most of whom have an income of between 1700 and 5500 euros, depending on whether one or both partners work. These "rural Toulousains" are no different from periurban dwellers in their preference for detached houses. This seems to respond to the same ideal of autonomy and control of one's distance from others, but all the same it does not constitute the end of their residential journey. These households would all consider either moving closer to the city when they reach old age, or moving further away when their current environment has become too urbanised for their taste. However, they are different from suburb dwellers in their choice of environment. Their comments describe the virtues of "the countryside". It lets them live in step with the seasons and closer to nature, which is both a refuge from "real values" and a guarantee of greater social peace "far from the nuisances of the city". Furthermore, this choice is largely justified by their children who can go out "in complete safety", who will meet less "dangerous" people and who will benefit from the "virtues" of rural primary and secondary schools.

Their choice of where to live can be explained in a number of different ways:

- the distance is "necessary" because of limited finances and the need for space, i.e. having a "large" house and a large plot of land. These households are now forced to live further and further out, though a few years ago they could have moved to the city outskirts. They are part of the continued movement of urban sprawl;
- the distance is "desired" so they can access "the country" and access a particular quality of environment and home. These households "buy a piece of countryside or land" and build a lovely "character or architect-designed" house on it.
- they are "returning to their roots". These households move to a place that is primarily familiar and where they have family roots or some previous connection (sports or leisure activities), and they are unconcerned about the distance to work. They do not experience the amount of travelling they have to do as taking them away from something but as bringing them closer to "attachments" formed in their private lives that they can redevelop.

Rural Toulousains have a more complex fabric of everyday life in which mobility plays a leading part because it ensures the continuity and organisation of their life. Their everyday lives are organised according to two systems.

Firstly, households try to reorganise their system of activity around "proximity" assessed not geographically but in terms of time, "from the car driver's point

of view". They relocate a major part of their activity to reduce the number of journeys they have to make and the distance they have to travel.

The second approach is to cover a wider area by looking primarily at quality offered, increasing the capacity for choice. This behaviour assumes an unlimited potential for mobility. It is the approach taken by the most affluent households in the sample and leads to an expansion in the area covered by their lives and a way of life structured around mobility.

In this more complex fabric of everyday life, which combines and uses many different places on an "à la carte" basis, travel seems to be the provider of continuity and organisation.

LOCAL ELECTED REPRESENTATIVES AND CONTRASTING ATTITUDES

Three attitudes can be identified among mayors facing this phenomenon:

- a "non-interventionist" approach, sometimes with resistance. These mayors want to protect their towns from disturbances caused by the arrival of new populations perceived as disrupting the local order. They want their area to remain "intact". They have a strong attachment to its rurality, and they do not try to take account of the interests of the newcomers, or less still, encourage them to come. These urban populations have to adapt to local society and not the other way around;
- "daily" management through an approach of accompanying change. These mayors are generally favourable to the arrival of these new populations, even if they did not expect them. They are keen for young people to stay in their town. Because they usually have limited financial resources, they say they cannot satisfy all the newcomers' needs, and they focus their efforts on providing school infrastructure. Like the first mayors, they also believe it is up to the newcomers to adapt to the rural way of life and habits;
- a "managerial" approach, anticipating change. These mayors are characterised by their reactive, enthusiastic and forward-looking abilities. They are acutely aware of how attractive their town is for development as an outlying area of Toulouse. They understand the phenomenon of urban sprawl and try to organise and control it early on in the process, particularly through planning documents.

Identifying common approaches taken by mayors faced with the challenges posed by these new populations allows us to determine "types" of rural elected representatives. There are the "traditional" mayors whose legitimacy is determined by election rather than day-to-day action and whose political interest is limited to the municipal area, and "modernist" mayors whose action is based on ideas about effectiveness and efficiency, who run their towns as a "business" using audits, diagnoses and projects. Then there are "participationist" mayors who, although they may also use the concepts of management and projects, do not apply these in the same way as the "modernist" mayors, just to municipal action and internal management, but to management beyond the scope of the town. Through this approach, they try to organise political and administrative cooperation across boundaries, and to develop local solidarity through new forms of intermunicipality.

Defining an experimental approach to restructuring parking,
SCET,
December 2005, 122 p., fig., col. phot.,
PUCA 690

Conclusions and summary of a research action conducted with project owners and some of their partners, at three urban restructuring sites. In each case, major development projects provided an opportunity to ask questions about restructuring parking availability, particularly within the framework of ANRU projects. But how?

A common methodology was used to analyse sites from the point of view of safety, urban renewal and technical operation. This method, which could be reproduced on different scales, enabled as much benefit as possible to be gained from diagnostic visits and the assembly of a shared database. The recommendations were based on the evaluation of information ranging from overall plans for the neighbourhood to mobility surveys. But most of the work involved creating the conditions for local engagement precisely where residents park.

The basic areas of joint work, based on diagnoses of surveys and demand, were: seeking competencies in terms of management, maintenance and marketing, including the use of in-house or delegated professionals; the pooling of costs and resources with identification of actual partnerships; and the treatment of communal areas as a symbol of quality of service.

Included with the final collection of research, for which the main information is given here, are testimonials from operators presenting pioneering initiatives: the formation of an economic interest group among landlords, the use of a specialist semi-public company; cooperation between social housing landlords under the auspices of a public interest group.

This research was published in the PUCA collection "Recherches" (no. 168).

Social demand for nature in towns. Survey of residents of Lyon,
BOUTEFEU Emmanuel,
CERTU/PUCA, Coll. Recherches n°154,
March 2005, 75 p., ann., graph., plans, tabl.,
PUCA 614

As the 35-hour working week is rolled out across the country, the French are spending an increasing amount of their free time in natural environments, including in terms of their travel time budget. This attraction for squares, parks and the countryside is a social phenomenon: the French overwhelmingly prefer green cities and are showing a desire to live in the country. This "green fever" is invariably highlighted by opinion polls. Not only that, but it also crosses all social classes and all areas. The French love the archetypal "little country cottage with a big garden"; the National Union of Private Housebuilders reports that 82% of people cherish this dream.

The aim of this study is to estimate how much the green spaces open to the public are used within a city other than Paris, which has been the subject of many similar surveys. The respective share of each type of green space – the square, the park, natural and rural suburban areas – was measured in terms of social demand for natural environment in towns. The aim was to find out how well green spaces serve the population, i.e. evaluating their ability to meet in a satisfactory way the needs they are provided for.

To conduct this research successfully, the Lyon Urban Community was chosen as a sufficiently representative example to be the pilot city. Therefore, the authors chose to interview a representative sample of the residents of Lyon in a telephone survey. While this method of investigation has the benefit of being able to identify who uses green spaces, it also has the merit of establishing a profile for those who do not use them, in other words of estimating the proportion of city residents who never visit a green space. Why do city residents stay away from green areas? Are they too far away, too expensive, or are the natural and rural areas provided unsuitable for what is expected of them? These are all questions the authors tried to answer.

The work was produced in three parts.

1. A presentation of the method and survey system chosen. 305 residents of the greater Lyon area were given a "telephone interview" consisting of a list of questions that took about twenty minutes, to determine what they do and what they expect in terms of the desired planning and amenities. Because it was known that a number of different responses were possible – during any year, a person interviewed could visit a square, a park or a natural or rural area – the questions targeted these three types of green space.
2. A survey of social demand for green spaces in the Lyon conurbation. The aim was to compare residents' demand with the green space provision available, regardless of the type of green space used (square, park, countryside). Throughout the work, matching of supply to demand was analysed using a qualitative and quantitative "marketing" approach. It was observed that when residents of Lyon have the choice between the creation of a large urban park or the provision of more squares closer by, they preferred the second option.
3. An analysis of the current trends in the "green space market". The most simple way of evaluating the supply of green space in a city is to work out the ratio between the total green space area and the number of residents (sq.m. per inhabitant). Although this information is sufficient to provide the "degree of green" in a neighbourhood, it is misleading and inappropriate for assessing how much the green space is used. It seems better to use not the total area of parks and gardens but their useable area, i.e. the area actually accessible to the public, in which

visitors can be physically present at busy times without feeling like there are too many people, putting them off their visit.

A comparison of the data collected with data from other studies on the use of green spaces conducted at the entrance to parks, suburban forests and natural sites, prioritising one entrance in Lyon, showed that changes are in progress in the way green spaces are used.

The development economy and financing developers,

CESCAU Jean,
Club Ville-Aménagement,
June 2005, 46 p., map, fig.,
PUCA 649

This report prepared by Jean Cescau from Gerou Conseil analyses two concerns of organisations involved in urban renewal operations:

- the issue of financing developers and how to take account of the new responsibilities and tasks now involved in urban renewal,
- bringing property into these operations is a particularly tricky issue since this property is often outside the market and could not come on to it in the near future.

The research looked at several sites and development agencies: Mulhouse, Rouen, SEM 92, SERL (Lyon), SEM Ville Renouvelée, Le Mantois, EPARECA, EPF Nord Pas-de-Calais, AFTRP and OPAC 94.

Urban renewal projects are no longer the traditional jobs developers used to do (purchase, land consolidation, installation of services, plot re-division and resale) for which they were paid on the basis of the value produced. In this new area in which they are working, they are paid little and the services they provide are often intangible: arranging partnerships, operational control.

The report presents detailed monographs on several operators: SERM in Mulhouse, SEM 92, SEM Ville Renouvelée, Établissement Public Foncier du Nord Pas-de-Calais and EPARECA.

The residential economy, social cohesion and economic dynamics,

JANVIER Yves, ESTEBE Philippe, PORTRAIT Marjorie,

September 2005, 51 p., fig., col. phot., tabl.,

PUCA 641

In urban regions where living a long way from where you work is the rule, major tertiary operations coming into the market as a result of urban revival in impoverished areas of the outskirts of towns creates many jobs in local areas. Naturally, the local authorities in which they are based benefit from the additional business tax revenue they produce, which contributes to welfare payments to the deprived, but it has been observed that these operations either produce nothing or produce very little in the way of direct improvements to the incomes of local resident populations. On the one hand, the mismatch between the skills of the working population living locally and the requirements for the jobs created prevents the local population accessing jobs locally; on the other, the companies locating there are generally transferring establishments from elsewhere, and keep the majority of their employees, who are not resident in the town in which their new job is located. Could a system for converting employees to residents exist within a market economy, thereby contributing to social cohesion?

To research this, the starting point was the observation that large tertiary operations make a major and very rapid contribution to consumption potential locally, in the form of the employees' salaries. This potential could be used to support local development through a local market of residential services sustained by the purchasing power of the non-resident employees; for this to happen, a range of shops and services would have to be accessible locally in the immediate vicinity of the activities.

This arrangement would be particularly valuable in areas where the population was experiencing financial difficulties despite being the site for major growth in business produced by the city's revival, because it would generate jobs accessible to workers with few qualifications. This is the case with our reference site – Saint-Denis to the north of Paris – where a tertiary business centre is developing very rapidly within an area with a poor population; in the large new operations, it has been noted that there are no shops likely to capture the purchasing power of the new employees.

The aim of the research was partly to analyse whether the presence of tertiary sector employees really meant that there was purchasing power that could partially be spent at the place of work, and partly to understand the reasons why the design of these operations did not offer opportunities for the installation of shops and residential services and finally, to assess whether these reasons could be challenged. In other words, is there a real possibility (and under what circumstances?) of linking economic development, town planning and social cohesion by grafting a local market on to a city market?

The research was conducted by means of a detailed analysis of the different components of the construction of major tertiary operations, chiefly the Landy-France operation in Saint-Denis but also other operations in Paris and the provinces with different project ownership arrangements and different timescales.

Firstly the research confirms the amount of revenue that could potentially be transferred – through consumption – between the tertiary employees and the local population. It also confirms that the level of spontaneous consumption by employees at their place of work depends directly on the presence and quality of the range of shops and services in the immediate vicinity of their office. On other words, if these are accessible, employees consume goods and services at their place of work.

So it is indeed the mono-activity structure of the operations that constitutes the principal block to setting up the transfer system envisaged.

On this score, it seems that, despite a belief in "mixing" that is fairly widely shared among public and private players, this is not actually put into action, at least at a fine enough level to establish sufficient proximity (walking distance). Many mechanisms in the system of producing these developments contribute to the absence of mix. Though no single one seems to be truly decisive, together they converge to produce an interacting web of obstacles. Among the principal ones, we could mention in particular: town planning

rules, which impose large-scale zoning, the hierarchy of centrality over commercial amenities, the way large tertiary operations are often overstretched in town planning terms, corporate policies (as regards image, human resource management, property strategy, etc.), the way markets operate (for both shops and offices), which tends to discourage diversity, and above all, the organisation of work which means that there is great specialisation of producers in very narrow market niches, and products only target a single, very precise category of customers.

Nevertheless, the observation of certain operations shows that a mix can be achieved, and that this is easier when not just shops and services are spatially interwoven with offices, but when there is also housing in the vicinity. Two major conditions seem to be necessary for this: the arrangement of space and a development process that do not explicitly impose large-scale zoning, and also, above all, a project owner that integrates the challenge of diversity not only in the design of the operation, but also in its marketing and daily management policy. Only then do the skill and determination of the project owner of the development – and the supporting authority – seem to be able to overcome the internal obstructions within the development system, provided at least that the market situation is not too unfavourable.

Strategic management of housing stocks, local management, intervention by residents and environmental concerns: a European comparison and the process used at a pilot site,

BOIS Antony, GIBERT Frédéric, BONETTI Michel, BOUGRAIN Frédéric, CARASSUS Jean, LOGIREP/CSTB,

September 2005, mult. pag., tabl.,

PUCA 765

This research experiment conducted by LOGIREP and the CSTB is the outcome of a consultation launched in 2000 by PUCA as part of its "Modernising for residents" programme. The objective was to carry out a comparative study at European level of the different methods of managing social housing neighbourhoods and the relationships with residents developed by social housing landlords. It took place in three phases between 2002 and 2005.

The first phase consisted of looking at a rehabilitation project at a housing development managed by LOGIREP in Sevran (in the Paris suburbs), in which there was a high level of resident involvement.

The second phase took on a more European dimension, comparing the management practices and types of relationship with residents of 8 social housing organisations engaged in refurbishment or urban restructuring projects. These analyses used the experiences of organisations taking part in the European SUREURO "sustainable refurbishment" programme.

The third phase was a comparative study of the conditions for achieving sustainable management within 7 European social housing organisations: Logirep (France), Wonen Centraal (Netherlands), Kalmarhem (Sweden), Luwoge (Germany), Vvo (Finland), AKB (Denmark) and Sandwell (England).

Through the study, it was possible to identify the strategic choices made by these companies; it revealed the purpose of the strategies they were using and sought to assess how much the issue of sustainable development was integrated into their concerns and constitutes a key differentiating factor between the organisations. One of the challenges was to see whether using sustainable strategic management requires organisational innovations or the introduction of new products and processes and the provision of new services to tenants. Lastly, the researchers looked at the conditions that need to be met if an organisation is going to switch successfully from socioeconomic strategic management to sustainable strategic management.

Finally, it appears that methods of organisation differ greatly from one organisation to another, mainly because of the institutional context in each country. However, it was possible to identify types and group some of the organisations together on the basis of their priorities and the methods of governance promoted by the people running them.

High environmental quality – a vector of sustainable development,

WALLEZ Paul,

CRESGE,

April 2005, 71 p., ann., phot., plan, tabl., bibliogr.,

PUCA 618

An experimental HQE-Santé project to refurbish 104 social housing units in the Courghain neighbourhood in Grande-Synthe was carried out by the urban community of Dunkerque as part of a sustainable development initiative, using HQE (high environmental quality) targets to guide the refurbishment method and develop the construction programme. A consultation process and the holding of coproduction workshops with residents revealed the effects for the city of the HQE approach.

A survey was conducted for residents to express what they wanted, and they were informed about the HQE and consulted on the content of the programme. In particular, they made changes to it that were taken into account in the way public space was dealt with: moving a walkway, treatment of the base of a building, new distribution of parking spaces, etc. Faced with extra costs because of the HQE approach and a price increase of nearly 30%, consultation between the various players involved (institutions and residents) secured the finance for the operation, which was completed within the timescale allowed.

The fact remains that the project demonstrated the complexity of this type of operation, where it is necessary to cope with both the demands of HQE targets and the refurbishment of an occupied site. The tenants' perception of the HQE refurbishment remains qualified. There was particular dissatisfaction with the "information/questions/programme" process and the quality of some work (problems with leakage).

Although the effects of the HQE refurbishment on the social relationship with residents were positive in terms of living together, improving safety and improving relations with the centre of the neighbourhood, the tenants were not convinced that a 22% increase in rents was justified. The economic dimension of the relationship with residents reproduced the structural aspects underlying the usual disagreements between tenants and social housing landlords. In fact, perceptions of the HQE dimension were confused, and to date there is insufficient economic data to analyse the benefits from HQE or draw any reliable conclusions.

The reference institution, a condition for constructing managed spaces in social housing neighbourhoods,

AURIOL Didier, DAUNE François, FAIDIT Josette,
PRAXIS,
December 2005, 150 p. incl. ann., plans,
PUCA 697

This research relates to the construction of public spaces in social housing neighbourhoods in public policies.

Four social housing neighbourhoods – Certé in Trignac (44), Les Mordacs in Champigny-sur-Marne (94), Sémard in Saint-Denis (93) and La Cité de Saint-Blin in Gonesse (95) – were the subject of an investigation carried out in three stages:

- a study of what residents do in unbuilt areas;
- a comparison of the representations of public spaces of residents with those of people working on the ground (gardeners, building wardens, police, organisers, educators, maintenance personnel, etc.);
- the development of methodological support for public workers, with consultation with residents and implementation of a policy to reconquer and control public spaces socially as the objective.

From the results of the survey, two types of space have been defined and a method of reconquering these spaces has been developed.

The authors made a distinction between public spaces accessible to everyone, and communal spaces immediately surrounding residential blocks. These communal spaces were in turn divided into two categories according to whether they were controlled by the public authorities (communal spaces for like-minded people) or not (spaces dominated by one social group).

The approach they used for reconquering these spaces was based on setting up a political body and a technical body and conducting local diagnoses followed by action led by "project groups".

"Criminal economies and urban worlds" study days, Aix-en-Provence, 2 to 4 June 2005,

PERALDI Michel (dir.), KOKOREFF Michel (dir.),

Université de Provence (LAMES-CESAMES),

December 2005, 12 p.,

PUCA 691

From the vast collection of works on the subject of organised crime, paradoxically towns are missing. Whilst recognising the contribution of these works and the necessity of the scales on which they deal with the phenomena in question, these study days emphasize the relevance of a different approach, one that takes account of the multitude of overlapping territorial levels and timescales, and how this explains the configurations – as yet unstabilised – according to which criminal economies operate in urban environments: at the level of cities and within their social and spatial divisions, at the intermediate level of networks of cities and other "deal sites" in the interstices of cities, at the level of "marketplaces" and networks of cities, rather than at the level of global crossings. The city can be considered a place of memory and "criminal traditions", the sedimentation of areas where criminal activities have entered society.

This symposium was most interested in approaches that focused on the description and narrative (as opposed to the statistics and myths) surrounding organised crime; it brought together data, fostered interdisciplinary dialogue and provided an opportunity to test the methodological relevance of city level.

Lille Métropole: achieving sustainable urban renewal. 1- Transforming the existing fabric. 2- A methodological guide,

Lille Métropole Planning and Development Agency,
February 2005, 2 vols + summary, ill., col. phot.,
PUCA 602 (1-2)

A team from Lille was set up by and with the Lille Métropole Planning and Development Agency to conduct research under the "Urban Renewal and Environment 2000 (RUE 2000)" programme. The stages of this research entitled "Lille Métropole: achieving sustainable renewal" are explained in the two principal documents.

Document 1 (the first stage of the research) was on "Transforming the existing fabric with the prospect of sustainable development". This document explains the approach taken: preparation of a grid to analyse different international references and, following these analyses, guide project preparation. It goes on to present a large catalogue of European case studies (from the Netherlands, Sweden, Denmark and the UK) describing operations of note in terms of sustainable development (sheets 1 to 7).

Document 2 (the second stage of the research) is a "methodological guide" designed to make sustainable development goals clearer and easier to take into account in urban renewal operations in the city, both in neighbourhoods where there are large housing developments and in the former industrial areas of the renewed city (particularly Haubourdin, Mons en Baroeul, Roubaix and Villeneuve d'Ascq). The major themes of this methodological guide are:

- facilitating integration,
- ensuring diversity,
- promoting the sustainable use of natural resources,
- ensuring health and wellbeing,
- managing projects sustainably.

The guide is intended primarily for public project owners and more broadly all those involved in urban renewal, to enable them to establish and locate their actions in relation to the challenges of sustainable development. It was designed as a living, changing resource and will be trialled on several sites around the city during the third stage (mid-2005 to spring 2006) before being finalised and distributed.

Managing environmental quality in the renovation of secondary schools,

ACHARD Gilbert, MOMESSIN Michel, LACOMBE Christophe,
Université de Savoie/ESIGEC/Association AEE,
November 2005, 46 p., ann., fig., graph., phot., tabl., bibliogr.,
PUCA 679

Renovating buildings is a major preoccupation for all those involved in construction. The number of new buildings is not sufficient to allow rapid renewal of the building stock. Only the renovation of existing buildings worthy of interest can significantly increase the overall quality of constructions. Improving the environmental quality of buildings, which is a primary concern with new constructions, must also be an important challenge for those involved in renovation.

The study looks at renovations of secondary schools. Because these establishments play such a large role in society at local level, local political authorities are attaching growing importance to their overall standard (architectural, functional, usage and environmental quality) in order to improve the – often fragile – social cohesion in the neighbourhoods where they are located, and as a result the number of renovations is increasing.

Specifically, the study concerns the management of environmental quality within the framework of the renovation of secondary schools in Rhône-Alpes. By introducing a new aspect that cuts across all trades, environmental quality plays a part in the overall quality of a construction. But it is not automatic. For the end result to comply with the initial objectives, the environmental quality approach has to be managed properly.

Two sites in Chambéry were used as trials for the study, allowing several facets of environmental quality management to be analysed.

The first site (renovation of Vaugelas secondary school) was used only for the "diagnosis/feasibility" phase. It demonstrates the value of prolonging the actual diagnosis with a feasibility study of the actions to be implemented to improve environmental quality. Tools specific to this phase were tested and demonstrated their relevance and complementarity: user and local resident surveys but also technical investigation methods (measurement sensors, software for predictive calculations). The result of this first part consisted of an analysis by environmental target of the existing condition of Vaugelas secondary school and action to be taken to improve the situation in terms of environmental quality. Monitoring information consisting of forms classified by target and filled in with the definition of specific indicators and targets was the basis of the environmental quality management method during the operational phases of renovation. But the fact that this project was stopped meant that it was not possible to test and finish developing this management method.

Another site (renovation of Monge secondary school) was then used to continue developing the environmental quality management tool. A tool of this kind should set the rules of operation without making the dialogue between players any more complex; it should keep a (chronological) record of interventions, engaging those involved in transparency. The fact that the tool is easy to use should prevent the risk of any serious departures from high environmental quality standards.

The first solution was a system of forms initiated by the environmental monitor, organised on the basis of the targets, actions and means for the various environmental targets, enabling environmental quality to be evaluated using quantitative and qualitative indicators assessed as simply as possible for each action. This complex tool was then changed to make it easier to use, with the aim of being able to process the data from all the projects by computer.

Initially, the plan was to convert the system of forms into an Access-type database, but a DBMS solution was ultimately chosen because it was more compatible with exchanging information over the internet. The software is currently accessible on the internet, with different levels of access rights for different types of user. What now remains is to make it live, carry out operational testing (planned for the next part of the Monge secondary school project) and expand it with feedback on the actions and indicators.

In this field, it is not just the work of one particular player that produces a project to a high environment standard. An important condition is that all players understand and appropriate common values, by being allowed to express themselves as citizens in the performance of their job.

Trying to make up for an inadequate understanding of environmental issues among a group of players simply by adding an *environmental monitor* produces an unwillingness to change professional practices and only enriches the general knowledge of participants at its margins. Such a role would be too complex and difficult to justify the creation of a special job.

On the other hand, the environmental quality software management tool developed here allows a complete project to be produced. It offers those involved an opportunity for a fundamental reconsideration of their roles, practices and tools. Therein lies the challenge of the environmental quality approach, the guarantee of its authenticity and its future survival.

The REAU Method: usage-assisted environmental refurbishment in Angers – Blandin Quémard housing estate,

Angers Habitat,
September 2005, dossier,
PUCA 710

The Blandin-Quémard housing estate in Angers is typical concrete housing development from the early 70s in a neighbourhood predominantly of social housing: 300 homes in three 3-storey blocks and 5 tower blocks with 10 or 16 floors. This estate, which has aged poorly, has many technical and social problems: water infiltration, lack of insulation in homes, internal rubbish chutes in a very poor state, too many cars trying to park in disorganised external parking spaces, a mixed population in the blocks and towers living a fairly poor social life because most are in insecure situations. It is now becoming difficult to fill all the homes in this rather unattractive housing estate. For the project owner, Angers Habitat, major work had become necessary but it could rely on two assets: large homes at low rents and a very active residents association (CLCV).

The challenge was to offer high quality housing and outdoor areas. Within the neighbourhood, the housing had a major asset: accessibility and a higher technical standard. It was essential to reduce the population density and limit the overcrowding of the parking space.

Seeking a solution to a sustainable development problem, the refurbishment, which focused on taking account of users and their existing habits plus an environmental quality approach, used a method known as "usage-assisted experimental refurbishment" (REAU).

The ageing population, the occupancy structure, the type of demand and the desire to reduce density led to a priority focus on accommodating small households without children. The elderly and students, trainees and apprentices met the objectives of Angers CCAS: "living and growing old together".

The exceptional accessibility of the housing appealed to the elderly, but it still required some adaptations. Proximity to the University at Belle Beille encouraged students to come and live there: 2/3 of the vacant homes have been let to them. Finally, the project provided for services at the base of the towers, of the type that would help residents to stay in their homes (care, domestic help, meals, entertainment, etc.).

The REAU method mixes the wishes of residents with a full technical diagnosis. It has led to the adaptation of the housing (fitted shower rooms, turning area, access ramps, etc. for the elderly and disabled) and how it is occupied (shared tenancies for "young singles"). There are three parts to it:

- analysis of representations of the general and environmental quality of the site and the uses associated with it – identification of desired improvements enabling the targeted types of tenant to live easily side-by-side;
- an appropriate environmental management system for the refurbishment;
- consideration of the environment and use during and after the work (management of rentals, maintenance).

Priority was given to certain high environmental quality targets: asbestos, safety, refurbishment, change of use and re-landscaping of outdoor areas.

The first section of the work is now finished (the tower 58 in rue Pierre Blandin and the towers 68 and 70 in rue Jeanne Quémard). The changes of use have been delivered and the clients have taken possession of their property. The residentialisation work began on 1 September at the Quémard block and should be completed in the spring of 2007 at the Blandin block. Towers 64 and 66 in rue Jeanne Quémard and the low blocks on rue Pierre Blandin constitute the second section of work scheduled for completion in March, with delivery of the changes of use in early April 2006. Their future clients have already been identified: CESAME on the ground floor of towers 64 and 66.

This operation received its institutional evaluation in April 2004 from CETE and CSTB, which also provided a chance to send out a post-refurbishment questionnaire to residents of the first 3 tower blocks affected by the work. This same questionnaire will be sent out next summer to the estate's other tenants. In parallel, a group of residents and the CLCV are working on a day-to-day basis to improve the quality of life on the estate and in the neighbourhood (rubbish collection, cleanliness, noise reduction, energy saving, social ties, etc.) in association with public institutions and services.

The job of developer and project ownership by local authorities (1); The development trades (2),

VILMIN Thierry, JAILLET Marie-Christine, VERDIER Laure,
Club Ville-Aménagement,
June 2005, 2 vol. (74 + 49 p.),
PUCA 644 (1-2)

The job of developer and project ownership by local authorities (1)

This first report prepared by Thierry Vilmin with the help of Laure Verdier was used as the framework for the publication "Urban project ownership", published by Editions du Moniteur in 2006, edited by Jean Frébault.

From the analysis of seven sites surveyed (during days spent on site by the Club Ville Aménagement working group), the research highlights some key points in the evolution of urban project ownership and its history. Although the 1967 Land Use Law made a distinction between operational town planning and regulatory town planning, it seems that this distinction has now become blurred: the development of suburban areas without using mixed development companies (SEMs) or setting aside urban development zones (ZACs), and decentralisation, followed in the 1990s by the advent of urban renewal to the development market (where land cost is no longer the primary concern).

Urban project ownership is thus a concept that describes a complex process of urban renewal that covers the notions of political management and technical management. Several different mechanisms were identified from a detailed analysis of the sites observed:

- the local authority administration plays a cross-cutting project performance role,
- the general developer is given interior fitting tasks to do by the authority that go well beyond its traditional role of converting property,
- a "dedicated" mixed development company is set up especially for a project in a limited time,
- the government intervenes in association with the authorities in areas, generally across several towns, where there are particular difficulties that justify an effort of national solidarity.

The research opens the way for several European comparisons, stressing that the interior fitter concept reflects a growing convergence in urban development in the various neighbouring countries.

The development trades (2)

This report, written by Laure Verdier under the supervision of Marie-Christine Jaillet, is a survey of directors of mixed development companies (SEMs) and urban development agencies (EPAs), which attempts to evaluate the elements that change the way the developer's job is performed in the process of carrying out an urban project run on the authority. Nine sites were selected (Ile de Nantes, Boulogne-Billancourt, Le Mantois, Montpellier, Plaine de France, Marseille, Vaise, Blagnac and Saint-Nazaire), and a detailed presentation of these is given in the second part of the document.

These development structures nevertheless had a few points in common:

- they were organised hierarchically around a general management,
- they were divided up into skill or responsibility groups (operations group, design group, specific groups (social housing, jobs, NICT, etc.) and a communication group),
- they operated either by sector or project, which encouraged discussion between the groups, or through a project leader responsible for the whole operation,
- their operation had strong links with the local authorities (principally through contracts, agreements or mandates),
- many tasks were outsourced (management, finance, market surveys, search for land, etc.),
- teams were often small (on average 23 people in 2004) with a wide diversity of trades (specialist, general and functional), and the preference when recruiting was for experienced people who could adapt to a new area and work independently.

The change in the role of developers is linked to evolutions in the project processes: proportionally fewer operational responsibilities and greater capacity for analysis to mobilise different levels, to understand the approach of others involved and to take account of new dimensions (e.g. safety, waste management, etc.). It is not a question of making specialists deal with general matters, but of people with particular responsibilities being able to access a transverse, strategic dimension.

Social mix and gentrification: putting urban renewal policies and practices to the test in Europe,

MISSAOUI Lamia, TARRIUS Alain,
Villes et Mouvements/Université de Toulouse-Le-Mirail,
November 2005, 126 p.,
PUCA 667

The authors chose to look at European cities undergoing particular processes of political change that profoundly alter the relationship between public and private development action, and also undergoing processes of globalisation, networking and the development of interdependencies through pressure from the residential mobility of foreign, native, rich and poor populations.

The first part of the report summarises work done in Northern Europe on the phenomena of gentrification. In Sweden in particular, this has been a matter for discussion for more than fifteen years.

The second part sets out a survey carried out in five European cities. The first two are Prague and Leipzig, cities in transition from socialist management to the increasingly evident freedom of private initiatives. The location of the population in suburbs increasingly distant from the deserted centres during the socialist period released vast amounts of property in the city centres for renovation, which today is being taken on by a combination of public and private initiatives. Foreign investors are interested in these historic facades, which now come with shops on the ground floor, many of them high-class, for company offices. But the absence of native populations in the city centre is a heavy burden on plans to modernise and restructure communal services such as public transport, which cannot be developed along the same concentric lines, and large social and health service establishments. So the public authorities are trying to buy and restore these city centre residential sectors – alone, because these are not highly profitable operations – to standards of quality and visual appeal that will not put off those who have now moved into neighbouring properties. A kind of state control is therefore at work that resembles something from the socialist era. Everything is being done to attract people from the suburbs, whose incomes are now starting to take off, to these neighbourhoods renovated by the public authorities. Basically, the universal and often illusory hunt for the "middle classes" is at work in these cities, and the financial justification for this is quite significant.

The three other cities are in Southern Europe, or close to the Mediterranean: Alicante, a part on the east coast of Spain; Trieste, the rival to Venice in the Adriatic; and Sofia, the capital of Bulgaria. To understand the current tides of change in the city of Trieste, it is necessary to look back to the 18th century, when its port, under the control of the Austro-Hungarian monarchs, became a free port. Since that time, the nationalities making up its population have barely changed: Italians, Austrians, Slovenians, Bosnians, Serbs and Jews have regularly supplied the contingents of immigrants necessary to reproduce the cultural and social composition of the city. They might be rich or poor, depending on the reasons for their migration, but unfailingly they came to swell the ranks of the same populations in the same places. So true is this that the current gentrification of parts of the old town follows on from renovations undertaken by the last to arrive of these populations, which make up the historic fabric of the city. This is a variant of the "multicultural" gentrification model described by Patrick Simon in other contexts. The last two cities, though very different in terms of their social, political and economic history, present surprising structural similarities. In its port and on the slopes adjacent to its "Moorish" city centre, Alicante welcomes foreign populations, mostly British, extending its influence up the Mediterranean coast to Benidorm in the north and Santa Paula in the south and creating a coastal conurbation of wealthy populations from all over the world: the Gulf, the USA, Australia, the UK, Germany and Russia. Close to the centre, in the lower town around the port, a neighbourhood people were moving out of in the 1980s and 1990s is now being resettled by migrants from the South, particularly Moroccans and Algerians, engaged in medium-range commercial activities from this location. This is not the standard configuration of an urban ghetto, well known in our cities, but a centre

copied with a variety of types of trade, both over land and by sea. Here, residential properties are undergoing refurbishment in joint initiatives between North African entrepreneurs and the public authorities. This variation on a method of gentrification has made Alicante a gateway to the South.

Similar processes can be found in Sofia, with the success in the city centre, which was neglected under the old regime, of thousands of Syrians and other Middle Easterners who arrived under cooperation initiatives between fellow socialist countries and remained there after 1990, creating an amazing gateway for electronic goods, gold, clothes, etc. brought by Afghans from the Gulf and Syria, via Turkey or Iran. The central neighbourhood where they live is currently being refurbished on their initiative and many shops and restaurants are opening there, attracting people in from the suburbs. Another type of gentrification, also looking outwards at the world, is developing on the outskirts previously singled out by the Nomenklatura: extravagant renovations and new constructions attracting crowds of visitors to their immediate vicinity are multiplying in these neighbourhoods, known as Sofia's "Beverley Hills", in a demonstrative display by the wealthiest 5% of the Bulgarian population, which earns its income from international mafia activities... and dodgy compulsory purchases from populations living in the last residential blocks left over from the socialist period. These purchases are immediately followed by renovations offered to the small, fragile middle class. Sofia and Alicante appear partly to be the new gateways between North and South, and partly to be world centres for newly rich populations.

The concept of strategic spatial planning in Europe (1995-2005),

MOTTE Alain,

Université Aix-Marseille III/IAR,

April 2005, 88p., tabl., bibliogr., coll. Recherches n°159,

PUCA 655

For about the last fifteen years, European countries have been experiencing convergent trends in the way their planning systems work, moving from land use planning to strategic spatial planning. From a synthesis of documents published in English by European researchers specialising in this topic and recognised by the planning profession in their respective countries, this research presents the key elements of recent changes in this area:

- the collective construction of a shared vision of the future of an area,
- the preparation of a development and planning scheme for the urban region,
- coordination of the strategies of many different players, etc.

More broadly, a redefinition of the role of local political institutions in local planning emerges from the texts by the European researchers. This new role for the public institutions is also demonstrated through an analysis of innovative approaches taken by urban regions in Hanover, Flanders and Northern Ireland.

The new frontiers of the urban economy. An anthology,

LACOUR Claude (dir.), PERRIN Evelyne (dir.), ROUSIER Nicole (dir.),
Editions de l'Aube,
November 2005, 266 p., fig., tabl., bibliogr.,
PUCA 700

What do economists have to say about urban problems and the future of cities? How can the costs of dense cities and sprawling cities be analysed? What external factors need to be taken into account in planning policies? What contribution do they make to debate on social cohesion and urban renewal? These are some of the issues covered in this work, which came out of the "Urban Economies" workshop organised by PUCA. The vitality of economic research on urban issues and better cooperation between researchers and those in charge of urban development depend on the capacity of economists to meet the diverse expectations of stakeholders in the city and to take account of the variety of territorial levels involved in urban policies. Faced with periurbanisation, environmental issues, social problems linked to mass unemployment, etc., economists have developed a number of different approaches that have contributed to the renewal of urban economies for the last twenty years.

This work offers an assessment of recent research on the urban economy, divided into four chapters.

RENEWAL OF RESEARCH PROBLEMS ON RELATIONSHIPS BETWEEN ECONOMIC EVOLUTIONS AND URBAN TRENDS

In an introductory chapter, *Claude Lacour* presents current approaches to the growth of cities, which are more focused on the qualitative aspects of this growth, with discussion of heritage, external factors, mobility and accessibility, the many factors operators have to take into account. Analyses of local economies and the development of cities have, as *Evelyne Perrin* and *Nicole Rousier* explain, stimulated the debate on economic development policies but have, at the same time, left out certain aspects such as the role of public employment and the residential economy, and more broadly, the economic challenge of urban development.

CITY FORMS AND COSTS

To escape from the dense city/sprawling city dichotomy, *Guillaume Pouyanne* looks at a discussion that has begun on the coherent city, a form of city that aims to minimise the environmental impact of daily travel by working to achieve functional diversity and a polycentric structure. Before urban sprawl is condemned outright, *Marc Wiel* suggests identifying the winners and losers in these cities of the car; the cost of environmental damage (damage to the countryside, energy costs, dangerous roads, etc.) and managing the new intensity of social segregation speak up for a new (inter-community) institutional architecture and new regulations (tax measures, policies on speed, etc.). But measuring the costs of urbanisation, work that is required prior to any debate on the costs and benefits of different forms of city, is rarely found in economists' research schedules. The difficulty of collecting data makes any comparison of local authority development costs or the congestion costs of local public services very difficult, underlines *Alain Guengant*.

APPROACHES TO AND MEASUREMENTS OF EXTERNAL FACTORS AFFECTING CITIES

A very comprehensive assessment of conceptual progress on external factors is presented by *Frédéric Gaschet* and *Anne Aguiléra*: the concept of dynamic external factors enables hypotheses to be formulated on the contribution cities make to endogenous growth processes, and analyses of the external factors of proximity pave the way for an economic theory of urban ghettos; but these analyses remain partial and major problems remain with measurement. This is why the contribution of the proximity approach to analysing environmental external factors is interesting; the illustration *Bertrand Zuideau* gives using the mining basin in Nord-Pas-de-Calais shows that the quest for active management of the environment requires that local players work more closely together from an organisational point of view. *Jacques Pernelle* presents the results of empirical

studies aimed at integrating the evaluation of external factors into an overall assessment of development; studying land and property prices, analysing the effects of taxation, and an overall socioeconomic assessment are methods of evaluation proposed, at different spatial levels and on different timescales.

URBAN POLICY ISSUES

Joël Maurice presents a brief summary of the report for the Economic Analysis Council entitled *Urban Segregation and Social Integration*, highlighting the elements of the economic analysis of access to employment, access to education and training, and access to housing and communal amenities. *Yves Janvier* develops a number of economic questions raised by town planning in practice: evaluating the assumption of new roles by developers (consultation and management of complex operations involving multiple partners), efficiency of upgrading urban facilities compared with the cost of new investment, modifying the approach to managing development to enable local authorities to achieve a return on investment. One of the key challenges for local policy today is the redefinition of policies on land at a time when urban development in France has gone from the context of a government-managed economy to having to integrate into the mechanisms of a market economy and international economy. However, *Vincent Renard* underlines the diversity of situations in different countries: transparency (in Northern Europe) and opacity (in Southern Europe) in property markets, a public land availability policy (in Sweden and the Netherlands), trials of negotiable planning permission, discussion of tax and financial incentives to change the way the cost of finance for infrastructure is shared out. These questions are particularly pertinent to urban renewal operations. The costs associated with the presence of residents and the cost of putting land and property in a usable condition (e.g. pollution removal from industrial sites) are, according to *Olivier Piron*, communal costs in preparation for urban renewal, or urban standardisation costs. Then there are the costs of general engineering and urban development costs financed by income of various types to be taken into account.

The entire study cries out for more research on the urban economy, looking at the new issues facing developers and local authorities.

Allowing density: a theoretical discussion and practical applications,
REYCHMAN Anne, DEBRIX Laurent, HEBERT Florent,
BCDE Architecture,
August 2005, 53 p., ann., ill., col. phot., plans, bibliogr. ref.,
PUCA 643

The purpose of this research is to look at the problem of population density in small towns.

Could empty plots be used for housing developments compatible with "rurban" development and the types of lifestyle that underpin it? If we assume that detached houses are popular because at the moment they fit in perfectly with these two types of living, how can we allow them into the centre of small towns?

The authors developed this discussion in 2002 in response to the SNAL/PUCA call for projects, in "Houses in town: building plots on the road to town". The hypothesis was to show that it was possible to use building plots both to meet the need for detached houses in an existing structured context and to solve the problem of density of occupation demanded by the small size of the plots.

In the first part of the report, they provide an outline of a model that simulates the development dynamics of a "typical" small town, then they formulate how the individual residents now perceive what makes the a small town what it is. In the second part, they go back to apply these theoretical hypotheses to their building plot proposition for the 2002 call for projects.

This exercise made it possible not only to determine the problem but also to devise a method for approaching housing programmes in the particular context of small rural towns. It turns out that the building plot (and freedom of choice for the builder) is a totally appropriate tool for the situation, if the scope of its action is allowed to expand.

Within a – necessarily multidisciplinary – decision-making team, the architect must first look at what defines the local environment (in its broadest sense). He should put forward measures that will restore accessibility and connect up communal areas of the town, to the extent that these are close to one another, and include in this the presence of the future building plot. The plot then becomes a public interface between the detached house and the town as a whole; this different approach is possible only through active intervention.

Then he should look (at the level of the plot itself this time) at how the boundaries of the garden can include features that allow the domestic space to be integrated into its environment, using at least two paths that are characteristic of individual lifestyles: the car journey (between home and work, for example) and going for a walk.

It appears that density of occupation has to come with a density of relationships that can take a number of different forms and be on a number of different levels: from a revisitation of the standard house to the restructuring of public space, and from the landscaping of interfaces between the garden and roads and paths to the invention of parking arrangements that provide more space in tight plots.

Planning policy and safety in Belgium and the Netherlands,

HOSTE Jessica, HERREWEGEN Evelien Van Den, WINKELMANS Leentje, SWINNEN Hugo, GRUIJTER Marjan de, HUYGEN Astrid,
Institut Verwey-Jonker/Universities of Brussels and Ghent,
December 2005, 127 p., bibliogr.,
PUCA 689

This research analyses the links between planning policy and research in Belgium and the Netherlands. In both countries, it has been noted that increasingly account is being taken of the problem of "built-in" safety, including fire protection measures, disaster management, etc., with a new, more restricted meaning closer to that of "security" in France, so the problem is recognised more effectively and resolved more concretely.

But there are appreciable differences based on the one hand on the characteristics of towns in both cases (size, area, amount of public space and social housing), and on the other on the relationships between the layers of political responsibility for the area.

In Belgium, safety and integration are very closely related, and highly politicised. The autonomy of local powers means that there is greater diversity in the conception, approach and methods used. The need to reconcile the law with urban management has produced new professions combining control and support.

In the Netherlands, the politicisation of these subjects has not led to polarisation on the same scale. Coherence between legislation (a national responsibility) and safety policy locally is provided by high levels of consultation between the various authorities and residents, so genuine safety systems are set up.

The differences in terms of culture and political agenda are therefore the basis for the way urban initiatives have developed differently. In this area, in both countries, research is split between conceptual studies of towns and safety, reports on the effects of recent policies, the analysis of data on crime and the evaluation of local projects. It therefore increasingly has a firm grip on local decision-making.

Urban renewal and environment project for the Fieschi barracks in Vernon,

Portes de l'Eure Metropolitan Community,

June 2005, non pag., fig., plans, phot.,

PUCA 745

The Portes de l'Eure Metropolitan Community (CAPE) has set up an urban restructuring operation on the site of the Fieschi barracks in Vernon (Eure), taking account of the principles:

- of the Environment Charter, enabling the Fieschi barracks to be reintegrated into its direct environment: the neighbourhood;
- of the environmental management system, allowing a quality project to be produced in accordance with the rules, the main aim being to raise the awareness of elected representatives. The environmental management system will be taken on board and integrated by the design department and promoters who will be working on the operation;
- of the environmental quality approach, which identifies, evaluates and imposes environmental requirements for the development of the site.

The objective is to integrate the environmental criteria into the local urban planning scheme (PLU) taking account of the following priorities: developing a neighbourhood to a high environment standard, improving and dealing with the issue of travel and planning systems to rebuild the town in a sustainable way.

Prior consultation with residents took place in January 2004, followed by four technical studies (water, traffic, trade, geotechnical issues and pollution), an impact study and a consultation with developers interested in developing this new neighbourhood.

This attempt to achieve high environmental quality used the specific assets of this site by keeping some of the barracks buildings, making open reservoirs to form part of the overall rainwater drainage system, and creating links with the existing environment (the Seine and the town centre).

Recovering and using rainwater: sociological monitoring of an experimental operation in Petit-Quévilly,

SKODA-SCHMOLL Catherine,
CSTB,

March 2005, 46 p., ann., phot., tabl.,
PUCA 673

Concern about protecting the environment and natural resources combined with anxiety about the increase in the price of water has led public and private decision-makers to lend their support to initiatives proposing new methods of producing, using and managing water. Recovering rainwater in buildings to be used on site for purposes other than consumption, principally to supply lavatory cisterns, is one of the solutions currently being explored.

The recovery and use of rainwater in residential blocks is only marginal at the moment. Of 80 operations looked at by the CSTB relating to communal buildings, only 4 were in social or private housing blocks.

At the end of the 1990s, the mixed development company of Petit-Quévilly in Seine-Maritime commissioned the social housing company working in the area to build 39 apartments for rent in accordance with high environmental quality principles. This experimental operation was monitored from the point of view of multiple disciplines by the CSTB, in terms of the engineering sciences, the sociology of jobs and the sociology of use.

The sociological monitoring presented here proposes an examination of the value of the "rainwater solution" from the point of view of end users, i.e. the housing occupants. Because of the innovative aspect of the theme of the study, the method of collecting data consisted of an exploratory interview conducted in some of the households, with specific subjects being introduced freely by the interviewer in accordance with how the interview was progressing.

The survey concluded that the supply of rainwater for use in lavatories seemed to be accepted well by the residents consulted. An automatic switchover to mains water was the key to providing continuity of service. Users were not required to change their practices: the rainwater supply fitted in with people's lifestyles and did not demand a change of habits. Comfort and wellbeing would remain the same. The trust residents had in their housing providers meant that they did not imagine a health risk could exist with the supply of rainwater in their particular setting.

Mains water seemed to them to be heavily treated and processed to make it safe to drink, making it the subject of major added value that they felt was costly, and they believed they could do without this for water used in the lavatory. Rainwater, on the other hand, was seen relatively unprocessed water, much like natural water, from the sky, or water that was lost and recovered, produced at no cost.

So most residents thought they could save money because less mains water was being consumed in lavatories and rainwater was free. The more water some residents thought was consumed in lavatories, the more money they thought they would save.

Other residents were equally or more interested in the environmental benefits they thought would come from using rainwater. Finally, for all residents, supplying rainwater to lavatories fitted in well with domestic arrangements; it seemed appropriate to them and to changes in society aimed at rationalisation – less purified water to be used for processing waste, cost savings and account taken of sustainable development.

Refurbishment of the Charnay building at Le Vinatier hospital. Assessment of the HQE operation: site monitoring and assumption of responsibility by users (vol. 1). Assessment of olfactory comfort (vol. 2),

PENICAUD Hubert, SICARD G., VIGOUROUX M.,
AMO HQE/CNRS Lyon,
December 2005, 2 vol. (28 + 54 p.), fig.,
PUCA 683 (1-2)

Assessment of an experiment carried out as part of a complete reorganisation of one of the psychiatric care buildings at Le Vinatier hospital in the Lyon conurbation. This experiment aimed to:

- test an environmental quality management method;
- take account of the concept of value of use by involving medical staff in the planning and design phases and paying particular attention to olfactory comfort;
- learning lessons that can be generalised to other psychiatric establishments in France mainly built according to the same concept.

Vol. 1 – HQE assessment

The HQE (high environmental quality) objectives included targets for eco-construction (building fitting into its environment; integrated choice of construction processes; low-impact construction site), eco-management (water management) and olfactory comfort (location of sources of unpleasant smells and measurement of discomfort before construction; preventive measures during design: extra ventilation of some places, relocation of rooms at risk to improve natural ventilation; measurements of discomfort after refurbishment to decide on the appropriateness of decisions).

The lessons and results were analysed during the design and building phases (development of a tool for managing environmental quality during the work; experience of those involved in the project) and when the building went into service (assistance with taking over responsibility for the high environmental quality of the building; preparation of a maintenance/log book by the HQE design department).

Vol. 2 – Assessment of olfactory comfort

The implementation method involved going round the building before and after refurbishment to assess smell, a team of "noses" and a measurement device (butanol machine) specially developed for the experiment.

In the field of olfactory measurement, the project provided an opportunity to test an innovative portable device that gives noticeable help with olfactory measurement of the air.

With regard to the *in situ* results, there was a noticeable olfactory improvement for visitors to the building.

Public safety in urban project ownership: impact study of the European prestandard for development projects,

PARLANT Pierre,
Club Ville-Aménagement,
June 2005, 46 p.,
PUCA 647

This research carried out by Pierre Parlant (Pierre Parlant Conseil) within the framework of a Club Ville Aménagement working group relates to the predicted impact of European standardisation on safety. The standard, entitled "Prevention of crime. Urban planning and design. Part 2: Urban planning" is part of a set of documents containing both "soft" terminology (the concepts of civility, tranquillity, conviviality and public order) and "hard" terminology (active and passive anti-intrusion techniques) concerning the protection of housing, offices and shops.

In the European Commission texts, the prestandard is designed to support a prevention and management process that can be applied to any neighbourhood transformation or design. These documents are methodological and act as a guide to the process of making an urban space. The types of area (whether built-up or not), the types of crime (urban violence, theft, vandalism, arson, etc.), the types of feelings of insecurity (places where people are afraid, lack of visibility, deserted areas, etc.) and the people concerned by security and town planning (elected representatives, designers, developers and planners, promoters, security professionals, service providers, insurers, social workers, educators, etc. and of course the residents and users of the space concerned) are all presented in this report, against a problem that relates to a number of different strategic levels:

- town planning strategies, which take account of existing social structures, the quality of the existing environment and developments, social mix, population density, etc.
- architectural strategies, which take account of the openness of space, accessibility, facilities, the materials and robustness of street furniture and building parts, etc.
- management strategies regarding surveillance, support for the accommodation of difficult segments of society, communication, etc.

The report is based on a detailed analysis of several situations: the prevention committee in Lyon, a number of agencies involved in Le Mantois and Strasbourg, Val d'Europe where an urban safety charter has been introduced, and Seine Arche where safety and accommodating the disabled are part of an HQE quality approach.

It takes account of the differences between internally generated insecurity, which originates within the resident population of the area in question, whether housing or a public space, and externally generated insecurity, which develops because a site lends itself to committing crimes, particularly town centre spaces and areas where leisure activities are available.

It offers two keys to the relationship between town planning and security. Either the lack of security is an endemic fact that is merely waiting for the right conditions to manifest itself, or the lack of security is the product of many interdependent components among which place does not play a decisive part on its own.

According to the authors of this study, security must be included in the training of developers and planners, and those involved in security must be more concerned with issues of urban development.

The French development system put to the test by Europe,

VILMIN Thierry,
Club Ville-Aménagement,
June 2005, 47 p.,
PUCA 646

The working group of Club Ville Aménagement, which has looked at the impact of European directives, with the collaboration of Thierry Vilmin (LOGIVILLE), wanted to clarify the differences between development in France and "European" development.

Case studies from several neighbouring countries show that direction and coordination (or "pre-development") are mostly performed by industrial and commercial companies set up by the local authorities, which is also the case with the French system. However, the tasks involved in securing building land (and therefore the rental income) on the market in other European countries are either linked to the competitive sector (UK, Italy) or are the responsibility of the owners themselves (Germany, Spain). Clearly, the first role is a public interest role, involves development and interior fitting work and is not competitive, while the second is commercial development that can be performed by any operator and is very closely linked to the goods and services markets (even though the land cannot be moved and the local authority retains discretionary control over planning permission).

On different points and using a method that identifies three different approaches – the material approach (what is the nature of the goods produced: public interest or ordinary production?), the organic approach (based on the mobilisable structures) and the formal approach (based on the hypothesis of pure and perfect competition) – the report examines the similarities and differences between the various challenges inherent in the projects and development structures. The analysis also shows that none of the characteristics of pure and perfect competition applies to development in the public interest (the fact that the market is made up of many different components, the homogeneity of the product, free entry, market transparency and the mobility of the factors of production).

This report therefore puts forward the hypothesis of a dualist scenario developing with two distinct levels of development:

- a general interest level where aspects of direction and coordination prevail over putting facilities on land and where public contributions are greater than rental income. This level corresponds to the profile of the "interior fitter" highlighted by other work carried out by the Club Ville Aménagement;
- a more operational level of producing land with permission to build (rental income) sold on the market. This level corresponds to the image of the "developer/operator".

The French development system and European rules,

BUES Jacques,
Club Ville-Aménagement,
June 2005, 33 p.,
PUCA 645

This work carried out by Jacques Buès, lawyer, establishes the situation with regard to the legal character of development in the French system since the 1985 Act and Article L 300-1 of the Town Planning Code.

This report underlines firstly the inadequate characterisation of development in legal terms: the land issue, the urban planning issue, the difference between "operations" and "actions".

This inadequacy was accentuated (until 2000) by the fact that development project zoning provided exemption from rules of common law. Furthermore, case law (as confirmed by the 1993 government ruling for the town of Chamonix) does not reveal any clear principle that would identify a definition, or failing that at least the challenges of development, except to say that "development is carrying out building work"!

Thus, quite logically, the question of qualifying status and the jobs involved arises as a result of these initial observations. Development is a public service role and is in the general interest. In Community law, the status has no effect on the type of company and on the fact that its activity consists of offering goods and services. The report underlines the fact that an increasing number of activities have become economic activities over the last few decades and that competition law therefore governs them.

The Commission accepts that outside the social housing sector and the specific case of the new towns, the purpose of public and semi-public development agencies is exactly the same as that of private companies.

A third chapter of the report examines development contracts. The mandate is a contract to provide services, like public development conventions and development concessions, a vocabulary, surely for form's sake, that seeks to prevent these contracts from coming under Community law on public procurement. Public development conventions are now the only way of escaping the scope of the Sapin Act (because they delegate pre-emption and expropriation rights).

The European Commission revels in the weaknesses and contradictions of the French legal system and is imposing a pragmatic, formalist approach that, for every contract, threatens the possibility that the competition law approach will be reasserted.

Industrial fabric, spatial planning of economic activity and socio-political relationships in Paris (1920-1950),

RHEIN Catherine, MARKOU Efi, FRABOULET Danièle,
LADYSS-CNRS,
October 2005, 145 p., ann., maps, tabl., bibliogr.,
PUCA 662

The analysis by *Efi Markou* aims to put into a historical perspective a central issue of spatial and economic policies, that of industrial decentralisation during the period 1920-1945. Even before this period, industrial decentralisation aimed to respond to a number of social questions (the rural exodus, housing conditions, the social dangerousness of cities, etc.) and economic questions (the high cost of land in the city, farmer poverty, etc.). The strength of the argument however remained relatively weak and no group got together to take responsibility for this proposal issued by a variety of players. There was considerable impetus from the 1920s. Three principal debates are studied. The first was on development in the Paris region, led essentially by CSAORP (the senior planning and general organisation committee for Paris), set up in 1928. The second was on the protection of the war industry from air raids. Military leaders, particularly those linked to the Air Ministry, feared that the concentration of factories in the Paris region and along the German border would make them vulnerable to air bombardments. These two categories of people – who communicated with each other and supplied arguments justifying what they wanted to each other – tried to implement measures aimed at industrial decentralisation. However, their attempts would not meet the same fate. Those concerned with the development of the Paris region reached a compromise on the promotion of industrial areas in the towns and regions, tending to reproduce the existing situation, but in a more organised way, by developing spaces already given over to industry around the capital. The military leaders attached to the Air Ministry, on the other hand, took legislative measures and adopted a practice that radically altered the distribution of the aeronautical industries in the area. Finally, the third debate concerned the pursuit of a doctrine of action to relieve the congestion in industrial centres. It was the first French planning department, the French amenities agency, DGEN, that was given responsibility for this in 1942 and entrusted its preparation to a team consisting principally of engineers and geographers working in close collaboration with the agency's services.

This work looks at the different types of decentralisation considered, the arguments developed, the compromises reached and the conditions that permitted the promotion of the first regulations and the subsequent decentralisation of the aeronautical industries, and of some other war industries: the dependence of the aeronautical industries on the Air Ministry, which was their main customer; the adoption of a finance system, the Compensation Fund for the decentralisation of the aeronautical industries; the broad legitimacy of national defence arguments, which allowed them to override strictly economic arguments in an era overshadowed by the spectre of war; finally, the combination of the decentralisation of the aeronautical industries with a policy recommending the modernisation and rationalisation of production.

Decentralisation did not refer just to one project to distribute industry across the land: the method of distribution was one of the challenges. Often combined with an agricultural, rural view of society, it was also driven by people who wanted to promote industrialisation and urbanisation generally, while correcting some of their undesirable social, political and economic consequences. This attitude characterised the study of the DGEN and the positions of some of the industrialists it consulted. This project was a break with the idea of decentralisation as an obstruction to cheap mass production. It also included a plan for the cities, the result of questions about the territorial organisation of production before the war in official institutions such as CSAORP.

DGEN's study was in turn a key step. In the special circumstances of the war and the Vichy government, industrial decentralisation became an independent subject of study, and led to the first global doctrine, i.e. one that could be applied to the whole of France and to industry in general, and not just to a single industrial sector. Reconstruction seemed to offer opportunities to begin planning the location of production. Differences between the

institutions, the fads of administrators, the scale of the task, but also the resistance of players on the ground and the urgency of reconstruction seem to have transformed it from an opportunity to a historical condition for putting decentralisation projects on hold.

The study by *Catherine Rhein* has several goals. They aim to reconstitute the major characteristics of the industrial fabric of the Seine in the interwar period, paying particular attention to its geographical dimension. What type of industrial fabric were those who conceived and implemented development policies referring to? Two approaches had to be taken to this question.

The first research operation involved preparing a file of industrial establishments and companies from an industrial map of Paris (CIRP), devised and produced in 1927 by the Industrial Documentation Society, which was close to employers' circles. Nearly three thousand businesses are shown on this map, which gives their size, sector of production, company name and address. The file was compiled and processed, but the processing rapidly led to a new set of questions on the genesis of the industrial fabric of Paris since the start of the 19th Century. Three groups of production sectors and three separate types of business coincide with the three major phases of industrialisation. Throughout the analysis, certain forms of government intervention were detected, in boom periods and in slack ones. These three phases are presented in the first section.

The second section of the report gives, on the one hand, a table of the different sectors of industrial production in 1927, and their dominant locations as far as the CIRP file allows this to be established. Alongside the table, a list of the types of industrial fabric are given.

Finally, in the third section, an outline analysis is given of the relationships that could have developed, on the Seine at that time, between socio-political contexts, the UIMM (the employers' association of the metallurgy industry, which was very dominant at the time and strongly opposed to any government intervention in economic matters) and the GIMM (the group of the metallurgy and mechanical engineering and associated industries in the Paris region, the regional branch of the UIMM).

The Single Business Tax (TPU), a planning and development taxation tool? The example of Rennes Métropole and the EPCIs in Pays de Rennes,

HUET Armel, CHEVRIER Stéphane, COCHENNEC Morgan, GUENGANT Alain, GIVORD Laurent, RASNEUR Hélène,

LARES -CREM - AUDIAR,

December 2005, 145 p., ann., maps, graph., tabl., bibliogr.,

PUCA 709

By choosing mixed taxation, Rennes Métropole has brought a period in its history to a close. This event bears witness to the increase in power of a District (1970) that in 2000 became a Metropolitan Community.

Until the 1990s, the District had strategic responsibilities (planning and economic development) but was not responsible for providing services. By opting for the single business tax (TPU), the conurbation made sure its business tax would be redistributed to the local councils within it, creating the basis for solidarity among the 31 then 36 towns. This enabled it to limit the wealth gap between the richest and poorest towns. In effect, the TPU reduced the financial inequalities between local councils by approximately three quarters; the equalisation was partly the result of pooling local services and partly of a redistribution between the local councils in its strictest sense (correcting a third of the inequalities in tax revenue between the local councils, compared with 4% in 1993). Although Rennes Métropole had set up a community solidarity allowance that redistributed much of the tax revenue, to generate solidarity and economic dynamism and support local policies, the group was the main beneficiary of the increase in business tax (since 1993, 86% of the growth in business tax revenue had been retained by the group, in constant euros).

By choosing to pool business tax, the District's elected representatives hoped to reduce or even eradicate the competition between local councils, which was creating local planning imbalances and distorting competition between businesses. But though company chiefs did look at business tax when choosing where to locate, this criterion was secondary to the accessibility and visibility of the site, the location of markets, the presence of qualified labour, the existence of centres of excellence, and so on.

The vote for mixed taxation, which meant that the repayment of business tax to local councils would cease, heralded the emergence of a supracommunal public authority that would replace the government as it withdrew from local involvement. Some of those questioned saw in this the beginnings of the same type of urban community that had been rejected 35 years earlier. Furthermore, as Rennes Métropole was increasing its responsibilities and diversifying its resources through the household tax, another area was emerging: the Pays de Rennes, a new area of financial solidarity based on the Territorial Coherence Scheme (SCOT), a territorial level for constructing balanced economic centres. Will the Pays de Rennes be the new horizon for intercommunality in Rennes? Does it prefigure the formation of a new entity or territory to be defined at some time in the future? Does it herald the formation of a city with regional pretensions?

Third international platform for exchanges on conurbations held in Toulouse on 17, 18 and 19 March 2005,

JAILLET Marie-Christine (dir.), SORBIER Paul (de) (dir.),
Université de Toulouse-Le-Mirail,
July 2005, 122 p., maps, tabl.,
PUCA 678

The issue of the political construction of conurbations has become very topical – once again. In Europe it is a particularly hot issue in many countries. In France, intercommunality was revived by the Chevènement Act, which gave tax benefits to encourage the formation of metropolitan communities or urban communities so that a management level was created that could relate better to the planning challenges for conurbations. At least two other pieces of legislation also played a part: the "Voynet" Act, which provided for the establishment of "conurbation contracts", which introduced the concept of planning at the only relevant level, that of the conurbation; and the Urban Solidarity and Renewal Act. The legislative process under way in France on urban matters bears witness to concerns about the political construction of conurbations, which echoes similar worries and measures being taken in other Western nations: establishing the conurbation as the level on which all urban policies are conducted; underlining the need to produce global plans that combine both economic development and the fight against exclusion; halting the centrifuge trend and the disintegration of conurbations with the consequent risk of the loss of solidarity.

It was on this basis that a group of researchers took the initiative of setting up annual meetings with French-speaking practitioners and researchers (from Belgium, Switzerland, France and Québec), to talk about the concrete methods and effects of the political construction of conurbations. After the Swiss meeting in 2003 (at Chaux-des-Fonds) and the Belgian meeting in 2004 (in Namur), the French meeting of the international platform on conurbations was held in Toulouse in March 2005, preceded by a research seminar for French researchers working on these issues.

The French meeting of the platform was in four parts, looking in turn at:

- the issue of solidarity – competition between different areas on economic development, using the example of the Toulouse aeronautical industry;
- the territorial coherence schemes and how they keep local rivalries under control;
- the issue of constructing and distributing social housing as a way of analysing the problems involved in developing solidarity policies at intercommunal level.
- the French experience of development consultancy compared with the Belgian and Swiss practices of consultation and participation.

The work of the platform made it easier to assess progress with the political construction of conurbations and their effects on the areas covered by the conurbation. Although these attempts at the political construction of conurbations are part of a drive to rationalise and control the governability of large cities, on the basis of an integrative vision, one wonders how efficient it really is to shift the government of conurbations to the "relevant level". On the one hand, observation shows how difficult it is to impose cross-community interest and an attitude of solidarity when faced with the fragmentation of communities within cities and competition between them, and this is particularly true at a time when the authorities set up (metropolitan or urban communities) are deprived of any direct electoral legitimacy. Furthermore, in addition to emerging political resistance and the refusal of local councils to give up another chunk of their power, there is the weight within large cities of social strategies designed above all to preserve the "like-minded areas" approach – part of the "à la carte" use of opportunities that opened up as competition developed between the services offered by local councils. Although these facts are now the ordinary fare of the development of large cities, and do nothing to reduce either the expression or the motivation for fragmentation, it is nevertheless true that everywhere new rules and procedures are being invented

that at least permit the emergence of a "conurbation consciousness" likely to make the integration and governability of large city areas easier as regards certain major challenges.

Planning ways of life,

MASBOUNGI Ariella, BOURDIN Alain,
Editions Le Moniteur, coll. Club Ville-Aménagement n°1,
August 2004, 95 p., phot., ill., fig.,
PUCA 701

Under the supervision of Ariella Masboungi and Alain Bourdin, with the collaboration of the Alphaville team (François Monjal and Bruno Yvin), this work published in 2004 by Éditions du Moniteur, is the summary of two years of discussions by a Club Ville Aménagement working group consisting of researchers and planners. It seeks to analyse the relationships between changing ways of life and the consequences of these changes for town planning strategy.

It presents both general information about social demand, the evolution and future planning of ways of life and the importance of a market approach to planning projects, and it stresses the diversity of local situations in terms of both actual ways of life and the spatial contexts that form their setting. The work includes case studies of different sites of recent urban projects.

It provides a number of keys to understanding how lifestyles change according to the practices of planners:

- the development of "town planning for exchange", i.e. town planning that remains closely linked to the strategies and actions of those involved in trade, but also makes towns places for exchange, for living together: trade as something that repairs and develops the city, choosing between the centre and the outskirts, urban leisure, ephemeral experiences or even Disneyland, etc.
- a "town planning for security" approach, i.e. planning that responds to a greater aspiration in today's world to eliminate insecurity and crime: open cities, closed private cities, residentialisation, the Anglo-Saxon concept of "defendable space", etc.

The chapter on "town planning for proximity" identifies principles for constructing local spaces, services and networks to satisfy social demand. The concept of proximity is taken as a management principle, but also as way of organising democracy.

The last chapter looks at the question of "town planning for narrative and ambiance". The register of the architecture, the design of urban space and its ambiance are a response to the demands of the market. It seems that the market has a preference for pastiche, regionalism and the old-fashioned. The approach proposed here suggests introducing a narrative that offers ambiances supportive of urban projects likely to respond to user sensibilities and lead to the acceptance of reasonable innovations produced as a result of imagination and talent. Aéroconstellation, Val d'Europe, Harper Court and Euroméditerranée are used as examples to support these investigations of the new type of town planning.

Cities and architecture

Contemporary analysis of the expertise involved in large-scale projects in the conurbation of Lyons during the 1980s and 1990s,

Fabrice BARDET (dir.),
ENTPE - Institute of Political Studies (IEP) of Lyons,
September 2005, 43 p., bibliogr.,
PUCA 717

This study is the extension of work of historical inspiration engaged simultaneously on the institutionalization of urban expertise in the conurbation of Lyons from 1960 to 1980 (cf. previous page). The fields selected for the contemporary period partly cover those previously studied. Thus, the repositioning of the town planning agency within the system of players in Lyons in the past few years has been examined, as an extension of the work done on this institution starting from the 1950s. A second field has been added, concerning the economic development policy of the city implemented from the 1990s onwards. By choosing such decentralized policy very early on in Lyons, from the time the urban communities were formed at the end of the 1960s, the aim was to try to characterize any reproduction in the city of the economic policy governance methods implemented on a national scale after WWII. This field is closely linked to the economic players and fuels the debate on the reality of urban governance modes, the emergence of which during the 1980s was described by numerous political science studies.

Contemporary enlightenment provides clarification of the notion of expertise in the etymological sense of the word (skill, *i.e.* competence). Indeed, it appears that, in the case of the community economic development policy, players with “experience” in economic development have gradually become the new experts of public urban action in Lyons. Experience of economic development would thus be a more appropriate “expertise” in the contemporary context of public action than the institutionalized knowledge resulting from the different styles of academic training employed to qualify experts.

The historical analysis of the town planning agency’s operating methods during the last few years has been one of the central points of the characterization of expertise. The increasingly significant connection with political commissioning runs parallel to weakening links with the local academic institutions in town planning matters. More widely, the reduction in academic disciplines set up with reference to the urban field caused a reduction in the “autonomous” expertise capabilities of agency professionals. Even if such choice is greeted by city councillors as proof of the agency’s responsiveness and encouraged by certain town planners, it unquestionably hindered the “immobilization of the expert form” of the agency, buffeted by contradictory and often fluctuating commissioning.

The initial aim of extending an observation of the processes used to build “expert” representations of public problems to all players, beyond those agents appointed as “experts” in the considered situations, is yet to be achieved. Political leaders are a perfect target to take the study further: how do political leaders become experts in a particular area of action? To which conception of expertise does such a presentation of these contamination processes relate? Such an angle would bring fresh progress on the question of the distinction traditionally drawn between management skills (which are involved in the very process of representing a problem) and legitimization skills (which are mobilized to legitimise political choices once they have been made). In the case of the Mayor of Lyons, who supports the Fourvière tunnel project, the study did not determine whether the traffic modelling presented to him when he travelled to the United-States, and which his entourage then used to defend the project, were decisive or not in forming his opinion.

Management of urban and architectural projects: evolutionary trends,

Michel BONNET (dir.),
PUCA-Dokumentation Française (French documents),
November 2005, 141 p., ill., ref. bibliogr.,
PUCA 680

How can we describe the projects that shape cities? What are the evolutionary trends of town planning practices and urban project steering? Through a cross-comparison of expert knowledge, this joint publication describes the processes which, starting from project planning, are becoming increasingly important through the anticipation of their effects on the users of facilities or buildings.

In the first part relating to “changes in partnerships” between town planning players, the first chapter studies the question of urban projects and the expression of innovation processes. It emphasizes the need, in order to carry projects through to successful conclusion, to create a collective player, the active city, with a view to building an urban development strategy in a context of increasing competition between cities at both European and global levels. The second chapter highlights the transformation of building project owners starting from the change in systems of professional assistance and by focusing more closely on the issue of the service provided by buildings. The third chapter describes the “French model” of project management professionals and the various strategies developed, especially by architects and engineers, to adjust to ever-changing design processes.

In the second part on the “transformations of urban commissioning and expertise”, the fourth chapter focuses on a comparative analysis of forms of public/private partnerships in four European countries which radically change the conditions of commissioning and the ways in which projects are managed and controlled. Finally, the last two chapters include analyses of urban commissioning based on representation techniques used to simulate urban atmospheres and substantially modifying the connection with politics and society.

This work features contributions by Thérèse Evette, Alain Bourdin, François Lautier, Guy Tapie, Frédéric Bougrain, Jean Carassus, Marc Colombard-Prout, Jean-Jacques Terrin, Philippe Dard and Olivier Piron.

Spatial configuration and urban social mix,

Bill HILLIER, Alain CHIARADIA,
 University College London - Space Syntax Laboratory,
 March 2004, 191 p., maps, fig., graph., tabl., bibliogr.,
 PUCA 739

As the future of the social housing stock and especially of large complexes has become a major problem, the recent bill on urban solidarity and renewal makes provision for a better social balance through a quantitative mix of social housing. Its effectiveness, its territorialized materialisation, would thus depend on the understanding of urban mix processes. The relativity of this hypothesis would stem from all the techniques, methods, theories and results of the Space Syntax programme that make it balance with and complementary to all disparities and issues relating to mobility by transport. Space Syntax thus studies the relationship between spatial mobility, urban shapes and urban mix.

This tool uses the theory of graphs commonly used in transport models, in widespread spatial analyses, in geography or to analyse social networks, but which is here subject to an original re-expression of urban shapes as a spatial network: the axial map. Compared to the codifications of basic networks, a first transformation is a high-definition representation since all the segments of a publicly accessible urban traffic network are represented on it. The second transformation consists in converting an axial map into a graph: Space Syntax does not follow the standard node/link codification; it is reversed. And standardizing the graph to remedy the effect of the graph size is just as original.

But the encoding of urban shapes by Space Syntax is an informal encoding which does not define the detail of urban shapes (for example the exact shape and the materiality of façades); such encoding captures the strategic formal character of urban shapes, their topologies or the geometric relations in the case of an angular analysis.

Space Syntax was formed in one discipline with a set of techniques used worldwide by an academic community for research and projects. First applied in the fields of town and country planning, urban planning, transport and interior architecture organization, it has extended to such diverse fields as archaeology, information technologies, urban and human geography and anthropology. Although it shares the morphological paradigm taking its origins in architecture, it differs from classical French approaches which are more normative; it is also different from constructed environment geometry and "shape grammar", even if it is also based on a "morpho-mathematical" approach. Representation by axial map is thus used to analyse the French conurbations of Nantes and Grenoble.

The methodological originality lies in the fact that, rather than examining the "intrinsic" characteristics of these representations such as shape-volume, shape-surface, shape-dimension, shape-relative dimension (scale) and texture, which dominate the immediate experience, Space Syntax focuses on the relational characteristics, the "extrinsic" configuration properties: connectivity, local topological position in the system, global topological relation with all the other elements in the system, including the most distant.

To study the cities, one type of measurement and representation proved to be more productive than the others. An urban spatial system is typically represented (but not always) by the "minimal matrix" of potential lines of movement - that is, the minimal set of the longest lines covering the whole spatial system. This set gives the "axial" map, the representation of an urban spatial system which is then subject to configuration analysis. The relations between the elements of such representation are quantified.

The theoretical justification of this counter-intuitive strategy is that space is a strongly relational system in which the relations between elements are more important than the properties of the spaces studied separately.

While the Italian and French morphological approaches have tended to focus on the intrinsic aspects and while the relational approach to space is not unusual in itself, in the field of network urban planning (to predict demand for transport), Space Syntax differs from this work by its original combination of high-definition representations (every space in the network) and by quantitative analyses and their statistical connection with empirical observations of social practices.

Space Syntax has thus been used in a great variety of research projects: analysis of housing and habitat genotypes; study of the function of the spatial structure of buildings in navigation processes;

description of the socio-cultural implications of the various plans to rebuild London after the great fire of 1666; attempt to predict the spatial characteristics of certain crimes; study of the social implications of the various strategies deployed to structure the shape of cities in developing countries; analysis of the implications of the spatial structure of cities as a mechanism of the ideological control of apartheid.

Finally, the most significant research in terms of systemization is work that demonstrates a correlation of the significant and substantial variance between the analytical measurements of spatial configurations, as resulting from urban shapes, and the volumes of pedestrian movement observed, in addition to more than three hundred studies conducted by Space Syntax Limited.

These latest results turned out to be so fruitful that they have become essential to a social theory put forward by Space Syntax. Characteristics emerging from the levels of co-presence / co-absence due to movement are the primary correlates of the organization of spatial configuration and are the effect of extrinsic relations. Other effects of the organisation of the spatial configuration analysed using these relational principles are, for example, the distribution of land use modes and density. These secondary effects would not be revealed if, in the first place, the primary effect of intrinsic variables did not exist.

The importance of urban shapes, spatial mobility and their social consequences seem today to be the central focus of a large amount of research work in France, England and other parts of Europe.

Desire, pleasure and architectural conventions: perceptions in Amsterdam, Paris and Venice,

Manuel PERIANEZ,

ARIISE,

June 2005, 67 p., + appendices. 107 p., ill., col. photos,

PUCA 749

How can photos of urban architecture in Amsterdam, Paris or Venice be linked to photos of the cosmos? For this oneiric mapping, some thirty inhabitants of each of these cities were invited to take part in a test-game on a CD-Rom containing 3,800 pictures of planets from ten solar systems. The aim was to use these pictures to create personal thematic albums of photos of architecture representing various aspects of social and human life or nature.

Several hundreds of groups of images were chosen by the participants according to various degrees of motivation. They reveal six main groups of attitudes and describe a discontinuous relationship with architecture and the environment: there are “architectural highlights” in which conscious feelings are expressed, and a permanent background of support by the environment and the architectural quality, almost always subconscious.

Strollers go through a great number of pictures of different families with a curious attitude, but do not attempt to define where exactly in the universe they experience the greatest pleasure; they have a blasé, unenthusiastic attitude when they discover pictures, including of architecture, that “seduce” or “amaze” them. Thinking they have seen everything, they find themselves before “amazing architectural work”. But such discoveries derive their value from their rarity and their chance finding.

Addictives are constantly in search of “amazing architectural work”. They are more sensitive to architectural performance than the “strollers”, and are most often architects or come from similar backgrounds. On the psychic level, the “amazing work” is used to successfully escape from their current worries; it has the power to free the individuals of current thoughts of their self, and to seduce them (etymologically: bring to oneself) to another universe.

Historians reveal little of themselves and judge the pictures through the socio-historical context. They are also not influenced by aesthetics: the events that took place in a given place prevail over the quality of the space; the beginnings, the discovery, the moment at which the new idea emerges are more important to mark temporality and thus the filiation that produced it, than the sheer beauty taken out of any historical context.

Sensualists, on the other hand, fight against the dictatorship of context (and no doubt, on a more psychoanalytic level, against the dictatorship of their origins). All the “beautiful pictures” are put together in often positive albums, describing their acceptance of what produces “good vibrations” in human life. Architecture appears like a promising framework for shared pleasures as much as secret monuments of their narcissism.

Tragedians are anchored in reality, and undoubtedly to avoid misfortune, anticipate it in a counter-phobic fashion by picking out the greatest number of horrors, sometimes architectural, in groups thus designated. They are very critical and meticulous, and may choose some rare pictures of “real architecture” (and it is sometimes surprising to find the same architectural work considered as “awful”, when simply taken from a different angle).

Immanent people, who initially spent some time going through this test game, did not create any albums or sometimes refused to do it. Interviews with these people showed that they do not consciously attach any importance either to architecture or the quality of the built-up environment. However, in front of pictures of misfortune, war, ugliness, they are very sensitive to harmony, peace and the beauty of the world as soon as there is a risk of losing them! Architectural quality seems to be “naturalized” by them as a permanent “possession”, a positive “background” acquired since birth, but they only realize it once it disappears, just as people only become conscious of their good health when they fall ill. They have a passive relationship with architecture: they are used to the permanent nature of the support function played by the environment, and they find it hard to imagine actively looking for aesthetic gratification; they prefer the surprise of stumbling across “amazing work” as do the “strollers”.

The insistent repetition of certain types of pictures by the first five categories has prompted the authors to present them with all the necessary precautions. It was indeed tempting to look for possible common factors between the strongest pictures, differences in attitude between the cultural levels of the people and finally between the three cities in the study.

To this end, the name given by the interviewees to their groups of pictures and the data resulting from the interviews have been used to classify these groups into two main families: albums containing mainly architectural pictures and albums mainly with non-architectural pictures. These two families break down into three simple categories: negative, positive and indifferent. These six categories of albums were initially examined for a global number of about 80 interviews, then from a socio-cultural angle according to the three cities, and finally on the basis of the five psychological attitudes described above. The most frequent pictures in each case have been compiled as illustrations, in an appendix.

Public space as an operator of inter-professional cooperation in urban interventions (T1).

Case studies (T2),

Nadia ARAB (dir.), Alain BOURDIN (dir.),
 ARDU/IFU,
 October 2005, 2 vol. (102 + 214p.), maps, fig., bibliogr.,
 PUCA 738 (1-2)

Question: Which systems of cooperation are employed in the design-creation-management of collective public spaces? Hypothesis: the context of the action is not a neutral factor but the structural core of cooperation. Three main findings: firstly, public space is a key area of urban action for politicians, public organisations and private operators; secondly, it is a field of intervention in which old or new debates are engaged (embellishment, sociability, safety, maintenance, urbanity, etc.); lastly, public space requires a great deal of expertise and can even give rise to the consolidation of new areas of expertise (e.g. with the development of new specialities around the theme of “ambiance”). The new forms of cooperation and the problems inherent in cooperation on urban matters become blatantly obvious. Although the term “public space” is polysemous, the study is empirical and focuses on the actors’ usage and definitions of this term: public power plays a predominant role in public space, so streets, squares, avenues, boulevards and parks will thus be dealt with (repairing a pavement edge, laying out a square, maintaining or creating an open space, etc.).

The method used is based on a qualitative empirical study of four cities -Nantes, Lille, Strasbourg and Geneva- according to three criteria: the role of public space in urban production; experience in the development of public spaces; organisation of cooperation.

Varying, complementary points of view have been considered: the internal organisation of local authorities (urban contracting authorities), reconstruction of local accounts, studies of local policies on public spaces, all of which reveal the local urban problems and issues at stake. The study has been conducted on two levels: organisations (town and/or district structure) and single operations.

Two principal changes can be identified:

Fragmentation of political powers and local techniques and new rationalisation of organisations and activities: this relates to the increasing complexity of local systems and to some sizeable restructuring among the administrative staff of local authorities. New divisions are emerging as new actors appear and not only in new fields of design. Traditional professions are reconfigured, working practices are replaced and professional cultures shaken up, as the classic defining lines are displaced. Cooperation can no longer be confined to the usual project owner/prime contractor approach. As public space encompasses a great number of places and a multitude of simultaneously competent people, services, fields of expertise and structures, whether political, legal or professional, these characteristics appear at the junction of several schemes of action: intercommunality, proximity, project logics, management.

New organisations and qualification of expertise having four major characteristics:

- reorganisation of services on the basis of proximity, and optimised resource management leading to the creation of departments dedicated to public space;
- tendency towards greater outsourcing of project management such that local government departments become the project owners;
- effort to document practices to standardise behavioural rules;
- consolidation of public space expertise specific to urban project ownership in line with the ‘territorialisation’ of knowledge. Professional cooperation is supervised by inter-organisational cooperation.

Thus, in the case of public spaces at least, cooperation is analysed as much in organisational terms as in terms of inter-professional cooperation. For local government employees for example, professional identity is defined as much through the profession or speciality (highway engineer, landscape designer, architect, etc.) as through the service they represent. Although they assert their professional logic, designers and prime contractors work increasingly frequently within the framework of growing inter-organisational relations. This is due on the one hand to the development of project logics and cross-functionality and, on the other hand, to the consolidation of new public/public,

public/private and private/private partnerships upstream from the projects. The consequence is a multiplication of situations in which project ownership is shared, and thus in which complementarity/conflict between different organisations is heightened. A similar pattern can be seen in public authorities: inter-professional cooperation is still a major aspect of cooperation while taking on meaning in the organisational games that surround or even overdetermine it.

Changes in private architectural commissioning in new towns: the case of apartment blocks in Marne-la-Vallée,

Soline NIVET,

Ecole nationale supérieure d'architecture de la ville et des territoires de Marne-la-Vallée,

October 2005, 2 vol. (112 p. + photo album), ill., plans, bibliogr.,

PUCA 737 (1-2)

New towns are symbolic of a gap: by creating them in less regulated geographical areas than central towns, the proactive public policy from which they stem has contributed to certain exaggerated architectural choices. Do they also embody this caricatural gap between the carefully studied, 'alternative' architecture commissioned by public authorities and the more "consumer-type" architecture produced by private developers? An answer is outlined here with a focus on changes in private production in Marne-la-Vallée between 1974 and 2000.

A comprehensive atlas of home-ownership operations conducted in the towns of Noisy-Le-Grand, Champs, Noisiel, Lognes, Torcy, Bussy-Saint-Georges and Bailly-Romainvilliers has been drawn up. The changes in the mechanisms of private development over the period studied (types of financing, sales techniques, evolution of property marketing) have been studied. The general readership press, as well as specialist real-estate and architectural publications have been analysed focusing on each housing complex, whether public or private, featured in them, particularly the operations the most widely covered by the media, to identify models and counter-models. A wider study enables this corpus to be situated in the evolving theoretical debates on architecture, but also in relation to the successive architectural and housing policies pursued by the State. The time lines and key themes that structure each of these environments have been crossed to provide more insight into any interaction between them.

Home-ownership access developments have been built, depending on the period, as a result of different financial schemes and project owners' practices. The reform of subsidised housing financing of 3 January 1977 and the creation of PAP (subsidised ownership access) loans triggered the massive construction of subsidised home-ownership access developments between 1978 and 1986, by public, semi-public and to a lesser extent private project owners. In most cases, the developments were designed by architects imposed by the Epamarne; they were mainly part of the new 1970s' generation and came with a renewal of architectural doctrines. A part of this new generation of architects who primarily gained access to subsidised ownership housing in new towns also made a name for themselves in schools and the press. Thus, some developments were extensively covered by the media at the time and took on a benchmark status. Their architecture was copied, interpreted, distorted. Large, linear buildings with fencing, urban windows, monumental porches... the repetition of these formal themes was initially well accepted. Later on, however, the frequent problems pertaining to the joint ownership of the buildings no doubt contributed to the negative connotation of their architecture among the general public.

From 1986 onwards, the GCVN sought to strike a new sociological balance among the population of the new towns: greater supply of non-subsidised, or even up-market housing units, and a restriction on subsidised home-ownership loans. Private developers began to build in significant proportions while the share of social housing declined.

The Epamarne allowed developers to choose their own prime contractors. Some of the architects were therefore replaced while many of those who had begun their careers here moved to a different area of commissioning, that of regional public facilities, resulting directly from the decentralisation Act instigated by Gaston Defferre in 1982. They ended up specialising in public commissioning organised by an increasingly closed and elite system of competition which helped to create the heroic designer-architect figure totally above the laws of the free market.

The first gap is therefore above all chronological: public and private productions are not contemporary and the switch dates back to 1986-1987. At the same time, the government and Disney signed the agreement that triggered the development of sectors 3 and 4. The team at the Epamarne was also replaced with a group in favour of reverting to "classic" urbanity; some of the developers' architects drew substantially on a post-modern historicist or neo-regionalist repertoire, the nostalgic "post-modernity" firmly associated, 10 years beforehand, with the idea of home-ownership, namely through architectural stances taken by Valéry Giscard d'Estaing.

This correlation between architectural trend and type of property investment was reinforced by changes in marketing trends underpinned by safe values. Since the first oil crisis, neither modernity nor contemporaneity had been selling points in real-estate. To developers, major tourism and leisure property operations embody an absolute model of commercial success. More than thirty years after it was opened, the lakeside village of Port Grimaud was still chosen as the example for the design of certain quarters of Cergy-Pontoise or Marne-la-Vallée.

Thus, from the second half of the 1980s, a second gap emerged: while the debate on post-modernism was closed in French architectural publications, its shapes and lines are successfully re-used by private developers. When, at the end of the 1990s, Disney called on the most radical historicist architects of the 1970s to plan the Val d'Europe, the already well-established dividing line between two types of architecture was heightened: one neo-classic or post-modern, for private development, the other more neo-modern for public production.

This demarcation is often interpreted as the second type being "ahead" of the first. The history of Marne-la-Vallée shows that it is more realistic and stimulating to regard it as a fact per se and to study it according to the influence political, social and economic circumstances have had on the redistribution of commissioning among the initiators, then the heirs, of an architectural debate triggered at the start of the 1970s, and whose repercussions can still be felt.

Architectural and urban programming in France. State of the construction and specification of the knowledge and know-how of programming professionals. Analysis of a professionalisation process,

Jacques ALLEGRET, Nathalie MERCIER, Jodelle ZETLAOUI-LEGER,
 ATTITUDES URBAINES (URBAN ATTITUDES)/RAMAU Network,
 December 2005, 2 vol. (233 + 176 p) maps, fig., graph., tabl., bibliogr.,
 PUCA 714 (1-2)

Examining the specificity of architectural or urbanistic construction programming leads to two main themes: firstly the *characteristics of the structures and individuals working in this field*: a heterogeneous population in terms of practices, status and terms of recognition; and secondly the theme of *practices and representations associated with programming*. Two lines of reasoning co-exist: one is “technicist” (collecting and processing information in a specification for the prime contractor), the other is more “managerial” (identification and solving of problems not defined in principle, by means of talks and negotiations between players throughout the project process).

Two approaches are combined, one historical and the other sociological.

Surveys conducted by questionnaire, based on multi-dimensional factor analyses, define typologies of socio-professional profiles, practices and representations.

The main results are as follows:

- Polysemy of “programme and programming”: what is going to be organised, general purpose of a facility, instructions to produce it.
 In the 1950s, “programming” took on meaning derived, in France, from economic planning, and in the USA from management of organisations; it then appeared in urban planning and construction around the 1960s. At that time, it referred to making a diagnosis, setting the objectives, defining the ways to achieve them. The opposition between strategy and standardisation emerged immediately: the normative aspect (definition of models to be exactly reproduced) resulting from the programming of collective facilities by central administrations since the 19th and the early 20th centuries is carried by functionalism and the Modern Movement. Yet, in spite of these models (the Dupont grid), the early stages of a decentralisation of skills and concern to connect local problems and national economic issues expressed by the Plan come with the need to take local specificities into account and lead to projected and prospective analyses by multidisciplinary teams in public, semi-public and private urban planning offices. “Programmers” above all see themselves as “urban planners”. Towards the end of the 1970s, some of them who were working for the new towns and seeking a professional identity, created a union: the college of programmers.
- Architectural programming as a professional specialisation: the reform of public engineering (1970) and the law on public contracting (1985) are the second driving force behind professionalisation. They render contracting authorities legally responsible and encourage them to call on the services of specialists. Programming in the project is not exclusive to France. But here its dissociation from the design work is more marked, as is the fact that it is fully handled by the project owners. This is reinforced by the widespread application of the principle of competition promoted by the Government in a context of decentralisation and complexification of local stakes. At the same time, programming takes on a procedural dimension broken down into series of studies on the basis of which professionals and education organise their practices and teachings. As an extension of the programming market (towards 1980), bodies were created to represent, “protect” and bring recognition of these professionals. For some twenty years now, continuing education training courses in architecture have developed: the union of architecture and planning programmists (SYPA) has about a hundred members, few of whom are employees or work in urban programming. In 2002, the union decided to adopt the term “programmist”: but what does this activity mean? Four aspects are weighted differently depending on who you ask: assistance with decision-making for project owners; meeting the needs of project owners; identification of the “needs” of users; means of technically and financially controlling a project. In every case, their desire for recognition of their role as “experts” can be noted.
- An insufficiently complete professionalisation process: people working in programming do not yet form an identified group. They are not all members of the recently created union and holders of the qualification, and they do not share the same professional practices and representations. Five groups can be identified: professionals practising programming “in

chambers”; professionals whose programming work is part of assembly missions and/or operations management; “planners” and experienced professionals inserting programming, or elements of urban planning, into a wider activity of strategy consulting and research; “specialised programmers” in architecture focusing on the production of “programme” documents; “general programmers” in architecture who sometimes come within the scope of project management.

Two professional profiles can be defined:

- The professional who has a “specialist field of expertise”: systematisation, or even standardisation, of the technical approach characterised by a series of studies that are all pre-requisites for the project owner. The professionals concerned are involved once the key objectives of the project have been defined and until the prime contractor steps in;
- The professional involved in the decision-making process, or in the definition of a strategy: their work is done upstream from an operation, beginning with the diagnostic or definition stage of a project, and continues throughout the project.

These two trends can co-exist in certain programming teams depending on how the work has been technically divided up. The professionals having the first profile, who are involved in partial or fragmented missions, seek global consistency in their activity by referring to the title of “programmer”. The fact remains that, in the current context of increasingly complex project procedures, it is no longer sufficient to refer to the public contracting Act, which has been the basis of the programming professionalisation process for twenty years. By accentuating the fragmented image of programming, this reference could even become an obstacle. The difficulties that “programmers” encounter today to define the programming procedure and its general aims, above and beyond their various services, undermine their position in relation to other professionals, and consequently, the social recognition to which they aspire.

Spatial images and urban project,

Enrico CHAPEL, Isabelle GRUDET, Thierry MANDOUL, Thérèse EVETTE,
Ecole nationale supérieure d'architecture de Paris-la-Villette/LET,
October 2005, 180 p., ill., bibliography,
PUCA 705

In this study conducted as part of the "Scale and temporality of urban projects" call for tenders within the programme "The future of housing", the authors have pragmatically followed the construction of spatial images and their use within the "statement action groups" of urban space. They worked on three action groups confronting local groups and guest experts. The local groups are the conurbations of Toulouse and Rennes and the municipality of Montreuil. The experts who interacted with these groups are town planning and landscape architects working in the Paris region. In Toulouse, the urban planning teams took part in the contract to design the Andromède urban development zone. In Rennes, students from the *École nationale de paysage de Versailles* assessed the orientations of the 1994 master plan for Rennes Métropole. In Montreuil, the group consists of architects and landscapers commissioned by the council since the early '90s to complete the town project.

The opposition between the local group and the experts was laid down as a hypothesis at the beginning of the study and was confirmed as work progressed and in a parallel manner in each of the fields. An observation of the spatial images has identified this opposition at two different levels.

First of all, the level of myth, imagination and the values of political positions that gives each situation a specific leaning and forms the true substance of the local group. These elements are strong enough to be described as a "common culture" at work in the building of the player's representations. This work shows that the spatial images are constantly influenced thereby. They reveal and harbour identity values to which the members of the local groups subscribe. The expectations of the elected representatives in particular change the nature of the image used by the experts and can be recognized in the image itself. It is as a result of this display of imagination by the local groups that they give rise to a consensual opinion within the groups.

The second level of opposition is that of the ways in which images are inscribed: whereas the local group plays an active part, with the experts, in building and selecting verbal images, the collaboration is less fruitful during the production of iconic images. The roles of the players are not as limited as we may think. But in the case of iconic images, the exchange seems to be limited to the rejection or approval of the expert's work by the contracting authority.

The verbal images can be shared by all the partners and seem to play two roles. First of all, they are part of the substance of the project conducted by the statement action group. They are actively involved in the process of refining the representation the local players have of their territory and of its transformation. Secondly, they appear to replace the iconic images in exchanges between the practitioners and the elected representatives who easily adopt them. The study here reveals a paradox: while the opposition between practitioners and elected representatives was confirmed insofar as the latter are unequal before the tools and skills of the professionals, these professionals are indeed able to understand the political position of the local group. The practitioners thus appear in a double light: through their role as mediator and their skill as designer.

Family innovation,

Marc BARANI, Marie-Claude CARAES, Philippe COMTE, François GAULIER, Daniel KULA, Nicole MARCHAND, Pierre MAYOL,
 ENSCI,
 December 2005, 134 p., fig., bibliography,
 PUCA 740

In this study, the researchers put forward the hypothesis that the response of inhabitants to the technical macro-systems integrated into the space of flows, comes closer to being innovation than resistance in “tinkered” tricks and diversion against the consumer society. Through domestic experiments, inhabitants introduce new, unknown and innovation-bearing procedures. Once gathered together, this information sheds light on new uses, on the inhabitants’ demands, on the reality of inhabiting, and constitute indicators of changes to come.

The analysis concerned about twenty households in Paris, the Paris region and Lyons, and was conducted through interviews, photo reports and housing plan surveys, by integrating domestic objects and trajectories of use.

Four topics were highlighted:

- *The reconfigurations of space*: individuals rework their household space to adapt it to their needs and external requirements. Three subtopics emerge: the quest for independence, the transparency of housing and the building of a space dedicated to the individual around concrete (furniture, walls and objects) or abstract limits.
- *Small arrangement of objects and their abundance*. This is divided into four subtopics: the weight of silent objects, flow control, cluttering, and attractiveness in the overabundance. Some rather unorthodox practices can then be seen in the use of objects and techniques or across the space. A distant relationship is established with objects, many of which are broken, underused, little or not used. An “excess of objects” raises questions about the way the habitat is taken over. The desire for it to be less cluttered is obvious. This is the “silence of chips” that is potential in the revolution of objects not constantly visible.
- *The individual in the domestic flow* subdivided into two subtopics: the liberation and control of flows and their territorialization. Flow structures both activities and men. The latter are required to respond in programmed manners, and are forced to withdraw from any structure of traditional family or social belonging. They thus invent new procedures of freedom and individual direction.
- *Temporality in the space of flows*: the contemporary individual would not know what to make of the various temporalities spread in a contradictory manner around a given habitat: it is a space smoothed out so that an individual constantly engaged in endless tasks can do them as quickly as possible. Time takes on an unusual form: in terms of flow, time is always temporary, flexible and opportunistic. Individuals try to shape it: new time combining flexibility and accuracy, private time that is no longer confined to a space.

The results re-adjust the angle from which recent knowledge is viewed: ordinary old dwellings used to adapt or improve with time; the type of modern mass housing is well designed and produced but it is adjusted at its lowest, by a different mode of production promoting another way of life in which the technology of the flow is decisive; it invades households without anybody having a say in the matter. But inhabitants sometimes discretely develop novel practices, specific layouts of objects, complex knowledge, original uses, resistance to industrial procedures and to domestic propriety, which establish and protect their subjective territory.

They question the role of the design of these items: designers, manufacturers, distributors, user-consumers and public powers will have to meet, not for a single, fantasy consumer but for specific users. And what if the user were designer? How can one’s ideas be brought to surface around the new everyday life. It would be down to design to reveal the new forms of innovation in the home –a breeding ground for innovation–, to bring out concrete proposals, choose new directions, and have the designer work in new social relationships.

These results lead to suggesting new fields to be explored and resuming the research abandoned in the sixties on the consequences of the overabundance of objects and their programmed

obsolescence. In a context of major technological upheaval, this question is essential. More and more "seamless" and invisible technologies attached to objects, like RFID, could threaten individuals specifically. What are the implications of what could be referred to as "the governance of objects"? The analyses must take political, social, philosophical and esthetical aspects into account. They lead to breaking with the "truism" of the domestic field. Designers must observe more seriously the uses and practices of today which show that the domestic "tag" initiated by the industrial society is demolished, that new forms of inhabiting are invented everyday, that the typologies of domestic matter are far from compliant with the designers' dictates and finally that domestic aesthetics are emerging. They command an examination of new methodological tools such as the plan or map (tool used to represent flows in the habitat oscillating between surrounding static space and live actions particularly in terms of trajectory of use). But other representations are possible, and go beyond a map-based projection.

They lead to practical prospects: the choice of partners such as France Télécom and EDF is not insignificant. The future of the habitat involves a new hierarchical classification of capabilities giving priority to permeability and availability in flows over the issue of developed sites. The envelope must be rethought by considering the individual at the junction of flows in an organic environment, thus with a permanent capacity to evolve. The issue of developed sites only arises at the end by revealing new expectations. The position of the social backer, the project owner of new developments, is strategic when drawing up these new specifications that will foster appropriation by the inhabitant.

Finally, they open the way to extensions of the research which gave rise to exchanges between industrialists and students working on uses and family innovations to invent and suggest a "loop back" in the design chain in order to readapt usage (family innovation) to technological progress (technical innovation). The study was extended to contexts presenting atypical practices compared to the European and French situation, by offering the possibility of networking to foreigner research teams. The AFAA (French Association for Artistic Action) supports the development of the international cooperation research programme and has awarded two grants to the "Family Innovation" research team to launch co-operations with Cuba and Brazil.

Instituting urban expertise in the construction of public action. Urban transformation in Lyons in the 1960s and 1970s,

Fabrice BARDET (dir.),
ENTPE – IEP Lyons,
September 2005, 159 p., plan, fig., bibliogr., biogr. sheets,
PUCA 716

This study has been conducted by a multidisciplinary team comprising researchers mainly from the social science research units at the ENTPE and the IEP in Lyons, as well as those from the UMR 5600 lab of the CNRS (French national scientific research centre). A partnership with a researcher from the CERTU (Centre of studies on transport networks and town planning) was also set up.

The question of inter-professional cooperation is addressed through a historical sociology study of the expertise involved upstream from the major town planning decisions made for the Lyons conurbation over the last four decades.

Recent publications on political sociology are abundant and the angles taken are often functionalist, even when the authors deny this. The practice consists in appointing the parties who are experts, within the public action system, and then in qualifying their activity in relation to the working of the whole public action system. After long accepting the word “mediator”, some people today suggest other categorizations distinguishing for example “agent” and “general” experts, thus moving closer to the vision these players have of the field themselves.

With reference to studies carried out from the beginning of the 1980s, especially those by Laurent Thévenot, the analysis of the “expert form” is considered here as a set of intellectual, financial, institutional and legal investments, which clarify and explain the knowledge built up by specialists or experts in the field considered – i.e. a more or less temporary “immobilisation of form”. The analysis of the limit between science and politics in the field of town planning policies demands attention. We not only try to understand the work of qualified “experts” but also the work done by other players in the field, thus taking the analysis of inter-professional cooperation processes further.

The chosen period of history starts in the 1950s when, in the Lyons conurbation, civil engineers secured a central role in the implementation of urban policies. A “technocratic model” of public action then emerges, forming a point of reference from which to observe the changes in expertise over the following decades.

Researchers went through local archives (government services, technical services of local authorities) covering the end of the 1950s to the 1970s, and talked to the players of that time, few of whom remain today.

The analysis focussed on town planning projects such as the building of the underground, the Fourvière tunnel or the renovation of certain districts in Lyons. The objective was to highlight the various contexts in which an “expert” works, as well as changes in the methods of intervention to qualify the expertise involved: expertise relating to cooperation between various specialists and expertise concerning relationships between experts and financial backers (political or administrative staff).

Such processes of confrontation between experts have been observed along two main lines. The links created as part of such processes between the academic world and the sphere of public action have been characterized. The objective was to go beyond appearances, as in the case of parking policy expertise. The latter played a key role in the historical analysis: although little explained at the beginning of the investigation, it subsequently turned out in the interviews that the number of attempts to establish contact with academic institutions was multiplied.

The advantage of the pragmatic approach to qualify and analyze the technical developments of experts who have worked on formulating conurbation development programmes during the last forty years, is unquestionable. The inclusion of the know-how of the company which built public car parks in the conurbation in the “expertise” category, while it bore no relation to any academic subject, was one of the first stages of the study, and key to its subsequent development. The retrospective analysis into the location of car parks in the Lyons region was thus a sort of reference for the methods subsequently used.

Even if the link with the academic world was not an essential condition for the choice of expertise situations studied, as the previous point shows, the attention paid to relationships with the academic field was one of the main lines of investigation. In this respect, the research has demonstrated how politically legitimising the academic label is. We could refer to the transferable nature of scientific legitimacy into the political sphere. In the extreme case of the company Lyon Parc Auto in which there

was almost no contact with the Academy, recurrent attempts to organize such contact prove the fundamental nature of this link in the long term.

The role of the State was not initially a central issue. It has gradually emerged during the meetings held to report on the research work. Across the different fields, multiple interventions by the State were regularly detected and particularly emphasized its central role in the selection or organization of expertise in construction. This central role of the State in the expertise situations observed should be linked to the refusal of the initial hypothesis that an expertise market could have developed in the context of the decentralized Lyons conurbation, as soon as the law on urban communities was published at the end of the 1960s. It appeared that the expertise diversification processes implemented in the Lyons conurbation from the 1960s onwards did not fundamentally undermine the control the State services had over the public action system. The latter corroborate the hypothesis that a technocratic model persisted in the management of urban affairs.

The expansion of the legitimacy of "probabilistic" lines of reasoning is also a significant result of this research. As it arose in relation to town planning in the area around the Fourvière tunnel, whose management by civil engineers was controversial, it would explain why the traffic modelling promoted at the time by civil engineers, giving a very categorical view of the future, was contested. This hypothesis thus offers an extension of the studies conducted in the 1970s, especially by G. Dupuy, which explained the engineers' failure by the difficulty of securing recognition of any type of modelling (deterministic or probabilistic) in an urban space with multiple interests.

Interprofessionality in public surface transport projects. Missions for the tramway system,
Patrice GODIER, Elisabeth COURDURIER, Olivier CHADOIN,
GRAIN, Ecole nationale supérieure d'architecture et de paysage de Bordeaux,
May 2005, 63 p., app., fig., tabl., bibliogr.,
PUCA 665

For various reasons, the tramway has become a favourite instrument of urban policy, but its introduction also corresponds to a change in professional dominances: traditional engineering is replaced by the need for new multi-disciplinary fields of expertise focused on negotiation. A shift can thus be seen in the respective importance of technique and space, as well as the emergence of new coordination needs and assertive project owners, collective learning of the project and changes in knowledge.

The method used consists in comparing several project situations in Le Mans, Clermont-Ferrand, Valenciennes, Toulon and Bordeaux.

The design phase has been analysed from three angles: the link with commissioning; the question of modes and methods of cooperation between professionals; the methods of controlling the various systems put in place.

The principal results bring to light three project management situations:

- The dominant transport project: the urban project is reduced to a plan to embellish the public space of the tramway. Urban planners and architects have no driving force, the engineers have full control of the design phase (the engineers are agents of the group);
- the tramway project is both a transport project and an urban transformation tool: in this case, the prime contractors can be hired through separate calls for tenders. This situation is not risk-free as it can give rise to competitive cooperation between the different parties;
- the transport project and the urban planning project have previously given rise to a long process: this situation has enabled the players to engage in collective learning of the field. It implies a scheme of coproduction and self-regulation of the cooperation process.

The first two situations require a firm project owner which, throughout the process, ensures the balance is maintained in the project management. The owner, or contracting authority, may be required to handle any conflicts arising as a result of different visions of the project, as each party seeks to promote their point of view, their capabilities and their know-how.

Three methods of group work thus emerge:

- acculturation by contact: this is a first cognitive method, corresponding to the way in which each group of players addresses the problem posed, gradually defines its scope of action, introduces its methods and procedures that will enable it not only to position itself in the process but also to adjust to the other groups;
- convergence and stabilisation of professional positions: this second psycho-sociological method involves accepting the differences and, without losing one's own autonomy, acknowledging the combination of the various inputs. This is a method of on-going negotiation with one aim;
- negotiation and enlarged learning: this third method relates to the organisational characteristics that enable all inter-professional relationships to be managed, with the project owner, as part of the project management and, above and beyond that, with all of the operators involved at some point or other in the process. The aim here is to achieve consistency among the different approaches.

The principal conclusion is the definition of different forms of cooperation:

- the hierarchical chain: the challenge facing the engineers is to keep their domination over all the players. To this end, in addition to the technical skills on which it relies, engineering seeks to expand its scope of intervention to project strategy and management;
- the group or network of allies: this is a form of self-organisation in which the different fields of expertise are involved selectively. In the case of the tramway, this mode of organisation enables the offer to be extended; engineers team up with architects and urban planners and seek to perpetuate these alliances to secure new contracts;
- the composite set-up: this is the poorest form of cooperation and the greatest source of conflict. The different experts are chosen by the project owner which must negotiate with the prime contractor while the latter constantly seeks to assert its own competence and autonomy, not only as part of the project, but also with a longer-term view to obtaining recognition;
- functional integration: this fourth form, which is not currently found in French tramway projects and is based on the Anglo-Saxon model, could eventually disrupt the French market and pose a challenge to all those involved in project management in international tramway markets. This is the turnkey form of functional integration, encompassing all fields of expertise in engineering and urban planning.

Station-places in the present-day town: a new articulation of spaces with structuring value,
 Cristiana MAZZONI (dir.), Valérie LEBOIS, Albert LEVY, Panos MANTZIARAS,
 Ecole nationale supérieure d'architecture de Paris-Malaquais/ACS,
 December 2005, appendices, maps, plans, photo, bibliography,
 PUCA 693

In response to questions raised about the tools and methods used to produce present-day towns, the authors defined the station and its area as the central focus of their research. Today, the station does indeed appear to be regaining strong structuring value both in the dense parts of town and in the urban fringes and the territory. Seen both as a "connection hub" and a "threshold space", the station provides a complex linkage between collective places located at the meeting point of several scales. How is this question currently taken into account in France by the different players involved in the design or restructuring of stations and station areas? What are their stances and project methods? How do the spatiality and functional mix of the station-place and its networks qualify their surroundings in the general context of deindustrialisation and competition of cities/towns in Europe? How does the French example differ from that of other European countries? What are the representations and practices of users in relation to these new places?

To answer these questions, the researchers first examined the French and European debate on the development of new centres of communications and exchange and on their capacity to create new reference points in the town and the territory. They then focused on the location of the station-places in the development of Paris and the Ile-de-France region, by taking into account the political decisions, debates and ideas that emerge from the different urban planning documents during the last hundred and fifty years. They finally analysed three major projects of new station areas in the Paris region by putting them in geographical context in the metropolitan area: the central town, the inner suburban ring and the outer suburban ring. The first two stations are situated in the core of Paris: i.e. Austerlitz station, an element of the major *Paris-rive gauche* urban development zone project, and the *RER B* (rapid-transit rail system) station *La Plaine-Stade de France*, which is part of *La Plaine* project. The third example is located on the High speed train line of the large East belt of the capital, connected to the central town by the *RER A* network: i.e. the High speed train station *Chessy/Marne-La-Vallée*, in the centre of the new *Val d'Europe* area. These three examples are interesting as they relate to three founding places of the Paris metropolis: its consolidated centre, its more or less dense and disorderly peripheral conurbation, and its loose territory on the edge of the department. At the same time, they symbolize the current transformation of the station into a new intermodal transport hub where local and global transports meet.

The analysis of these projects highlighted several innovative elements in the town production process. Concerning Paris and its region, these innovative elements differ according to the size of the territories and are closely linked to the local political powers in place. In this diverse system of town production, and unlike the experience of other European countries or other cases in France, the authors noticed that the stations do not totally fulfil their role as strategic levers of development: other facilities are promoted by planners and developers (BNF, Large Stadium and Disney Land Park). In spite of their complementary position, they keep a certain structuring value of centres in urban planning, economic and social terms. This structuring function tends to favour the global scale over the local scale. Conflicts of temporality and interest between the SNCF and the planners, along with the presence of a strong structure -such as the AREP which has the monopoly on projects for large stations and multimodal hubs in France- seem to prevent the station from becoming -to everyone involved- a major project capable of delivering quality solutions to the different scales in question.

Single-family house, architecture, urbanity,

Guy TAPIE (dir.),

Editions de l'Aube,

November 2005, 253 p., fig., ill., photo, notes, bibliography,

PUCA 619

It seems that the 'House-garden-housing estate' triptych will never go out of fashion. It is anchored in the imagination of French society and sustained by the real-estate market. But, in spite of its vitality, questions arise about its capacity to allow for transformations in lifestyles and to conciliate individualism and life in society.

The urban shapes generated, the banality of design and integration into the environment, as well as the exurbanization and the prohibitive cost of single-family housing (land, collective services) are particularly criticized. Other remarks target the market operators who transform a myth into a standardized commodity, even though the last years of the 20th century saw several changes.

This collective work has been produced under the scientific supervision of Guy Tapie and contains articles resulting from research financed by the PUCA as part of the invitation to tender on "single-family house, architecture, urbanity" within the programme "the future of housing". It offers an analysis of "this classic triptych" and of its changes, as studied by different specialists, architects, town planners, sociologists and economists.

Four focuses were chosen to present these studies: uses, architecture, territories and markets.

USES

The house brings an original style of life and faces changes that combine the centrality of aspirations for wealth and social advancement with the increasingly marked development of inhabitants' individuality. The transformation of family structures, the diversity and instability of residential trajectories render settlement plans less readable. Changing practices and expectations (demand for spatial quality, relationship with nature, integration of new communication technologies) create more sophisticated demands in terms of the qualities of housing. An update of these studies reveals some major changes, although it does not encompass every facet of the condition of post-modern man.

ARCHITECTURE

The genesis of social and architectural representations of the house confirms the importance of this spatial and social archetype in our society, identified as "the prefabricated traditional house". This historical knowledge is based on an analysis of architectural debates that are often heated and sources of conflict. Within the scheme of the social, economic and cultural conditions of production, this analysis puts the frequently raised opposition between the learned and the popular into perspective. An analysis of the experience of some important architects in the design of mass housing combined with the criticism of inhabitants, opens up promising pathways for challenging this bipolarity. Along the same lines as these representations, the architecture of the house is strongly influenced by regionalism. Its history dates back to the roots of an ideological construction intimately combining architectural and identity issues. Filtered by merchandising, regionalism has become a label that covers a limited formal vocabulary bearing a false identity. There is no shortage of critics to hound "these poor pretences of [regional] heritage" and to reprove the abusive use of local history.

TERRITORIES

The idea of developing the city/town with areas made up of detached houses meets with some success among architecture and urban planning professionals. Two main lines of criticism targeting single-family urban development justify this position: the anarchical spreading of houses over the territories or, conversely, the creation of residential enclaves or closed villages. In both cases, individuality overrides collective life, the idea of living together. The social and cultural argument is akin to an economic argument. The scattering of single-family houses incurs costs (in equipment, services, networks, land) that are regarded as prohibitive and increasingly less affordable by public authorities. The analysis of areas dense with single-family housing shows the unrecognised or ignored potential of such residential housing complexes. It is therefore possible to maintain the individual

nature of the detached house and to develop harmonious collective life at the same time. The house and groups thereof are thus attributed a forgotten quality: urbanity.

MARKETS

As far as home ownership is concerned, opinion surveys on the desire of households for their dwelling constantly show that the detached house is among the preferences of French people. The fact that several generations of inhabitants have adored houses explains their longevity to some extent, but the organisation of the supply in the '70s contributed to it by considerably increasing the market base: democratisation of ownership, sale of models, and support from public authorities. Those currently operating in the market are faced with new conditions of action: shortage of land, criticism of single-family house urban development, competition from old houses needing renovation, practices of new customers.

Particular attention is paid to two key professional figures in the market - the builder and the architect. Their confrontation and opposition underpin the history of this market and its current stakes. They differ from one another through their practices, stances on the customer and his needs, their vision of architecture. However, the circle of market players cannot be reduced solely to these two operators and the importance of the long production lines involving many protagonists (notaries, councillors, developers, builders, surveyors, prime contractors and tradesmen) cannot be played down. The complex structuring of current markets in which public authorities are one of the vectors of change in supply must be given consideration.

Project owners, prime contractors and companies: new stakes for project practices,

Jean-Jacques TERRIN (dir.),
Editions EYROLLES,
January 2005, 198 p., fig., plans, bibliogr.,
PUCA 595

This collective work by researchers and practitioners in various fields is the fruit of the research programme "Project Practices and engineering" initiated in 1997-1998 on the basis of seminars and other operations conducted at the PUCA, namely: "Project owners and commissioning", study groups working on project management, work done as part of the RAMAU "Réseau activités et métiers de l'architecture et de l'urbanisme" (*Network of architectural and urban planning activities and professions*). It strives to answer the following question: "how do the engineering professions influence architectural and urban project practices and how can the evolutionary phenomena be studied?"

Rather than breaking down the different fields of project engineering according to the party responsible for them (the project owner or the prime contractor) or by the types of issues they involve (land, space, finance, urban or project management), the study has been structured around a sequence of three key stages in the project lifecycle:

- programming,
- design,
- implementation.

The testimonials are organised on the basis of three key themes: changes in the system of players as seen by practitioners, changes in project practices analysed by experts and enhanced with opinions of specialists, and developments in new technologies.

Expertise in the preliminary stage of architectural projects and, further on, a more in-depth study of the notion of programming, explore the knowledge and know-how specific to this stage and which are exported to other stages in the project, thus providing a global vision.

The interactions between architectural design and production design led to a study of the changes in prime contractors' practices and the conditions that foster interaction between these practices and production. How do these changes affect the roll-out of the project, the design processes, the upward movements from production to product design and downwards from product design to production?

Project management engineering, new technologies and the meaning of the project address the issue and the instrumentation of project management through two questions put to prime contractors. How are they coordinated in the project tasks and how do they integrate the different points of view concerning the project?

At three seminars in 2001 and 2002, numerous researchers involved in these studies were able to present the results of their work and to explore significant case studies together. This gave rise to a comparison of the participants' views of changes in practices and identified key factors of such changes. Three works, published in 2003, and a conference, present the results of this research.

This work is therefore a synthesis designed to inform professionals as well as members of the academic and research community of these works that are rich with complementary, sometimes converging or contradictory opinions of professional transformations, the stakes of which are difficult to grasp and many options of which are constantly evolving.

Deliberately devoid of any conclusion, this restitution is a collective contribution designed to fuel the still very open debate on the changes currently occurring in urban development and building professions, rather than being a comprehensive survey.

Multiple residence and peri-urban development: a rural utopia,
Nathalie ORTAR, Luc BOSSUET,
University of Paris X,
July 2005, 143 p., tabl., bibliography, app. biography,
PUCA 659

The current repopulation of the countryside has a certain number of characteristics: the population is relatively young with children, and these people work in the labour pools of nearby conurbations. This population can thus be described as peri-urban in the broad sense of the term, i.e. a population which does not live in urban areas but has jobs in them. Living in a house seems to be the central point of this quest.

The starting point of this study financed by the PUCA as part of the "Future of housing" call for tenders, was the finding by Pierre Bourdieu that "creating a house is the desire to create a permanent group united by stable social relationships, a lineage capable of lasting like a durable, stable and unchanging dwelling" (2000). But the aim of the authors was also to go beyond this position and this vision of the unchanging house at the origins of the lineage, since the context is marked by residential and professional mobility coupled with a considerable amount of commuting.

Five areas of investigation were selected: two around Saintes, in the Charente Maritime region, one in the Ain department, between Nantua, Oyonnax and Bourg-en-Bresse, one in the mountains, forty kilometres from Nice, and the last one in the Var, halfway between Fréjus and Cannes.

Semi-directive interviews were used as the survey methodology. Ten interviews were held in each area of investigation. This method allowed a set of coherent data to be collected which could then be compared thanks to the use of a common interview grid. The interviewees were also able to talk about themselves and thus provide more personal, biographical data and interpret their personal experience.

The first chapter presents the areas of investigation in detail, along with an analysis of local council positions and concerns. The second chapter addresses housing through the residential history of the families, then the choices the location involved. The different kinds of multiple residence are addressed in the third chapter. The fourth chapter covers the careers of these residents and introduces a gender dimension to better analyze the effect of moving on each of the spouses as well as the forms of insecurity arising from it. Gender is also covered in the fifth chapter about the organization of daily life as a whole: shopping, access to services, childcare, etc. As access to mobility, and therefore a car, is a key factor in the relocation of these families, the sixth chapter analyses the travelling and the financial, social, and mental cost of it. The families that move to those villages are apparently desirous of a better standard of social living, the reality of which is presented in the seventh chapter.

How do new towns contribute to professional urban development practices today?

Nicole ELEB-HARLE, Viviane CLAUDE,
Ecole nationale supérieure d'architecture of Paris-Belleville/IPRAUS, LATTES-ENPC,
July 2005, 68 p.,
PUCA 651

For a time, the public urban development agencies of new towns (EPAVN - *établissements publics d'aménagement des villes nouvelles*) were quite unusual professional establishments, regarded as a great source of change in urban planning practices. They invented tasks, jobs and new ways of proceeding, and their experiments were disseminated. At the time they were created, they particularly integrated the consolidation of multi-disciplinary teams (land management, permanently manned offices, relatively simple decision-making system). Although the legislative framework changed after 1983-1985, it nonetheless compelled different professions to work together constantly from the study phase (the IAURP is still a reference) to the actual development of an urban space.

This meeting is held with a view to acknowledging and explaining some of their contributions and to investigate their relevance now that the various structures in charge of urban development, their fields of activity and the problems they address have changed.

It sums up the results of a certain amount of research conducted as part of the PHEVN and on the testimonials of practitioners who have worked or are still working either in these EPAVNs, or in parallel structures. It is organised in two sequences:

- A totally new encounter between professions occurred in the EPAVNs namely with the integration of technical requirements (hydrology) into large-scale landscaping or the involvement of sociologists upstream from the design of public facilities. What form did this take and what were its effects? What remains of it today?
- Given the changes that have occurred in social demand and the institutional context, have there been any transfers to current urban planning structures? Has there been any capitalisation on experience to mobilise skills (inside or outside the structures) or to manage the design processes?

The answers to these questions are varied. Beyond their territorial specificity, the EPAVNs made a lasting mark on urban planning practices in France. While decentralisation and local political power, different social and economic situations, and new urban issues caused some discontinuity, the continuity thereof is no less obvious: public organisation of collective work is vital to urban development, even if the words or forms of "contract" and "partnership" have replaced the former "inter-disciplinarity".

So, what different forms does this collective work take? They are still shakily comprehended, through various definitions, the term 'urban project management' being recurrent but encompassing numerous services, activities or professions and a multitude of dimensions.

- *Urban project management: a question of cooperation, coordination or steering?* Within the EPAVNs, various well-established or emerging professions cooperated: architects, engineers, landscape architects, programmers, jurists, surveyors, financial experts, "sales people", all driven by a "project", i.e. both by a fixed objective and common requirements (political, environmental, economic, etc.). This cooperation took place within the EPAVNs but also between these organisations and the surrounding structures (SAN, public companies, network operators, government services). But what was and is the meaning of this word today in semi-public companies and the new urban development agencies, as far as professional practices are concerned? What is the content of the exchanges, information, standards, knowledge and know-how, and of the idea of "common sense"? Do those involved speak of cooperation when referring to the contractual relationship between a contracting authority and a prime contractor? Between a contracting authority and its partners? And where does the difference lie between cooperation, coordination and "partnership building"?
- *Urban project management: a question of political control of risks?*

The EPAVNs conducted their work without the question of risks being taken into account. What is the meaning of 'risk', if the term is applied to all the dimensions it can take on in addition to the financial risk? Two combined factors are generally cited by risk experts: hazard and vulnerability. How are these measured? Who identifies them? Who is responsible for them

and how? How are they dealt with? In urban development matters, is it a question, as in the past, of responding by planning, by anticipating and preventing or even by seeking to offset them? To what extent can the information or cooperation systems put in place help to expand knowledge of the situations and the risks taken? What is consciously left as "non-controllable"? To what extent does this risk control have its roots in politics and effectively take shape in the political sphere? Particularly given that local government is no longer the only, nor the most relevant level in urban planning affairs.

- Urban project management: a question of professional competence?

In the 1970s, in the EPAVNs, an 'a-professional', or 'versatile' position emerged, submerged in the complexity of the territorial substratum and its local networks. Today however, the 'project director' is emerging as the new professional figure of urban planning, taking on the key role in a vast set of relationships and competences. It is nonetheless a vague profile, and one that is difficult to identify: to some, "it's hard to find true project directors". It is more an activity than an 'established profession', or possibly a role or an 'emerging job', destined either to disappear, to blend in with existing professional groups or to become established (but on the basis of which qualifications?).

The question typically raised by the constant entanglement of different perspectives is that of the organisation capable of managing a project, the procedures and the aims pursued in urban planning and that of effective practices. While competence is the core question here, it is not unrelated to the fact that these approaches are interlinked in the professional exercise of urban project management. To provide adequate answers to such questions, it would be necessary to consider the entire urban production line today, with all its different offshoots and branches, and all the professional practices it involves, exactly as the EPAVNs were widely, but only partly, able to experience.

Technology and Construction

Atelier de synthèse du programme villa urbaine durable (VUD) : le développement durable à l'échelle urbaine [Coordinating workshop for the Sustainable Urban Villa programme (VUD): Sustainable development on an urban scale]

BOBROFF Jacotte

December 2005, 15 p.

PUCA 698

With regard to VUD experiments (Sustainable Urban Villa operations), the quality of technical, architectural and environmental choices is predetermined by project management requirements, or in some cases by public assistance groups (semi-public companies, urban planning agencies), which act as liaisons with local governments and have the capacity to support innovative programmes. As to local governments, they must demonstrate their commitment to environmental policies and ensure the operations adhere to a "sustainable urban integration approach" whose priorities are consistent with land-use priorities.

Upstream of sustainable architectural projects, it's through dialogue between local governments and project owners that progress is made in areas such as social diversity, functional planning and maintaining interest. When local governments have the opportunity to adapt initiatives to their various urban strategies in a preliminary phase, the projects are far better organised.

Following decentralisation legislated in 2004, 2005 saw the implementation of national measures (social diversity initiatives, delegation of authority) which gave local governments greater autonomy and allowed them to enter into more agreements – objective-centred contracts with longer terms – at various territorial levels. The new focus is thinking big for the medium-term, as stated by ANRU [Agence Nationale pour la Rénovation Urbaine]. But what financial resources will local governments have at their disposal to initiate and manage such projects? And if the same tools are available to everyone, will they have any real use other than as mere political statements?

Urban strategy positions were not well represented in the VUD 1 proposals. This led to a selection of operations which, while diverse and of high quality, did not sufficiently address sustainable development issues, although they did have some HEQ [high environmental quality] targets. The success of these operations depends on effective exchange between the various levels [local, national, etc.] It is therefore relevant to analyse the urban and political contexts that facilitate support for such projects and foster their completion.

Several questions remain:

- How are various urban quality tools (such as regulations, specifically those focused on the environment) used by local governments? What effects do they have on urban forms in the spatial organisation of districts?
- What capacities and skills must local governments develop to keep their social and environmental agendas in tune with property issues, urban development, infrastructure, and architecture?
- How can we promote financing and homeownership, for which conditions are currently not very favourable (higher property and construction costs)?
- Can homeownership in areas facing specific challenges be made more attractive by restructuring space and investing in neighbourhoods?

All these preliminary elements need to be considered at various levels throughout the country, but they should not minimise the role of architectural design quality:

- What site configurations and what forms have proven most beneficial to sustainable development and the implementation of high environmental quality elements?
- What is the right balance between investment in complex morphology and the costs involved, given the available choices and resources?

Colloque européen « Construire avec les sons » organisé à la grande Arche de la Défense les 17-18 mars 2005 [A European colloquium on building with sounds, Paris, 17-18 March 2005]

CLOAREC Gisèle

November 2005, 101 p., ill., charts

PUCA 681

In 2005, the "Construire avec les sons" programme came to a close. It was capped off by a European colloquium bringing together researchers, contractors, project owners, industry groups, etc.

The hypothesis behind this programme is that sound is a major component of space, as is light. The programme's aim was methodological and operational: invent and experiment with new methods for controlling sound in public spaces and buildings, or in housing, so as to obtain a higher level of quality in the acoustic landscape, the architectural space and the urban space.

Amongst the six selected projects, four proposed developing a methodology for acoustic design based on design and construction of experimental spaces, observation of how users behave in these areas and their perception of sounds. Two of these projects have been tested in day care centres and preschools and, after assessment of the teachers and children involved, researchers proposed restructuring the various spaces. Two other researchers developed a diagnostic for acoustic environments encountered daily in cities – in open or closed public spaces. Two final research projects, pursued through experimental work, focused on making a gerontology unit in a public hospital more human and a car park more secure.

The research outcomes were debated during the colloquium; the proceedings are available at PUCA's Internet site: www.urbanisme.equipement.gouv.fr/puca

Confort sonore: synthèse des travaux et prospective [Acoustic comfort: Summary of work completed and future projects]

DAC Communication

April 2005, 50 p.

PUCA 606

What is noise pollution? What defines noise and the nuisance it produces for people? What is the difference between noise and sound? Beyond their technical definition, noise and sound create an acoustic landscape based on daily life, speech and celebrations, but also related to conflicts, pollution and privacy. The human ability to tolerate noise pollution involves several dimensions; there are physiological, cultural, social and psychological factors. These criteria depend on the life history of the individuals involved, their residential trajectory, their physiological state and their social and cultural background – factors which in turn depend on the country and region involved.

Since 1997, PUCA has been conducting research and experiments on acoustic comfort in order to improve space quality through means other than technical and regulatory solutions. The seminar "Acoustique et logement existant" [acoustics and existing housing], the experimental operation "Sonorité tranquillité", and the publication of *Acoustique et réhabilitation* and *L'architecture sonore* are the first milestones.

The operational follow-up to this process took the form of a call for experimental proposals – "Construire avec les sons" [building with sounds] – in 2000. The primary objectives were:

- To stimulate reflection on the consideration given to the acoustics of the built environment and on the methods of integrating acoustics into the management of architectural and urban projects.
- To provide the resources for developing quality-of-use in public spaces, transition spaces and private spaces by integrating acoustics into their design, construction and development.
- To promote research which blends knowledge from different scientific and practical fields, even those viewed as opposing (i.e. social sciences, life-sciences and engineering sciences). The goal was not only to promote the cross-pollination of sciences through the exchange of ideas and proposals but also to weave together the practices by encouraging the formation of teams including developers, builders, engineers, sponsors, industry representatives, designers, etc.

Six projects were selected by the jury. The research and discussions were then carried out within PUCA's sociology division; the study in question summarises the outcomes.

Construction en béton cellulaire [Aerated concrete construction]

SALAGNAC Jean-Luc

CSTB [Centre scientifique et technique du bâtiment]

December 2005, 13 p., + 9 ann., fig., tables

PUCA 704

Patented in Sweden in 1920, aerated concrete is not a new material. It was developed in various ways in different European countries. Widespread in Poland, Germany and the United Kingdom, its use has remained limited in France.

However, the intrinsic technical performance of aerated concrete makes it a construction material with valuable thermal properties and the capacity to improve work conditions. Its relative lightness is an undeniable advantage in terms of reducing physical strain. Furthermore, reduced wall weight (density 400kg) makes it possible to build on a wider range of terrains.

To take advantage of these strengths, the design of the structure must take into consideration the "domain of excellence" of the material; this requires close contact between industry representatives and architects, as well as input from the latter.

The project initiated by XELLA THERMOPIERRE (aerated concrete manufacturer) and LOGI-OUEST (low-rent housing management) had a threefold objective:

- Develop a set of technical and organisational procedures that could be reproduced (and disseminated by XELLA) in order to guarantee cost and time management for the building of single-family homes using aerated concrete.
- Collect and analyse data from experimental worksites in order to improve the dissemination of this construction technique.
- Use these experiments to complete the data needed to assess the environmental impact of aerated concrete, a natural material which is produced in factories without toxic discharge, resulting in clean worksites.

This report presents the results of these efforts.

Construire avec les sons [Building with sounds]

TOUSSAINT Jean-Yves (ed.), ZIMMERMANN Monique (ed.)

INSA Lyon

February 2005, 118 p., fig., tables, bibliogr.

PUCA 617

This work is a summary of the experimental research outcomes following the call for proposals entitled "Construire avec les sons" which PUCA initiated in 2001. Six research teams were selected with the goal of stimulating reflection on built environment acoustics and how to integrate acoustics into the management of architectural and urban projects. The primary objective was to provide the resources for developing quality-of-use in public spaces, transition spaces and private spaces by integrating acoustics into their design, construction and development.

Research project 1: "Du confort global au confort sonore dans les écoles maternelles" [from overall comfort to acoustic comfort in preschools] – Aims to define the acoustic environment that a preschool must provide to fulfil its socialising role.

Research project 2: "A l'écoute de l'hôpital" [in touch with hospitals] – Also strives to define the acoustic environment by examining the types of environment associated with every category of space.

Research project 3: "Qualité des ambiances sonores liées aux usages des établissements d'enseignement" [quality of acoustic environments in educational institutions with relation to use] – Attempts to define a pragmatic means for improving consideration of acoustic dimensions in future construction projects (secondary schools mainly).

Research project 4: "Lyon Parc Auto" [semi-public company which manages the city's car parks] – Experiments with an acoustic production protocol based on the work of a composer. The method was in large part inspired by the lighting experiment conducted in the company's car parks, with very positive results in terms of customer satisfaction.

Research project 5: "Caractérisation de l'ambiance acoustique par reconnaissance sonore en situation d'immersion" [characterisation of the acoustic environment by sound recognition in immersion situations] – Based on the finding that the typical results from research on architectural and urban environments can be translated into computer models predicting the unique acoustic behaviour of a given space. The goal is to address the models' weaknesses by integrating the usage dimension – that is, how users behave relative to a space's acoustics.

Research project 6: "Articulations, limites et inclusions: archétypes et prototypes sonores" [articulations, limits and inclusions: acoustic archetypes and prototypes] – Based on the idea that movement, choice of location, modulation of acoustic production (voice, actions), the tools sound offers for representing time and space, and the potential action which can thereby be deduced are all means of orientation directly linked to the acoustic environment (for both reception and production).

Taken together, these projects reveal two major research orientations:

- The first orientation guides those projects which attempt to objectify invariables in the various relationships with acoustic environments. Causes can then be identified; once understood and described, they no longer stand in the way of anticipating and assessing uncertainties. This research therefore distinguishes between acoustic production and reception, defining reception as the process of qualifying production (i.e. a qualitative judgment about the acoustic environment).
- The second orientation guides those projects which are based on the singularity of anthropic situations: all acoustic environments have a context (which is another way of saying they situate an activity or sequence of activities). Consequently, the acoustic environment proceeds from the environment created by action, deriving its meaning from activity to the extent that this activity stimulates both acoustic reception and production.

Démarche expérimentale Habitat Contemporain HQE [An experimental project focusing on environmental housing]

MOLINIER Anne

Conurbation of Plaine Commune

November 2005, 52 p., plans

PUCA 687

To deal with the insufficient production of quality housing for new homeowners and significant demand in the region, the conurbation Plaine Commune has embarked on a partnership with PUCA to spur the completion of several single-family housing projects in urban locations.

The first step involves conducting an in-depth analysis of the site at various levels: plot/Parisian region (macroscopic); plot/conurbation, city, district (intermediate); and plot/street, immediate vicinity (local). This analytical approach addresses various urban, architectural and social aspects related to HEQ [high environmental quality] objectives.

The reference grid for this study was prepared by BETREC, which PUCA commissioned to oversee the HEQ approach common to the six projects.

Significantly, five of the six teams have fully embraced this environmental approach. The promoters seem receptive to ecological arguments and will incorporate them into their selling points. However, environmental added value has a cost they are not always willing to pay.

Despite the difficulties, it should be noted that a change in behaviours has occurred; those involved are more respectful towards one another. Combining diverse strategies can help in breaking away from the constraints of an anonymous, fragmented city where the typologies, the morphologies and the residents are at odds with each other. This approach aims to contribute modestly to opening up new democratic avenues based on dynamic knowledge and creativity. It will be tested on a sample estimated to include over 200 homes in all.

Enjeux, méthodes et caractéristiques des innovations sur les chantiers du bâtiment : le cas du Palmarès de l'innovation [Challenges, methods and characteristics of innovation at building sites: PUCA's innovation competition]

SALAGNAC Jean-Luc

CSTB [Centre scientifique et technique du bâtiment]

July 2005, 23 p., ann., ill., tables, fig., bibliogr.

PUCA 616

In the construction industry, as in all areas of business, there is a constant need to adapt. And like other industries, construction meets this demand through innovation.

Amongst the categories of innovation in construction, process innovation is at the heart of the "Palmarès de l'innovation" – a competition organised by PUCA in collaboration with its professional partners (Le Moniteur, FFB¹, CAPEB², AQC³, OPPBTP⁴, L'Entrepreneur, ADEME⁵). The competition is open to technical and organisational innovations with such aims as increasing productivity, improving safety, and enhancing work conditions or the worksite environment.

Although difficult to assess, the impacts of such innovation are significant. Authors have discussed them for many years in various studies on innovation in construction. Innovation plays a role at the worksite and is primarily driven by performance improvement (productivity, safety, work conditions, organisation of worksites and business services), regulatory changes (mainly concerning safety and the environment) and the desire to develop new markets. These driving forces are obviously interrelated.

With regard to the organisation of innovative projects, the analyses reveal that they lack structure despite the existence of entities providing assistance and support (ANVAR⁶, RDT⁷, etc.) A context that promotes innovation is an important part of these initiatives. The personality of the individual leading the effort and the overall management approach (use of training, competitions, etc. as drivers) play a role in establishing such a context.

The innovations entered in the "Palmarès de l'innovation" are directly related to the daily workings of construction sites and are rarely intended for commercialisation, although some eventually enter into direct competition with industrial innovations.

In these cases, the new ideas amount to product innovations whose development requires alliances or partnerships with other stakeholders.

There are also several service innovations which are mainly centred on the relationship between businesses and project owners (monitoring progress, project management, etc.)

The "Palmarès de l'innovation" involves a very small number of businesses relative to the construction industry's size, but after only three years it has been able to provide an anchoring point for promoters of worksite innovation.

¹ Translator's note: Fédération Française du Bâtiment

² Translator's note: Confédération de l'Artisanat et des Petites Entreprises du Bâtiment

³ Translator's note: Agence Qualité Construction

⁴ Translator's note: Organisation Professionnelle de Prévention du Bâtiment et des Travaux Publics

⁵ Translator's note: Agence de l'Environnement et de la Maîtrise de l'Energie

⁶ Translator's note: Agence Nationale de Valorisation de la Recherche

⁷ Translator's note: Réseau de Développement Technologique

Guide pratique. Salissures de façade : comment les éviter ? Exemples de solutions techniques
[Handbook of technical solutions for façade staining]

GENEL Flora, BLANCHARD Nadège, RUOT Bertrand

CSTB [Centre scientifique et technique du bâtiment] – Ecole Centrale de Lyon

October 2005, 61 p., ill., bibliogr., index, glossary

PUCA 768

This handbook is intended for all professionals – from project owners to contractors, from architects to building managers – who are concerned about maintaining the beauty of their buildings and built assets over the long term.

Due to their exposure to atmospheric pollution and substances produced by micro-organisms, building façades tend to gradually accumulate grime. Depending on how quickly the resulting stains appear and develop, façade refurbishing is required at more or less regular intervals and may be costly.

However, the mechanisms behind the spread of façade stains are well understood and depend to a large extent on a building's architecture. They can thus be reduced if their development is anticipated from the design stage.

This handbook reviews all façade elements to assess common stains and suggest technical solutions to prevent or correct them.

It was created in close collaboration with the engineers of the linings and exteriors department at CSTB and with the assistance of Flora Genel, an engineer at École Centrale de Lyon. It is based on research funded by PUCA.

Lyon Parc Auto. Circulation [A research project at Lyon's car parks, managed by Lyon Parc Auto]

BLANCHARD Didier, GRAND Gilles, VERNEY-CARRON Georges

SYNESTESIE Acoustique

May 2005, 41 p., ann., fig., tables

PUCA 656

Since 1990, the car parks of Lyon have served as a laboratory of architecture in public spaces. Lyon Parc Auto, the group managing the city's parking, is working towards making their car parks more comfortable and "human" through these *in situ* experiments and exposing the public to contemporary art. Research has already been conducted on light, signage, architecture, design and olfactory elements, as well as on integrating artwork by well-known contemporary artists.

The research and experimentation team recently began working on acoustic elements in coordination with various actors at Lyon Parc Auto and the architectural firm Wilmotte & associés, as well as some technical consulting firms. The team made an audio recording in the car parks and conducted an acoustic study and a sociological investigation – before and after their intervention.

A constructive strategy for establishing the minimum level of acoustic quality for all car parks was defined from specifications which included four guidelines for an overall quality approach:

- Provide more comfort to the user.
- Maintain homogeneity from one car park to the next.
- Manage time: Acoustic design can and must provide the chance to create a purely temporal dimension related to the architectural space.
- Study the question of whether music should systematically be played in public spaces.

The first projects involving sound were carried out at the "Cité internationale" car park with the help of an acoustic artist. Three months after the car park opened, the artist adjusted the acoustic programming to meet the expectations of the public. Now users consider the music to be perfectly suited to a car park.

Mission de coordination technologique [Technological coordination mission]

BOURDEAU Luc

CSTB [Centre Scientifique et Technique du Bâtiment]

June 2005, 38 p., ill.

PUCA 652

In January 2002, the European Commission launched a thematic network entitled E-CORE (European Construction Research). The overall objective of this initiative is to promote the development of European R&D networks so that efforts are more coordinated, R&D results are disseminated more rapidly and there is fresh energy behind R&D activities, generating real innovation for the construction industry. E-CORE aimed to become an electronic point of entry in Europe for obtaining information on the state-of-the-art in construction and the status of R&D in this field.

In concrete terms, the activities of the E-CORE network mainly involved:

- Developing an Internet portal for European construction R&D.
- Collecting information on R&D requirements in this sector.
- Defining a research agenda at the European level.

CSTB's participation in this network, with PUCA's support, essentially involved the first objective, which it oversaw. However, CSTB also contributed to the third objective, notably the development of the E-CORE "strategy". As specifically regards PUCA contract activities, CSTB also:

- Helped set up a European technical platform for construction.
- Helped set up a similar platform for the French construction industry.
- Developed an information system for European calls for proposals which was aimed at French R&D players in this field.

This report presents the major results of these activities.

There have been profound changes in the last few years in how the European Commission integrates construction industry challenges into its R&D activities. The 5th Framework Programme brought success in numerous areas, but FP6 had several unfavourable components (priorities, size of projects, importance of the ideas of breakthrough and high-tech, requirement of strong implication by industry groups, etc.) With constant and coordinated efforts by networks such as ENBRI (research organisations), ENCORD (large construction companies) and ECCREDI (families of stakeholders), the sector is in the process of restructuring to meet the objectives of the European Research Area and the Lisbon/Barcelona recommendations. The major results so far are as follows:

- The E-CORE project, now completed, laid the groundwork for the development of European R&D networks by defining a global strategy and offering a portal for construction R&D in Europe.
- The European Construction Technology Platform or ECTP (with Bouygues presiding over the High Level Group and a Secretariat at CSTB) has been very active. Thanks to E-CORE's achievements, it's in the process of defining a Strategic Research Agenda which should guide the organisation of construction R&D in Europe over the coming years.
- The first network of financial backers and/or managers of national R&D programmes (ERABUILD) has been set up around the theme of sustainable buildings.
- A French platform, bringing together the main R&D players in France, has been organised to monitor/contribute to the research of ECTP, and to position/coordinate French initiatives within the European landscape in the years to come.

Objectifs et méthodes de la recherche et de l'expérimentation dans le champ de la construction
[Objectives and methods of research and experimentation in the field of construction]

GUEYFFIER Marie-France

January 2005, 40 p.

PUCA 599

PUCA is approaching a new stage for investigations related to construction and the production economy. In its objectives as well as its methods, PUCA must consider sustainable development issues with long timelines. Tackling these issues and assessing the effects of this action will require new tools. More than ever before, the urban, architectural, technical and building dimensions will be explored as part of a cooperative effort.

Construction research and development takes place in a changing landscape involving the following elements: the PUCA-ADEME [Agence de l'Environnement et de la Maîtrise de l'Energie] partnership which has set 2010 as a target date, the research programme PREBAT, the foundation project on construction and energy, the European network **ERABUILD** on sustainable building, the French technological construction platform BTP and preparations for the 7th Framework Programme for Research and Technological Development.

To be efficient, technical R&D must consider socio-economic components such as the capacity of those involved to act on innovation, which encompasses providing the resources for training/certifying employees in various fields. Another component is users' acceptance of new products or services, something which PUCA is committed to studying in its various programmes.

Concerns about sustainable development are becoming increasingly resonant, and existing buildings as well as those planned for the future play a vital role in the commitments made by French and European governments. All those involved, including building users, are being called upon to change practices at all stages: from the design of projects and their integration in the environment to their transformation or demolition, not to mention project management, worksite organisation and uses.

This study analyses research themes and methods, paying particular attention to the problem of sustainable development. It's based on interviews with professionals and experimental research directors, and on a review of documents and outcomes from earlier PUCA programmes. It concludes with proposals for new research areas and methods.

Publications techniques et stratégies éditoriales du Plan Construction au PUCA (1971-1988)
[PUCA'S Construction Plan (1971-1988): Technical publications and editorial strategies]

LAMBERT Guy

CNAM

June 2005, 205 p., + ann., ill., charts, bibliogr. ref.

PUCA 677 (1-2)

Launched in partnership with the CDHTE (centre studying technical innovation and its impact on the environment), this research aims to inventory and analyse the technical publications of the Construction Plan up to the 1998 creation of PUCA, whose editorial policy should be based on its structure and its missions. How do these publications reveal PUCA's aims, and what role do they play in its areas of activity? This study of PUCA's publications not only examines the subject matter and content (text and illustrations); it also explores form and means of production.

The variety of publications generated by PUCA is one of the areas particularly well explored by this research. The study of the corpus reveals the breadth of editorial genres (research reports, experiment assessments, calls for proposals, proceedings, practical handbooks as well as programme descriptions and progress reports) and their relative roles and significance.

Following an explanation of several methodological points (Chapter 1), there is a presentation of the historical landmarks leading to the creation of PUCA's Construction Plan. This clarifies the organisation's structure and allows a breakdown of its history into periods based on the changes it has undergone (Chapter 2). Its editorial strategies are then covered from a historical perspective, aimed at uncovering its methods and objectives since the 1970s (Chapter 3). Referring directly to the corpus of technical works inventoried, an analysis of the various types of publications examines their characteristics and relates them to PUCA's actions (Chapter 4). The comparison of two finalised programmes set up in 1982-1983 – Habitat 88 and EVMB (focusing on employment, particularly construction jobs) – attempts to distinguish between differing viewpoints (one could even speak of "philosophies") regarding dissemination and publication (Chapter 5). Finally, the study's organisation by technical area makes it possible to determine, for each subject type, the number of works published over the years (Chapter 6).

The report consists of two volumes. The first contains the text and annexes (205 p.), and the second provides a printout of the databases (228 p.)

Rétrospective du Palmarès de l'innovation 2000 et 2002 [Retrospective of PUCA's innovation competitions in 2000 and 2002]

BOUGRAIN Frédéric, SALAGNAC Jean-Luc
CSTB [Centre Scientifique et Technique du Bâtiment]
April 2005, 12 p., ann., tables
PUCA 611

At construction worksites, there is a wealth of initiatives motivated by the need to resolve problems specific to each operation. These initiatives often lead to innovative technical and/or organisational methods. But these "daily innovations" have a relatively low profile amongst professionals, and even more so outside the industry, due to the fact that the flow of new ideas is spread over several operations and there are virtually no structures for recording and disseminating them.

With the goal of making worksite innovations more widely known and acknowledging their value, in 1999 PUCA and its partners (FFB⁸, CAPEB⁹) organised a competition called the "Palmarès de l'innovation".

By using the winning innovation projects from the competitions in 2000 and 2002 as case studies, this study sets out to determine businesses' motivations for pursuing innovation and the impact of the "Palmarès de l'innovation", especially in terms of image, partnerships and profits.

Innovation is generally presented as a means of bolstering competitive advantage for businesses. In particular, it's a means of implementing strategies of differentiation (involving costs, performance, services, etc.)

Innovation plays a role at the worksite and is primarily driven by performance improvement (productivity, safety, work conditions, organisation of worksites and business services), regulatory changes (mainly concerning safety and the environment) and the desire to develop new markets. These driving forces are obviously linked and the report brings their relationships to light.

Concerning the competition's impact, the interviews revealed its effects in terms of business image, particularly at the local level. Although the distinction obtained was rarely translated into financial gain, those interviewed did stress the direct impact on business dynamics (increased credibility for internal projects, pride of working for an innovative company).

While the "Palmarès de l'innovation" involves a very small number of businesses relative to the construction industry's size, the success of the first competitions is a testament to the robust innovative activity at construction worksites.

⁸ Translator's note: Fédération Française du Bâtiment

⁹ Translator's note: Confédération de l'Artisanat et des Petites Entreprises du Bâtiment

Villa urbaine durable – Atelier L'économie des projets VUD : rapport de suivi [Follow-up report on the financial workshop for the Sustainable Urban Villa projects]

MARTIN Patrick

BETREC

November 2005, 16 p.

PUCA 735

With the worksite phase of the Sustainable Urban Villa (VUD) programme in its early stages, PUCA plans to continue its efforts through cross-functional studies with enhanced follow-up in some major (though not all-inclusive) theme areas: environmental quality, the urban setting, quality-of-use and the programme's financial outlook.

This report reviews the workshop's debates on the financial aspects of VUD projects. Beyond the initial developments noted above, the results are rather meagre in terms of innovation. The programme is now five years old, and although the corpus of technical and construction-related documents has been preserved for certain operations, there are few records of strategies involving high-tech devices such as heat pumps, geothermal and solar equipment, and other innovative systems referred to in the initial proposals.

VUD programmes have revealed that operations promoting homeownership face major problems. It turns out that the difficulty in this area is not environmental quality itself, but rather the additional investment it implies.

COST OF ARCHITECTURAL QUALITY

No costs specific to architectural quality were identified other than those related to VUD requirements. That is, the programme required an intrinsic level of quality for more complex projects. The forms and typologies developed reflect these higher standards in terms of quality.

COST OF CONSTRUCTION QUALITY

The cost of construction quality cannot be disassociated from that of architectural quality, especially concerning sustainability, exterior materials and construction techniques.

COST OF EQUIPMENT PERFORMANCE

Overall, the additional costs currently observed apply to electrical equipment, the production of domestic hot water and systems such as double-flow ventilation or, in some cases, floor heating.

To deal with the additional costs inevitably linked to environmental quality, projects should be optimised to reduce the financial impact. This would involve:

- Optimising building structures through simplification and exteriors through use of bricks and outside insulation.
- Keeping it simple: Not confusing architectural quality and complexity, and developing a commonsense environmental approach which values architecture-centred comfort over equipment-centred comfort.

Such an approach will reduce the impact of the additional investment required by bioclimatic architecture and exterior insulation, which can then be integrated as quality enhancements at less cost.

TOTAL COST APPROACH

Projects which develop environmental approaches necessitate total cost studies and require a high level of communication between project owners and prime contractors concerning design choices.

Such projects require acknowledged and well-funded study methods, a specific financial approach and systems of subsidisation allowing them to exist and promote the regulatory and industry changes needed to facilitate environmental practices and make them widespread.

Analysing the responses to VUD bid solicitation confirms the relevance of the report's key ideas, which are particularly in tune with the current situation and today's requirements. But such analysis also reveals fracture lines that hinder innovative approaches: the lack of financial engineering and targeted subsidies, the specific strategies for rental housing and homeownership, the need to change tack in engineering, etc.

Villa urbaine durable – Atelier Le développement durable à l'échelle des bâtiments : rapport de suivi [Sustainable Urban Villa – Follow-up report for the workshop on sustainable development at the building level]

NICOLAS FAVET Architectes

November 2005, 12 p.

PUCA 754

This report covers the debates from the workshop on sustainable development at the building level. Initiated in 2001 by PUCA, the Sustainable Urban Villa (VUD) programme aimed to meet the housing policy objectives defined in the law on solidarity and urban renewal: controlling urban sprawl, social and urban diversity in living spaces as well as high environmental quality (HEQ) and energy efficiency in construction.

HEQ: A voluntary approach, but on what level?

The responses to the VUD call for proposals indicate there are opportunities arising from circumstance rather than firmly established sustainable urban policies. We are therefore seeing an integrated and pragmatic blend of HEQ. The proposals are focused on intrinsic architectural and urban quality, but there are few approaches simultaneously combining urban planning, housing and HEQ.

Sustainable urban planning creates potential, HEQ architecture applies it

If high environmental quality in buildings can be a factor in urban quality, there is no doubt that urban quality is and should be a factor in environmental quality at the building level. Examining the various targets of the HEQ framework reveals that many of them have a direct relationship with the urban environment. It goes without saying that the building plot is not the best level at which to implement real environmental solutions.

HEQ is an approach and not simply a tool

The VUD call for proposals focused on sustainable development, and the responses concerning the environment were often limited to the 14 targets of the HEQ framework. There can be no doubt that this formalisation via HEQ is a better way to educate and inform, but it fragments responses and often leads to a loss of overall vision. This means each target can be rethought without bringing the basic project into question; after multiple points have been pared down, however, there is no longer much overall coherence.

HEQ is often merely a technical recommendation

While the projects set ambitious HEQ goals at the outset, they seemed to become far more modest as the projects progressed. It should be noted that prime contractor teams often have a limited vision of the HEQ approach, seeing it as a mere solution-based recommendation added to the project to provide the requisite environmental quality. Consequently these "extra recommendations" are the first to go when costs are cut.

HEQ must be closely tied to architectural quality

In principle, the HEQ approach should be integrated by the prime contractor as early as the programme and site analysis, even before the design sketch. The aspects of environmental quality thus "incorporated" into the broad lines of an architectural project are more certain to survive the entire design phase. At the sketch phase, many of the potential environmental elements of a project are put in place, or even fixed: orientation relative to the sun (free solar resources, natural light), to prevailing winds (natural ventilation) and to the exterior space (views of and from, inertia and use of masks); choice of construction principles (environmental quality of construction products and processes, green worksites, etc.)

HEQ is innovative

There is still an innovative component to the HEQ approach in the VUD programme. This sometimes results in innovative forms and architectural elements which meet with opposition from residents and hesitation from local governments and project owners. Moreover, HEQ uses innovative construction techniques which, although sometimes very simple, generate additional costs. It should be noted that certain techniques used in VUD projects are becoming increasingly widespread (structural clay tiles,

wood construction, etc.) and their costs vary significantly from one region to the next. However, the multitude of innovations for the same operation inevitably means that one is selected over the others.

Villa urbaine durable – Atelier qualité d'usage : rapport de suivi [Sustainable Urban Villa – Follow-up report on the quality-of-use workshop]

Habitat et Territoires Conseil

December 2005, 14 p.

PUCA 721

As the worksite phase of Sustainable Urban Villa (VUD) operations got underway, PUCA attempted to pursue its work through cross-functional studies and a focus on environmental quality, the urban setting, quality-of-use for housing and the project's financial aspects.

How could cultural barriers to new living spaces and lifestyles be lifted?

What could be done to make density acceptable?

In VUD operations, there is still a push to equip housing with considerable exterior space – a yard where possible. This means offering a more rich and diverse living experience and an enhanced relationship with nature compared to multi-unit housing. The VUD programme is increasingly considered an alternative to multi-unit approaches, rather than housing based on the single-family home.

While the objective of VUD is indeed to set benchmarks to make density more palatable and to promote more ecological approaches, use is an important element to consider in project development. In this area, bringing together several households under one roof requires that each first have a certain degree of autonomy.

In order to respect the cultural habits and/or requirements of their customers, VUD project owners chose not to centralise the heating equipment. In other words, sharing equipment is not yet part of housing requirements, even for multi-unit operations.

An ecology of architectural comfort needs to be developed. This is a difficult issue for low-rent property managers, as there is a cap on their rents. As for promoters, they pass the additional costs of an environmental quality approach along to buyers. And even if these new owners save on their monthly bills and often gain in quality-of-use, the time needed to recoup the additional expense is perceived as too long. Consequently, a precise assessment of environmental innovation costs must be carried out far upstream; otherwise, projects might lose much of their original content.

Villa urbaine durable - Rapport de suivi des opérations à Bourges, Creil, Clermont-Ferrand, Digne, Paris XII^e [Sustainable Urban Villa – Follow-up report on operations in Bourges, Creil, Clermont-Ferrand, Digne and Paris XII^e]

BAUDOUIN Bruno (de)

Habitat et Territoires Conseil

July 2005, 5 vol., ann., plans, tables PUCA 682 (1-5)

BOURGES

Progress: 3 building permits obtained in November 2004 (1 for single-owner homes, 2 for rental properties). Work scheduled to begin in September 2005.

OPHLM de Bourges, a government entity, has replaced HLM Berry Sologne, a public limited company, in the management of low-rent housing. The new property overlooks Lac d'Auron and is located close to services and facilities. The basic unit is a wood-frame house, which allows for maximum factory prefabrication and reduces accidents (falling roof/floor tiles, walls, etc.) The houses use passive solar energy, with a sunroom and a roof window that opens to the inside, bringing warm air into the living area during the winter.

CREIL "QUAI D'AVAL"

Progress: Waiting for the building permit to be filed.

The operation falls within the scope of the city's "Grand Projet de Ville" [nationally funded urban project]. Its location is the Quai d'Aval district which covers an area of around 10 hectares. The land is currently occupied by municipal workshops and brownfield along the canal. The district has significant strengths: its proximity to Creil's train station and city centre, the availability of properties partially managed by local governments, and its intercommunal facilities. But the project is blocked by the current occupants' slowness to liberate the site.

CLERMONT-FERRAND "VILLA ESCHER"

Progress: Building permit obtained 14 December 2004. Work began in June 2005.

The site is on a slope facing the expressway. The operation aims to breathe new life into the district, which until now has been removed from the city centre. There are seven buildings, for which the project owner chose concrete and Monomur bricks [structural clay tiles] for their cost-effective performance, along with a U-shaped layout facing the expressway. All the units are handicapped-accessible. In addition to ensuring social diversity, the different apartment layouts also allow for varied uses; the three bedrooms of the four T4 units are "independent", opening directly onto the entryway and equipped with their own WCs (with sink and shower).

DIGNE LES BAINS "LES SEYES: LA VILLA CACHE SON GARAGE"

Progress: Building permit obtained 10 February 2005. Work began during the fourth quarter of 2005.

The city prepared the overall site plan of its ZAC [urban development zone] with the active participation of the VUD team, which used ditches (elevated or dug into the ground) to incorporate runoff water; landscaping and the layout of the plots were organised around this provision. On these 2.5 hectares, SAHLM 04, the public limited company in charge of low-rent housing for the region, proposed building three to four blocks of three-storey single-family homes aligned in rows, producing 25 to 35 units at a time. Situating the garages under the buildings brought out the nobler qualities, especially the public space and vegetation. The peripheral walls are made from Monomur bricks. These are high-volume structures with good capacity, which will translate into savings on heating. Wood is used for the intermediate flooring between the first and second storeys; the balconies and shutters are also made from wood.

PARIS XII^e "LES HOSPITALITÉS"

Progress: Project currently being reworked.

The site of the operation is an industrial building belonging to the Parisian Transport Authority. It's located in central Paris behind a residential building. Its architectural qualities are remarkable and its morphology facilitates conversion into lofts. The hospital has since withdrawn its participation, as it wanted to replace the assisted-living project with a low-rent project targeting nurses. The RATP's own property management company, SEDP, was the only party interested in pursuing the project at that point, hoping to create low-rent housing at its own expense for the RATP population. SEDP therefore requested a feasibility study from the architectural firm Babled, Reynaud & Nouvet to study the possibilities of changing the programme.

Villa urbaine durable – Suivi architectural : sites de Chalon-sur-Saône, Roubaix, Quimper
[Sustainable Urban Villa – Architectural follow-up report on the Chalon-sur-Saône, Roubaix and Quimper sites]

NICOLAS FAVET Architectes
January 2005, 34+36+26 p.
PUCA 620 (1-3)

CHALON-SUR-SAONE "SAINT JEAN DES JARDINS"

Progress: Building permit obtained 22 March 2005. Work began in July 2005.

The project is situated in a ZAC [urban development zone]. It includes two components: homes built on a strip of land measuring 40 metres wide and opening onto a central public space accessible only to pedestrians and service vehicles; and family yards.

An energy/pollution study recommended creating a 4-MW wood-burning stove providing enough energy for 1000 homes. Biomur bricks [structural clay tiles] measuring 37.5 cm are being used for the main rooms and the non-heated areas. The variety of layouts adapt to the specific needs of various family structures (single mothers, reconstituted families, young couples, older people, renters, owners, etc.) and the interior space is well-suited to today's uses (extensive and varied storage space, multi-purpose rooms, security, remodelling possibilities, etc.)

ROUBAIX "QUAI DE MARSEILLE: D'UNE VILLE À L'AUTRE"

Progress: Building permit obtained in March 2004. Bid solicitation unsuccessful.

This project stems from policy focusing on residential restructuring, social diversity and property planning aimed at managing costs. It's part of a development effort to reclaim the banks of the canal in Roubaix Nord's ECHO district using a high environmental quality approach.

Various living spaces and lifestyles are accommodated; there are two-storey single-family homes in rows, town houses in rows alternating between two and three stories, and small two-storey multi-unit structures. The homes contain private spaces like landings and mezzanines, and sometimes two-storey living areas. All units have their own exterior spaces, including a shed, yard or patio. Users can tailor these homes: an office or extra bedroom can be created on the first floor by covering and enclosing patios, and the garage can be converted into a studio apartment on the ground level, with the possibility of a WC.

QUIMPER "LA GALVA-PONTIGOU"

Progress: Building permit obtained 06/10/2004. Work began in June 2005.

This VUD project includes 22 single-family homes in rows, inspired by local typologies. It's based on a bioclimatic strategy focusing on high thermal performance of exterior materials, achieved using Monomur bricks [structural clay tiles]. In winter, the open layout allows the sun to penetrate deeply into the space.

By contrast to the estate-based urban approach, this project gives priority to density and social diversity. Single-owner units and rentals have similar architectural and technical characteristics. Homeowners will benefit from the guarantees offered by the Fédération des Coopératives HLM: a guaranteed home loan, a guaranteed minimum resale price and guaranteed low-rent rehousing.

Villa urbaine durable – Suivi de quelques figures du durable [Sustainable Urban Villa – Follow-up on select "figures of sustainability"]

YOUNES Chris, BONZANI Stéphane, BONNET Frédéric

Ecole nationale supérieure d'architecture de Clermont-Ferrand

June 2005, 98 p., fig., plans, ill., bibliogr.

PUCA 623

This assessment, which examines the problems raised by the Sustainable Urban Villa (VUD) programme, is part of a broader research effort attempting to understand the current and evolving relationship between nature and culture, which have undergone profound shifts over the course of the last century. As pointed out by Hans Jonas and others, changes to this relationship have spurred and necessitated a discussion aiming to establish a new code of ethics, no longer founded on man's domination and control over nature but on synergistic strategies, with the goal of safeguarding our future existence on Earth. To the extent that architecture mediates humans' relationships with their natural environment, it is also bound up in this question of synergy. The architectural improvements developed through the VUD programme and soon to be tested are perfectly aligned with this perspective. They provide an ideal framework for exploring how these new relationships play out, and how these strategies can be implemented. But because they represent a vision not yet realised rather than stable practices, they run up against certain paradoxes arising from our modern lifestyles.

The investigation on these new improvements, or "figures of sustainability", therefore aims to enhance technical and financial follow-up, also taking into consideration the implementation methods of the various repositioning strategies.

Taking as their starting point what many today view as a crisis around interfacing and common space, the authors present sustainable development as the opportunity to move forward, away from reductionistic thinking and a strategy of fragmentation. Their major hypothesis is that the multiple experiments in this area are not only solutions to an existing problem, but also factors that shape the problem and help to define it; hence their term "figures of sustainability" for these new improvements.

The second hypothesis focuses on the project, which is presented as the ideal framework for articulating the various components of sustainability (whether socio-cultural, economical or environmental) and creating ties between the different spheres (temporal, spatial, methodological, etc.) However, this project must itself be sustainable; in other words, it must have a guiding vision. The authors' work thus consisted of identifying this vision and those involved in its realisation.

The corpus includes interviews conducted with certain participants of the three VUD operations in Digne-les-Bains, Ivry-sur-Seine and Quimper.

In order to broaden the investigation's observations and put them into perspective, the architect Frédéric Bonnet was also interviewed. He expanded on the question of sustainability and some of his recent projects, attempting to give shape to their significance by tying together the various spheres. The corpus is also enriched by three recent architectural expositions which highlighted not only the diverse approaches to the overall sustainability question but also the common ground that exists.

The research identified both the territorial and conceptual entities involved and reaffirmed the significance of project proposals while at the same time pointing out the difficulties in achieving harmony between the three dimensions of sustainability. It also underscored the paradoxes central to sustainability and how architectural improvements fit in with diverging trends and requirements. Above all, the research showed that to deal with the numerous challenges encountered in developing an experimental project, it was imperative to have a vision, defined as the driving force behind participants' commitment.

The implicit paradox of the Sustainable Urban Villa appears to be that while it promotes the emergence of new structures, they have problems interconnecting, as each team works exclusively on one dimension. It would be interesting to monitor these connections, which could become criteria for assessing the operations. This would require developing a method to identify them. Furthermore, to the extent that VUD is a concept elaborated in action, the give-and-take between theory and worksite must definitely be reinforced and developed in the future.

Cross-functional Programmes

Etude de faisabilité architecturale et urbaine sur l'îlot Allende – centre nautique de Villetaneuse
[Urban and architectural feasibility study on the area around the Allende public housing estate and the boating centre in Villetaneuse]

Conurbation of Plaine Commune

September 2005, 62 p., plans, colour photos

PUCA 711

The 5th European competition focused on neglected urban areas and how they are served by transport networks ("New Housing Landscapes, Travel and Proximity"). The city of Villetaneuse, with the support of Plaine Commune, became involved with this innovative approach – initiated in 1998 – by responding to the call for ideas for European 5.

The Villetaneuse site embodied all the problem areas around the city centre and its relationship with the Université de Paris XIII campus. It was also the site of an urban renewal project based on developing public transport infrastructure and the university area.

The AUC team [architectural and urban development firm] won the team prize for its project entitled "Corridor anti-Potemkine". In an effort to build on European 5, the conurbation Plaine Commune, which includes Villetaneuse, awarded the winning team the urban and architectural feasibility study.

This study was in keeping with the master plan for Christian Devillers' urban and university project. Its objective was to define the programme elements and their spatial orientation in an area situated between the Allende public housing estate, the community cemetery and the boating centre.

The study involved two phases: an initial assessment phase to define development principles, and a second phase to define the urban and architectural project.

Phase 1: Assessment and development principles

Aware that numerous analyses of the area had already been carried out for Villetaneuse's urban and university project, the AUC team oriented their analysis around the area's strong points.

The site was identified as having "empty spaces" which could potentially be transformed for different uses (loosely or strictly defined), for the students (Université de Paris XIII) as well as Allende residents. These two groups share a space whose borders are only roughly delineated. Hence the importance of balance: how can those involved in the urban and architectural project give more than they take?

The analysis of polarities and empty spaces allowed the team to map out key corridors around which a project strategy or scenario proposals could be constructed; several blocks lend themselves to programmatic themes (residential, university, green/recreational activities, central locations).

Three development scenarios flowed from the assessment and technical feasibility findings. They call for introducing programme elements within the available blocks. These proposals take into consideration the development concerns of each of the active stakeholders. For example, some wanted to keep their property open and unused for the moment; they were primarily waiting for the arrival public transport services (a long-term development objective limiting the programmatic planning process).

Phase 2: Urban and architectural project

The AUC team defined principles of urban and architectural development that lay the groundwork for approaching potential contractors about housing operations that would guarantee real change for the site. The aim was to produce a specifically architectural scale for the three study zones, with the actual capacities of the construction areas and the overall volumes along the light-rail line.

This analysis mainly focused on the zone around the cemetery, the boating centre and the small patches of empty space within the Allende public housing estate (areas with property immediately). In these sectors, along the line of the light rail there are urban and architectural sequences incorporating architectonic elements that could be reutilised.

These proposals were presented on a regular basis (about every two months) to a technical committee called the "project team" representing the city of Villetaneuse, Université de Paris XIII, the departmental housing office, Plaine de France [urban development agency] and Plaine Commune. The validation of these proposals by the mayor of Villetaneuse was essential in initiating dialogue with entities interested in the construction of programme elements. The urban form and the density management meet the lifestyle and housing objectives championed in first-ring suburbs.

Etude de faisabilité urbaine et architecturale pré-opérationnelle – Requalification des îlots Salengro à Marseille. Diagnostic urbain et paysager (T1) ; Simulation des règlements (T2) ; Avant-projet urbain (T3) [Pre-operational urban and architectural feasibility study – Restructuring the Salengro residential blocks in Marseille. Urban landscape diagnosis (T1); Regulatory simulation (T2); Pre-urban project (T3)]

EPA Euroméditerranée

September 2005-November 2004, 3 vol. (139+66+56 p.), plans, colour photos, A3 format
PUCA 713 (1-3)

The ideas presented in this urban and architectural feasibility study were developed between 2003 and 2005, after architect Jens Metz and his project "Lieu de passages" won the European 6 competition in 2001 ("Cities, Architectural Dynamics, and New Urbanity"). The project, which translates as "places of passage", involves the Arenc site in Marseille.

The key challenge of the project was organising the progressive transformation of a neglected area adjacent to the port into a vibrant district blending business activities and housing, and achieving population and usage diversity through a strategy of restructuring existing public spaces. This involved renewing the urban setting in a manner aligned with environmental quality and in tune with the district's identity, influenced by both the port and working-class values. There was also a need for new housing – varied, innovative and capable of drawing new categories of the population into the district, thereby promoting social diversity.

The winning project, which initially concerned three rows of blocks between the port and the inner suburb ("trame Mirès"), is based on what appears to be a modest approach, giving priority to sustainability and "livability", marrying renewal of typologies and respect for urban morphology. As it was impossible to "fix" the city, the project proposed taking advantage of the site's potential and singularity, through a process of progressive transformation-densification at the very heart of the residential blocks. For the outlying inner suburb which is partially inhabited, the project proposed a layout of residential blocks open to the sea and port, with a linking structure to connect the landscaped courtyards with public space.

The objective of this study was to adapt the ideas developed in the competition phase to the site's development as well as the expectations of Euroméditerranée [urban development agency] and the city of Marseille. It also aimed to make an initial feasibility assessment of a future experimental housing programme. The initial competition design involved three rows of blocks laid out from east to west between the port and the inner suburb of Arenc. The study will only focus on the row within Arenc, a series of six blocks situated at the northeastern edge of the Euroméditerranée zone, with an existing built environment partially inhabited and bordered by a historical axis leading into the city (avenue Salengro). So far, it has produced a planning guide, a strategic tool for the sector's progressive urban renewal, as well as furthering development on a series of innovative housing typologies capitalising on the unique topological features of the urban project.

European 5 Jeumont : étude pré-opérationnelle. Renouveau urbain de la ville de Jeumont
[Pre-operational urban renewal study in the city of Jeumont, featured in European 5]

CHELLI Refki, GUILLOT Catherine, PELOSSE Marc, GUYON Carole

City of Jeumont

June 2004, 3 vol., plans, maps, tables

PUCA 654 (1-3)

The two teams of architects – Catherine Guillot and Refki Chelly; Marc Pelosse and Carole Guyon – both of whom received honourable mention at the European 5 competition ("New Housing Landscapes, Travel and Proximity") for the train station site in Jeumont, collaborated between 2002 and 2004 on a conceptual framework for a strategic urban project that builds on the competition projects ("Jeumont, articulations, lignes et vides" and "Jeumont, le nouveau rail").

These projects highlighted the need to make the area around the train station a strong, well-organised cultural and business centre, with reconversion of existing industrial buildings on brownfield and a focus on the planned revitalisation (and thus the potential) of public transport across the Val-de-Sambre conurbation and likewise at the city level. This would create a major public space and reinforce the ties between the train station and the city centre.

The approach was initially limited to the area around the train station, in keeping with the conceptual framework used for the competition, but when this study was published the project was ready to move into an intermediate phase, pending a request from the city of Jeumont and the public interest group of the nationally funded Maubeuge-Val-de-Sambre urban project. This phase was to focus on the development of various hypotheses and scenarios for a new bridge to cross the rail network (former marshalling yard) and the Sambre River with the aim of reducing the divide between the city's northern and southern districts.

With the creation of ANRU [Agence Nationale pour la Rénovation Urbaine], the study was to enter its final stages in 2004, focused on the development of an urban renewal programme covering Jeumont's entire area. This programme was to set forth the different project possibilities in the city's various sectors and explore certain innovative morpho-typological hypotheses on intermediate housing, thereby laying the groundwork for future experimental housing programmes.

Green structure and urban planning : rapport du programme COST C11

COST [European network of cooperation for scientific and technical research]/Thales workshop
December 2005, 438 p., fig., plans, photos, bibliogr. ref.
PUCA 699

Today's city-dwellers increasingly appreciate urban nature, but the growth of cities is putting natural spaces under a great deal of pressure. Along with the size of conurbations, the number of people involved – city planners, managers and others – is increasing rapidly, as is the number of urban development strategies. In this context, the COST C11 Action aimed to facilitate an exchange of viewpoints between researchers, city planners and practitioners, and to broaden common knowledge and language in order to support development efforts.

COST C11 focuses on "green structures". The concept overlaps with that of green spaces, raising questions about ecology and the urban landscape and articulating goals for the future. The projects can take on a wide variety of forms: initiatives focusing on cities' overall appearance, ecological corridors penetrating central areas and acting as green passageways, recreational spaces also used as floodplains or elements of the urban framework bringing environmental quality to new housing sectors.

The participants developed common knowledge by visiting nine European cities presenting major differences, even when similarities exist in their green frameworks. The latter are either organised along rivers – as in Sheffield, Oslo, Warsaw and Munich (industrial reconversion challenges in Sheffield and Oslo, historical significance of large urban parks along the rivers of Warsaw and Munich) or centred on the dynamic interaction between culture and nature (revitalisation of water bodies in Breda in the Netherlands and České Budějovice in the Czech Republic; green and blue networks in Milan and Marseille).

The role of private initiatives (contracts for "green points" in Rome, innovative partnerships in Sheffield) and private green spaces (Marseille) in expanding urban nature has proven just as important as political gestures such as the creation of national or regional parks encircling cities (Warsaw, Milan) or "green fingers" which cut into or encircle the urban fabric (Breda, Munich, Rome, Oslo).

COST C11 also focuses on the following dilemmas:

- Compactness as opposed to urban sprawl: Advantage or disadvantage?
- Should we opt for an integrated approach with a master plan that weaves together the green dimension with the "red" dimension (urban spaces) or should we concentrate all our energy on the unique objective of defending/promoting natural spaces? Which option offers the best results?
- Should we opt for a top-down approach that imposes the "right" vision – that of the most knowledgeable – or give priority to citizen involvement with the ultimate goal of enhanced quality-of-life. How should each type of process be assessed over time?

Three study groups were organised around three themes:

The first group worked from an ecological perspective and analysed the interaction and influence of the existing green components of the urban tissue, examining biodiversity enhancement and ecological roles as well as incentive factors for the creation or amplification of green networks.

The second group concentrated on the various ways in which green structures improve quality-of-life for residents. They mapped out the major steps in creating a city complete with parks and natural spaces, which help combat stress (lowered blood pressure observed in people visiting parks).

The third group focused on the key players in the urban arena, on the approaches, tools and methods they used in the processes of creating, protecting and improving green structures. There are new forms of partnership enabling greater efficiency and, in some cases, the achievement of higher goals through the "greening" of cities. This allows institutions to form agreements with associations (of users

or for rehabilitation purposes), relieving local authorities of tasks they can no longer handle as part of the management or restructuring of a growing number of urban green spaces.

Métropolisation (la) dans l'espace méditerranéen français. Vers un observatoire transrégional de la métropolisation [Metropolisation in the French Mediterranean space. Towards a transregional Observatory of Metropolisation]

JAGER Jean-Claude, PICON Jean, VERRE Ludovic
DRE PACA/Agence d'urbanisme du Pays d'Aix
January 2005, 73 p., ann., ill., fig., tables, bibliogr.
PUCA 658

OBSERVATORY OF METROPOLISATION, A PLATFORM FOR ACTION

The ultimate goal of the Observatory of Metropolisation is to offer a common framework to all those directly involved in development, management and planning at various levels, thereby allowing them to:

- Construct common knowledge of the dynamics at play in various areas so that everyone can situate themselves relative to the overall dynamics.
- Compare these dynamics so as to appreciate their unique characteristics and how they complement each other.
- Identify and assess those innovative initiatives that meet the challenges faced by public authorities as well as economic and social stakeholders.
- Develop appropriate common policies.
- Monitor the effects of these policies with regard to the key themes of the European Spatial Development Perspective and the goal of sustainable development.

NUMEROUS CHALLENGES IDENTIFIED, MANY CHALLENGES STILL TO BE ADDRESSED

The questions and challenges mentioned in this report are based in large part on those identified during the technical committee's work sessions. They fall into three major groups.

- *Challenges of metropolitan areas and their governance.* This investigation refers both to technical and strategic considerations. The former involve understanding the reality of this type of area and determining its boundaries. Regarding the strategic considerations, the leadership of new intercommunal areas have conflicting interests; there is a real desire for cooperation and complementarity between "friendly areas" which is sometimes hindered by the resurgence of competition within and between them. The effects of attractiveness and competition between international metropolitan areas therefore requires the implementation of strategic cooperation over the long term. The upcoming metropolitan contracts open up new perspectives for enhancing the European reach and prestige of French metropolitan areas. Furthermore, the challenges of actually functioning as a network, particularly across the Mediterranean Arc, are becoming clearly apparent enough to exist on an international level, which raises the following question. Is some form of cooperation possible between the metropolitan areas of the French Mediterranean space? As an example, a common and shared evaluation of the large-scale accessibility (e.g. high-speed rail line) would be a positive cooperative effort.
- *Challenges linked to development drivers* are at the very heart of the issue. In land-use projects, the economy, housing and transport are inextricably linked, forming the foundation of local development. These three key competencies – paramount at the intercommunal level – share a common problem: their interconnection. Here more than anywhere else, land constitutes one of the keys to development. The desire for greater control over property, especially how it is used, has led to consideration of alternatives to the model of urban sprawl, which is increasingly criticised. Given the shortages and the widespread inflation in property and real estate markets, the capacity to produce buildable land constitutes a challenge common to all areas between Menton and Perpignan.
- *Challenges related to quality-of-life and social cohesion* are fundamental to avoiding development that comes with "collateral damages" – that is, development which negatively affects living conditions and the environment.

Successful metropolisation not only means providing jobs, housing and transport infrastructure. To remain credible, decision-makers who have chosen metropolitan development for their areas must ensure that quality-of-life is protected and space is well managed, within a framework of sustainable development. They must also fight against phenomena that erode social and territorial cohesion.

POINTS FOR CONSIDERATION AND AN OUTLOOK FOR THE FUTURE

This document makes an initial assessment of the situation and, most importantly, sets forth a concrete conceptual framework accessible to everyone. Metropolisation is a development process which remains poorly understood; defining it more clearly would help plan for future land use. To ensure the long-term success of the Observatory and make it operational, the following steps are relevant:

- *With an eye to sustainability, bolstering the mechanisms for exchange*, experimentation and knowledge sharing, in terms of the dynamics involved as well as the innovative policies developed. The Observatory must create communication tools aimed at making information accessible to all (Internet site, publication of new issues of *Cahiers de la métropolisation*) and at stimulating exchange between all those involved in the understanding, development, planning and management of metropolitan spaces (organisation of seminars).
- *Opening up the field of observation towards the future*. In addition to studying the phenomena involved, the Observatory could focus more on supporting transformations and evolving lifestyles by integrating a forward-looking approach.
- *Broadening knowledge* by enlarging investigations and comparisons involving other areas which extend the Mediterranean conurbation, especially those in Italy and Spain.

Regional land-use development centres

France's regional land-use development centres (PREDAT) are spaces of exchange, debate and action, open to researchers, practitioners, elected officials and operators. They are focused on major land-use issues. They provide an operational dimension to the conceptual process through the sharing of knowledge, which is developed collectively. Defining partnership expectations allows the construction of research themes which are aligned with the national priorities established by PUCA. Resources shared in this manner constitute a precious scientific tool, based on information drawn from real-world operations.

Departmental infrastructure entities and other regional government bodies, with the support of PUCA, are fundamental to leading debates and planning research initiatives targeting land use. These activities result in partnership agreements such as those established with the Maisons des Sciences de l'Homme [research and information centres for the humanities and social sciences], universities and professional associations.

PREDAT research is available at regional infrastructure offices (DRE) and at www.predat.net. There are also links towards certain university websites to complete the information.

ALSACE

The Rhine Planning Association (APR) facilitates interdisciplinary approaches by bringing together geographers, legal specialists, economists, architects, sociologists, etc. It organises monthly meetings at the Cercle Européen de Strasbourg. The APR focuses on the areas of development and economics in its research themes. In 2005, the group studied economics by examining logistics service providers. There is also an exploration of territories and their disparities. The cultural project in Karlsruhe has allowed the group to zoom in on both the history and legal context of this German border town.

AQUITAINE

In 2005, the standing committee on urban planning and development (CPAU) focused on methods of public policy management – by organising a conference around the participation of residents – and on the construction of networks bringing together stakeholders of diverse backgrounds around a given territory and a common set of objectives.

BOURGOGNE

Among other things, the PREDAT of Bourgogne initiated a working seminar involving the university, the research community and the Ministry of Infrastructure. The event focused on the three themes: territorial knowledge, housing and urban policy, the environment and sustainable development. For the Maison des Sciences de l'Homme (MSH), the goal of this initial seminar was to make a scientific contribution to the construction of the Bourgogne centre; for the DRE, it was to demonstrate interest in the action taken.

BRITTANY

In 2005, the DRE, Université de Rennes 1 & 2 and the Ecole nationale supérieure d'architecture de Bretagne pursued their investigation of housing. In collaboration with the student network of urban project management (REMOU), they organised a day of discussions on housing in Brittany, during which the participants developed three themes: the housing market and its tensions; coherence in terms of solutions, level of intervention and tools; potential new residential offerings.

LANGUEDOC-ROUSSILLON, DDE 66, UNIVERSITÉ DE PERPIGNAN

The DRE Languedoc-Roussillon entered into an agreement with the CNRS [national centre for scientific research] and Université Paul Valéry-Montpellier 3 (UM3) as part of a research effort on the future of Languedoc-Roussillon territories, focusing on the long-term impact of endogenous and exogenous factors of evolution and radical change. With the association PERTUS (centre for transborder exchange and investigation on urban and social topics), the Pyrénées-Orientales

departmental infrastructure office (DDE 66) and Université de Perpignan organised a roundtable on the theme of economic dynamics at the level of territories, traditional agricultural areas and countries.

Cross-functional Programmes

LORRAINE

In 2005, the Lorraine centre for research on the urban environment and economic and social development (PRELUDES) published the 20th issue of *Cahiers de l'association tiers-monde*, a collection of contributions on the theme of development and rights, which was featured during a 2004 conference on development. Issue 7 of *Cahiers de Préluces* examines sustainable development through the lens of urban planning and governance. The question that arises is whether sustainable development fosters justice and equality. Does it generate new forms of governance? Another work on the theme of development – *Quels acteurs pour quel développement ?* – was published by Gemdev-Karthala. It shows how civic and private groups have become key players in development policy.

MIDI-PYRÉNÉES

The association of urban planning professionals in Midi-Pyrénées (APUMP) organised two seminars in 2005. The first explored agriculture relative to cities and living in the periurban environment, the second focused on new living spaces and lifestyles.

PAYS DE LA LOIRE, COTE DE L'OUEST

In 2005, the Pays de la Loire urban research centre (PRU-Pdl) focused its debates on planning on two different levels. The first meeting targeted a district of Nantes undergoing development; the second was organised around the theme of property policy at the regional level.

The Pays de la Loire DRE also signed an agreement with the MSH concerning a study with two themes, one focusing on structuring periurban space and the second dealing with the development capacity of coastal communities (work started in 2006).

PROVENCE-ALPES-CÔTE-D'AZUR, DRE LANGUEDOC-ROUSSILLON, DDE 66

The observatory of territories and metropolisation in the Mediterranean space pursued its publication of *Cahiers de la métropolisation*. The themes developed in 2005 are aligned with those of previous years; they examine metropolitan dynamics from various angles, ranging from internationalisation, development and business to mobility and the social issues of housing. These themes also deal with governance and managing urban sprawl. The Observatory publishes its research findings in the form of summary sheets. There are currently 17 of them. Each focuses on a theme, describing the issues involved and the research opportunities and providing the name of a contact person.

Recherche sur l'identification des attentes des partenaires du PUCA [Identifying the expectations of PUCA partners]

HUNTZINGER Hervé

TETRA

March 2005, 21 p.

PUCA 604

With this research, PUCA's permanent secretariat hoped to gain a better understanding of local governments' assessments and expectations regarding the research-experimentation initiatives in which they are involved. In total, 24 institutions and individuals from local government were interviewed. This group was divided into two samples, representing local governments themselves (17) and related experts (7) respectively. The participants were asked to provide feedback on, and expectations about, four PUCA research programmes. In all cases, the investigation focused on the territories of local governments who had dealt or worked with PUCA on recent research, which had been completed in most cases.

The overall assessment of the PUCA partnerships is broad-based and positive. From the critical diversity represented, three key expectations emerged.

First of all, the participants wanted the key lessons learnt from research programmes and initiatives to be made available in summary form. There was also a call to explore themes in two areas: urban economics and local political science. Finally, there was a desire to see societal themes, subject to much debate, put into a European perspective.

In constructing three scenarios of institutional change for PUCA, two major contextual elements play an important role:

- The fact, already demonstrated, that the relationship between *power* (to act in a city) and *knowledge* (about a city) has changed. While *power* is largely within the domain of cities, the same cannot be said for *knowledge*, which has remained largely at the national level. This disassociation based on location could potentially lead to change;
- as always in the urban policy field, the forces at work would be the increasingly reduced role of national government and the growing importance of cities and intercommunal entities.

In this context, three scenarios are advanced:

- Scenario S1: Business as usual with moderate change.
- Scenario S2: "Jacobinisme déconcentré", a form of French decentralisation in which certain programmes financed by the national government are managed by regional and local governments.
- Scenario S3: A French version of the Deutsche Institut für Urbanistik (DIFU).

Scenario S1 has its supporters, but fewer than scenario S2.

Scenario S3 has minimal support; some see it developing out of scenario S1 at some intermediate point in the future.

**Séminaire « Diversité sociale, ségrégation urbaine, mixité » : compte rendu des échanges
[Summary of a seminar on social diversity and urban segregation]**

JAILLET Marie-Christine (ed.), PERRIN Evelyne (ed.)

Université de Toulouse-le-Mirail

May 2005, 202 p.

PUCA 660

At a time when the question of intra-urban social disparities is more relevant than ever before and urban diversity is a recurring topic of debate, this seminar aimed to make an inventory of available knowledge and identify new research directions.

Over the last 15 years, the idea of social diversity has returned to the fore, in the discourse and content of public policy, to the point of being cited as one of the primary objectives of French urban legislation, from LOV ["Urban Orientation Act"] in 1991 to the Solidarity and Urban Regeneration Act in 2000.

At the same time, whereas analysis of urban social composition and evolving social segregation has experienced a certain decline or at least produced less transparent results, the boundaries between social groups have blurred, making the definition of social categories more complex. Mobility has also re-entered urban lifestyles.

- How can these analyses be interpreted today?

- How do urban social disparities evolve and what is their geography? Is it correct to say that processes of social polarisation and segregation are on the rise in French cities? Which data and tools should be used to measure these changes?

- What are the criteria – social, economic, ethical, topological, cultural or a combination thereof – which now govern social segmentation?

- How does the observation and analysis of the multiple processes of interaction, friction, rejection or exchange, cohabitation or estrangement between social and cultural groups shed light on the challenge of diversity? In which locations and at what events do cities remain a place of social diversity and in what ways are they still communities?

- What lies behind the directives for social diversity and cohesion in terms of the objectives – implicit or explicit – pursued at a local level by the various public policies on urban planning and development, housing, property and real estate? What are the approaches used and the results obtained?

These are some of the questions re-examined.

Before making new calls for research proposals, it seemed necessary to review the work recently accomplished on these questions and report on how they can be posed again today – that is, reformulated with regard to new issues in order to open up new fields of investigation. An initial seminar held in May 2002 aimed to get researchers refocused on these issues.

The second seminar was a follow-up to the first, bringing together researchers of all disciplines. It resulted in a call for projects launched by PUCA in May 2005 – "Renouveler l'urbain au nom de la mixité" [urban renewal focused on social diversity] – and a report covering the debates held and the papers presented.

Stabilité et instabilité dans les processus de décision urbaine. Actes du séminaire de l'Atelier thématique transversal [Seminar proceedings for the cross-functional workshop on stability and instability in urban decision-making processes]

Seminar led by Patrice AUBERTEL, Claire GILLIO, Rémi DORMOIS, Jean-Pierre GAUDIN

PUCA

November 2005, 167 p.

PUCA 670

These "seminar proceedings" constitute the second of two segments from a research workshop organised by PUCA around the theme of urban decision-making and entitled "Stabilité et instabilité dans les processus de décision urbaine" [stability and instability in urban decision-making processes]. The first segment was a bibliographic summary prepared by Jean-Pierre Gaudin and Rémi Dormois, the workshop's scientific leaders.

Why was this group established? Why is investigating urban decision-making important?

Urban decision-making is at the heart of all urban explorations, and this is not a new development. Be it a group effort, a government construct... researchers have always been interested in the form taken by the decision-making process, at least since the birth of urban political sociology. Analysis of urban decision-making has continually produced important results, starting with the founding work of Maurice Halbwachs and the Chicago School along with the research conducted in United States on the structure of urban power (Dahl), and more recently the work of Manuel Castells and François Godard, especially *Monopolville*, as well as Jean-Pierre Worms' study on "cross regulation".

The initial objectives of the cross-functional workshop on urban decision-making was to arrive at a deeper understanding of this phenomenon with regard to the production of planning documents and the organisation of urban management.

In recent years, urban decision-making systems have raised specific questions amongst urban stakeholders. During preliminary meetings, these actors stressed two points as being important. First of all, according to them, decision-making cannot be reduced to a clearly defined moment but is rather a process, an approach which plays out over time. The next step is implementation, which they consider an essential component of decision-making. During implementation, the organisation's traditional, deeply ingrained ways of doing things manifest themselves. This can bring into question what earlier steps in the decision-making process apparently formalised.

The debates on the relationship between the antinomial ideas of "certain" and "uncertain" eventually led researchers to focus on the "stability-instability" opposition. They decided to use the following question as a starting point for their work: Do recent changes in urban policy management tend to heighten or reduce instability in decision-making systems? This approach seemed the most aligned with how those involved at an operational level perceive the current reality of urban decision-making, especially its legal and political dimensions. However, it drew little interest from researchers because it was not within their line of questioning.

A two-step research process was deemed necessary to gain a deeper understanding in this field, involving:

- A review of the current situation in the form of a systematic bibliographic summary on the theme of urban decision-making (this has now been published).
- A seminar facilitating debate on the structures supporting urban projects and city governments, and on how commonly negotiation and contracts are used (now detailed in the proceedings).

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RÉPUBLIQUE FRANÇAISE

ministère
de l'Emploi,
de la Cohésion
sociale et
du Logement

ministère
des Transports
de l'Équipement
du Tourisme et
de la Mer

direction générale
de l'Urbanisme
de l'Habitat et de
la Construction

Le plan | urbanisme | construction | architecture | PUCA depuis sa création en 1998, développe à la fois des programmes de recherche incitative, des actions d'expérimentation et apporte son soutien à l'innovation scientifique et technique dans les domaines de l'aménagement des territoires, de l'habitat, de la construction et de la conception architecturale et urbaine.

Organisé selon quatre départements de capitalisation des connaissances : **Sociétés urbaines et habitat** traite des politiques urbaines dans leurs fondements socio-économiques ; **Territoires et aménagement** s'intéresse aux enjeux du développement urbain durable et de la planification ; **Villes et architecture** répond aux enjeux de qualité des réalisations architecturales et urbaines ; **Technologies et construction** couvre les champs de l'innovation dans le domaine du bâtiment ; le PUCA développe une recherche finalisée autour de plusieurs programmes : La ville pour tous | Se loger, habiter | L'Europe et la recherche urbaine | Organiser les territoires | Le renouvellement urbain | Énergie dans le bâtiment : PREBAT, et d'ateliers thématiques assurant des transversalités entre programmes sous forme de rencontres entre chercheurs et acteurs, décideurs publics ou représentants des milieux professionnels, ainsi que des programmes d'appui : • actions régionales pour lesquelles le PUCA a suscité l'émergence de pôles régionaux d'échange sur le développement et l'aménagement des territoires • actions internationales dont European, programme européen de concours d'idées entre jeunes architectes • actions vers les professionnels • actions de valorisation et de diffusion-communication des résultats de ses travaux.

plan | urbanisme | construction | architecture

► Sociétés urbaines et habitat

La ville pour tous

Cultures urbaines et espaces publics

Défis de la citoyenneté urbaine

Emploi, insertion, discriminations

Mobilités et territoires urbains

Polarisation sociale de l'urbain
et services publics

Rénovation urbaine et mixité sociale

Se loger, habiter

Accès au logement

Habitat et vie urbaine

Patrimoine et retraites

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Échelle et temporalités des projets urbains

Futur de l'habitat

Habitat pluriel : densité, urbanité, intimité

Innovations urbaines

Maison individuelle, architecture, urbanité

Métiers de la maîtrise d'ouvrage
et de la maîtrise d'œuvre

Quartiers durables

► Technologies et construction

Innover pour construire ensemble

Chantiers rapides CQFD

Nouvelles technologies et construction

Observatoire de la démarche HQE

Palmarès de l'innovation

Villas urbaines durables

Énergie dans le bâtiment : PREBAT

Bâtiment 2010

Concevoir et construire pour l'existant