

# Metropolitan area of Lille

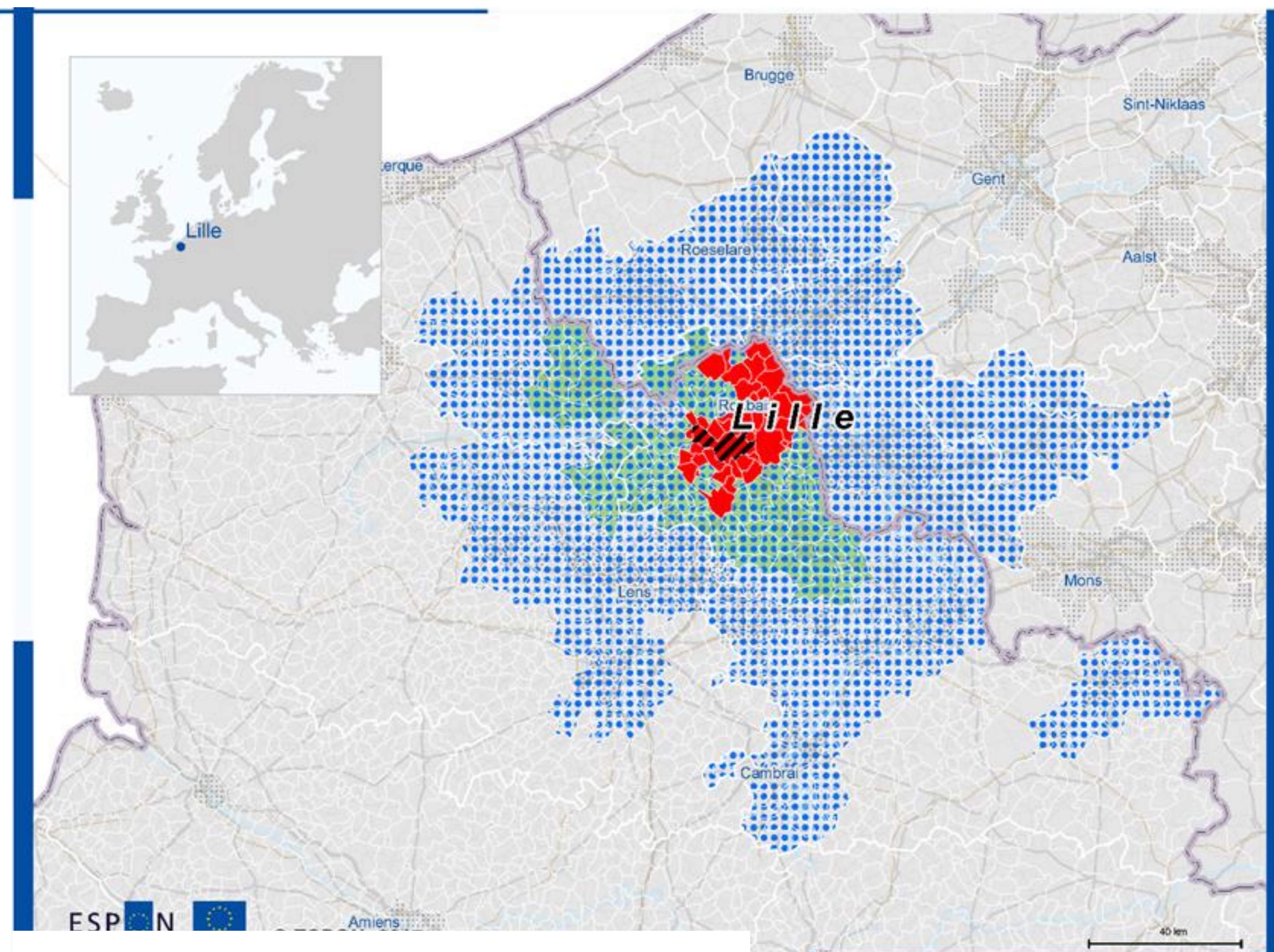
## Spatial dynamics and strategic planning

### The Metropolitan development of Lille

The metropolitan area of Lille represents a dynamic structure of urban agglomerations that have been formed over time and is still evolving, following more recent changes in the national territorial cohesion planning framework of France. The central position of Lille and its economic values makes its urban context a real 'metropolitan heart'. The geographical location of the Lille Metropolitan Area is exceptional as it is at the crossroads between major European capitals such as Paris, London and Brussels. This brings an unique cross-border perspective of the metropolitan development of Lille and development issues such as commuting, population distribution and marginalization in relation to these European capitals. The present economic dynamism have enabled the region to develop a genuine logistic approach, which has helped making the case for the Seine-North Europe canal.

### Metropolitan Development Area (MDA)

Map of the MDA of Lille



- Core city municipality
- MUA of the core city (ESPON 2013 Database)
- Surrounding MUA's (ESPON 2013 Database)
- Metropolitan Development Area (MDA)
- FUA of the core city (ESPON 2013 Database)
- National border
- Railroad
- Motorway
- Primary road
- Other road
- rivers

Territorial level: LAU2 (version 2011)  
Source: Geographical information system of the Commission (GISCO), 2017  
Origin of data: EUROSTAT, 2011  
© EuroGeographics for the administrative boundaries

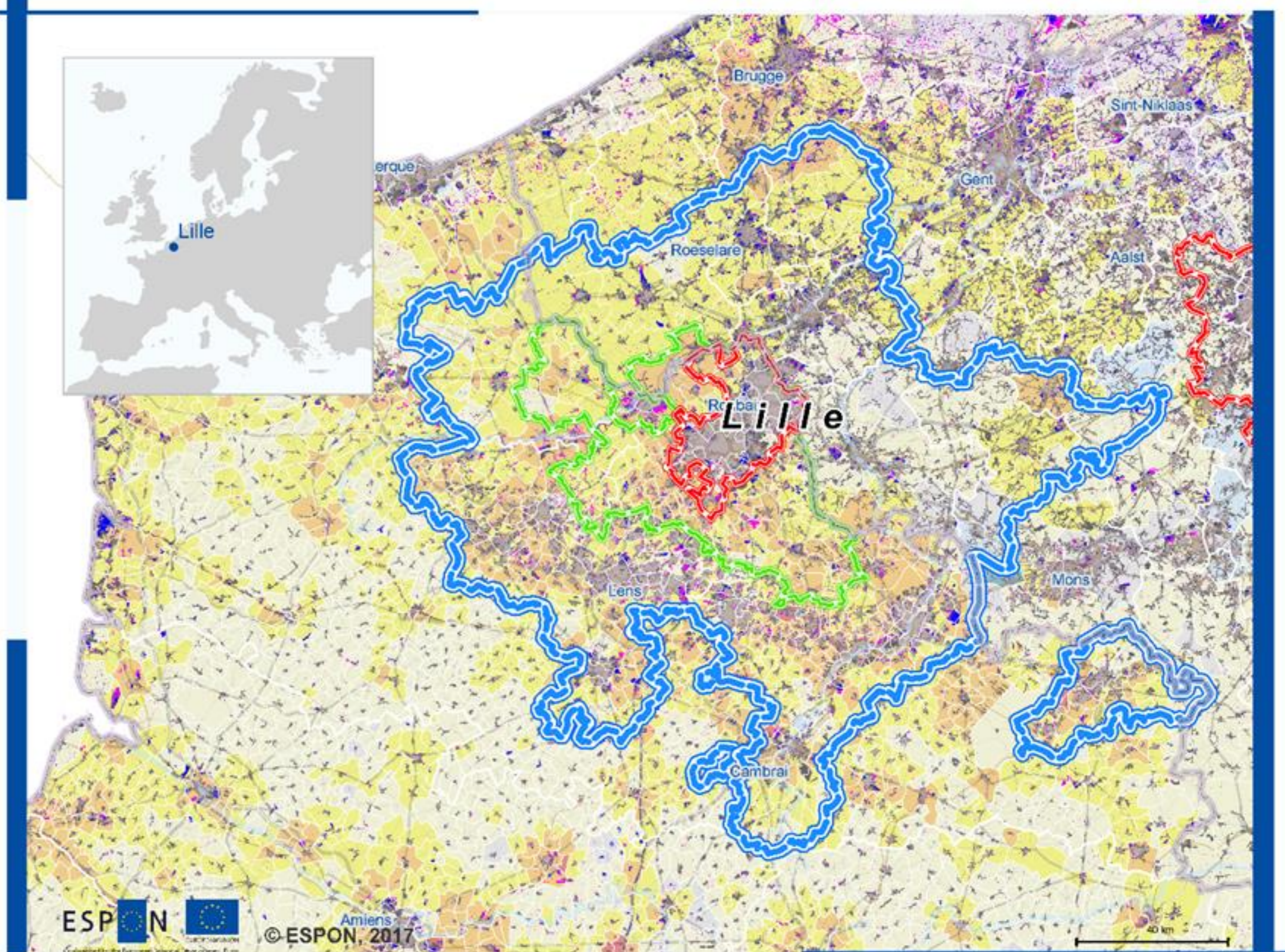
- The MDA of Lille represents the "Aire Métropolitaine de Lille" or Lille Metropolitan Area (LMA), covering 7,516 km<sup>2</sup> with population of about 3.9 million inhabitants and density of 520 inh./km<sup>2</sup>. It is a cross-border urban conurbation covering 682 municipalities (622 in France and 60 in Belgium).
- The LMA has been supported by a collaboration formerly led by "Aire Métropolitaine de Lille". Although the Association has been dissolved the territorial extend of the collaboration is currently acknowledged in the SRADDET plan as the key metropolitan perspective.
- The LMA collaboration consists of the important conurbation and a formal body of MEL (Métropole Européenne de Lille) which is a constituent area within the EGTC ELKT (Eurometropolis Lille Kortrijk Tournai).
- LMA is much larger than FUA and is densely populated in its core. Due to its large size and cross-border dimension, the overall urban sprawl appears relatively low, but more intense towards the North.

### Current spatial development challenges

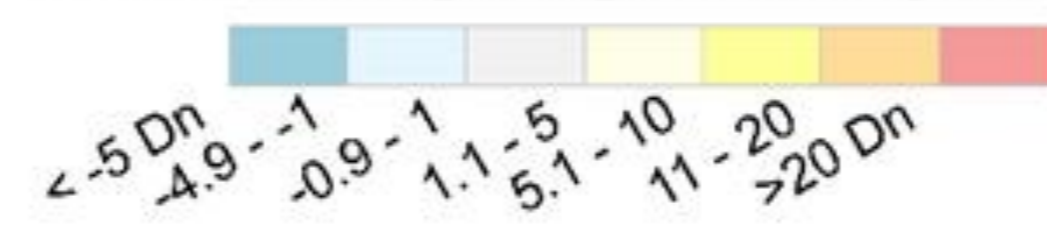
- The key challenges in the metropolitan development of Lille arise from the need to increase the economic prosperity and sustainability of the cross-border area between France and Belgium. As an unique metropolitan cluster with intensifying urban functions, exchange of public services and economic activities the area shall be part of the coherent strategic plan.
- In order to effectively manage urban sprawl and traffic congestion the national government should also recognise the Coal mining belt as part of the metropolitan polycentric structure of LMA.
- Key issues on the metropolitan agenda, include:
  - Enhancing the collaboration across the intercommunal cooperation bodies and their land use plans (PLU), strategic spatial plans (SCOTs), and the future SRADDET plans.
  - Mobilizing stakeholders, including businesses to promote regional innovation.
  - Improving accessibility and mobility, employment and reduce social imbalance.
  - Improving the environment and quality of life.

Map of the Urban Sprawl in MDA, FUA and MUA of Lille

### Urban Sprawl 1975-2014



### Increase in Night Light Intensity 1992 - 2012



Territorial level: LAU2 (version 2011)  
Source: Geographical information system of the Commission (GISCO), 2017  
Origin of data: EUROSTAT, 2011  
© EuroGeographics for the administrative boundaries

- MUA of the core city (ESPON 2013 Database)
- Metropolitan Development Area
- FUA of the core city (ESPON 2013 Database)
- National border
- Railroad
- Motorway
- Primary road
- Other road
- rivers

## Strategic priorities, opportunities and incentives

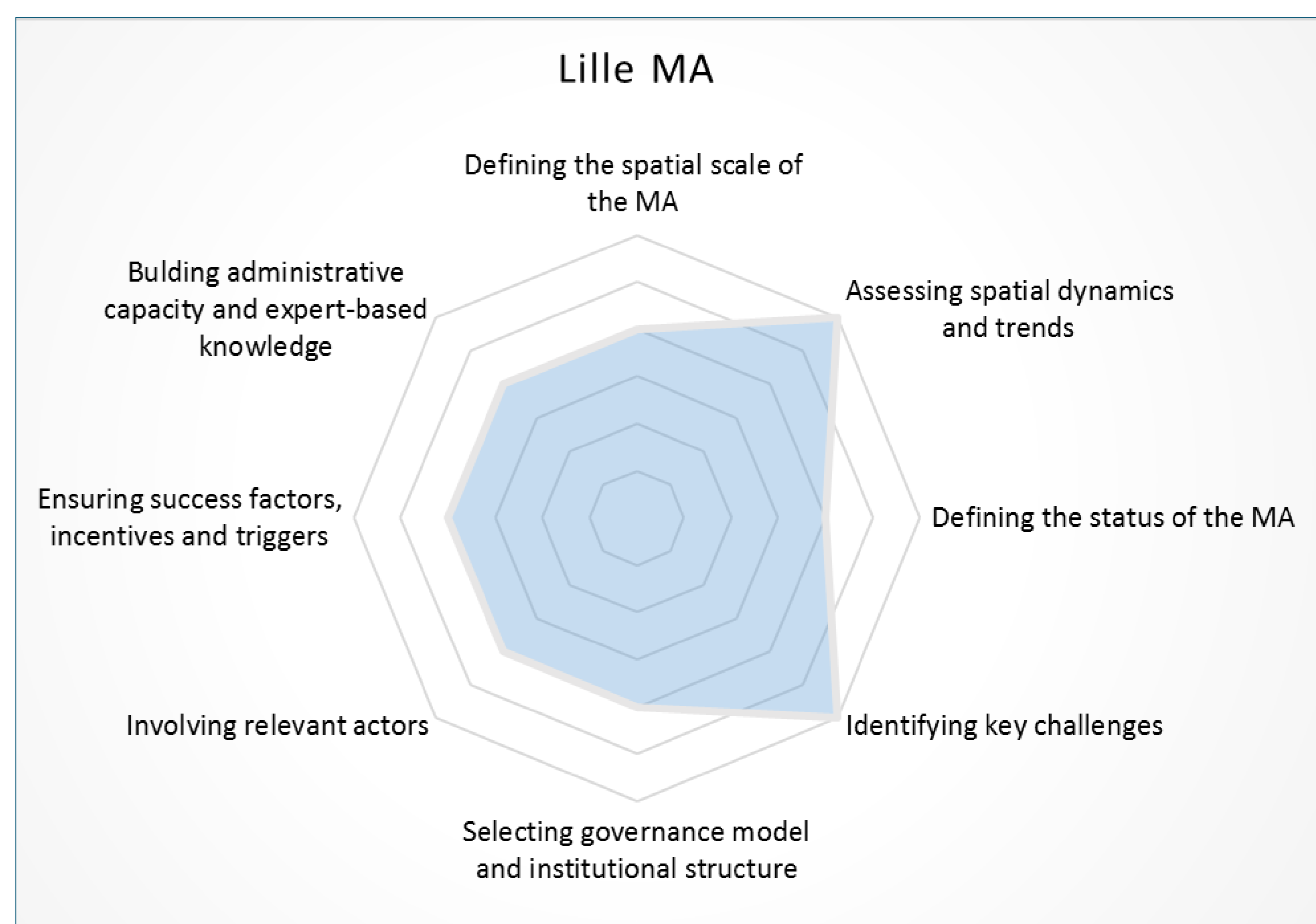
- The current national framework for coherent spatial development provides a strong basis and is an incentive for promoting collaboration across local administrative boundaries and for achieving better coherence between the strategic plans (SCoTs, Inter-SCoTs and SRADDET). Yet specific planning tools need to be developed for implementing the future SRADDET plan.
- By enhancing the multi-level institutional collaboration and developing a shared vision on the Metropolitan development new opportunities are seen for improving the territorial cohesion and the attractiveness of the cross-border metropolis.
- Limiting population fluxes, assuring high standards for living conditions and protecting the natural environment are key strategic priorities, aiming to improve the imbalances in migration of population, and the provision of housing, jobs and transportation.
- European support is a key initiative for initiating cross-border collaboration initiatives.

SOEI matrix of the Metropolitan city of Lille

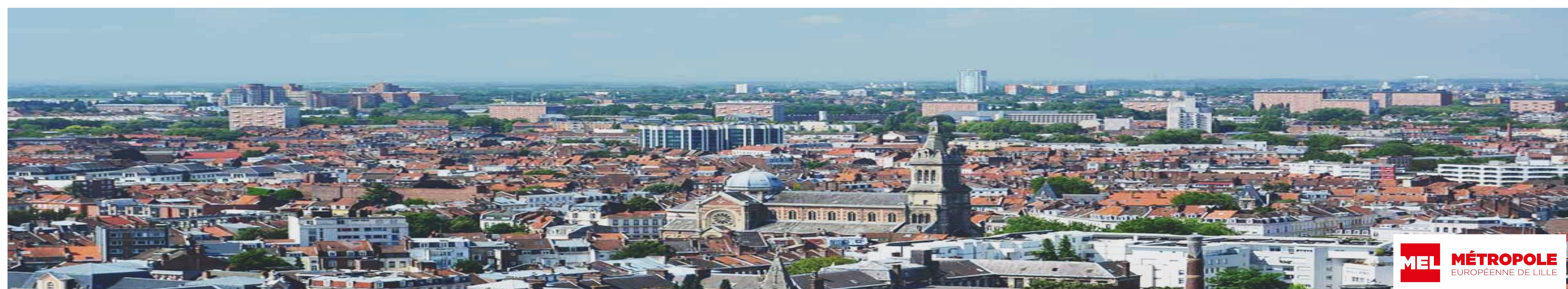


## Key recommendations and relevant policy tools

Progress in Metropolitan Planning Approach based on eight action areas



- Based on the current strategic planning framework several action areas are in progress. There is a good understanding achieved about the key metropolitan challenges and the urban development trends.
- Efforts are still needed in strengthening the administrative capacity and the competences of the local authorities in maintaining a collaboration process.
- The current implementation gap between the existing strategic plans and the spatial plans of the individual municipalities need to be bridged.
- The cross-border aspects need to be embedded in the current strategic planning process.
- Involving relevant actors from the private and the non-governmental sectors needs to be strengthened in order to foster better recognition of the mutual benefits.
- A shared-governance process is needed to be developed at cross-border scale and between the Metropolitan authorities of MEL and the Region.
- The most relevant policy interventions include:
  - Establishment of a coordination framework with clear division of competences in planning between regional structures and the intercommunal cooperation bodies ("vertical" cooperation).
  - Facilitating collaborative process between the intercommunal cooperation bodies with planning competences ("horizontal" cooperation).



## References:

SPIMA final report <https://www.espon.eu/metropolitan-areas>