

an artificial project caused an uneasy start to the workshops. But during the days, the participants became more acquainted to the situation and became better able to develop more or less realistic ideas. The project objective to provide local and regional authorities with expertise about sustainable mobility was reasonably met, taking the unusual spatial development into account.

But the general feeling remained that a sound approach to the severe problems that must be addressed there, requires a much longer and more intensive involvement of a group of experts than what is possible within the constraints of the Interreg project.

The presentations during the EIVP Paris conference day about the projects in Utrecht, Karlsruhe and Paris were significant as exchange of information about major projects in the field of public transportation and urban development.

4. The organisation of the project

A project, in which events are organised throughout Europe, makes a project leader rather dependent from the local organisers. Effective guidance in relation to the project objectives is hardly possible if at the side of the local organisation, expertise is lacking in the fields of spatial development and sustainable transportation. In the case of Sénart, the workshops were prepared by the local department of European affairs. Probably, the workshops would have been a bit more fruitful if local planning experts would have been involved.

But this remark also reflects the important influence of the way in which spatial developments are locally organised: are in the case of Sénart professional spatial planners, educated in comprehensive approaches, integrating all relevant aspects and interests really involved? Or is the complex development fragmentally organised according to sectoral divisions? These questions touch again upon the overwhelming importance of the aspect of governance.

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