



Innovative planning as catalyst for success in urban reinvention: a comparison between Bilbao and Bristol

Research Master Thesis

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ABSTRACT:

As consequence of globalization the whole geographical context is nowadays subject to diverse and constant modifications, ranging from environmental matters to socio-politic or economic factors. Additionally, the geographical framework is completely characterized by the crucial role played by cities and more particularly by metropolitan areas which are emerging as transcendental nodes of every nature. Insofar they have become human concentration cores, the mentioned sharp changes take an especial magnitude at the city scale, forcing cities to move forward in order to fulfil the increasing environmental, economic, social and political demands stemming from both the global arena as well as from the grass-root, local scale.

Due to the mentioned increasing challenges and considering the fact that their main function of is to provide attractive living milieus, cities are pushed to adopt innovative approaches in order to attain high standards of quality of life and get involved in the global competitive circuit. Accordingly, the current framework is deeply determined by the capacity of the cities to embrace sustainable ways of environmental, social and economic development.

In this regard, seizing upon the comparative possibilities allocated by two similar decaying industrial nature cities such as Bristol and Bilbao, the research highlights the significance of encompassing innovative planning strategies in order to thrive towards the adoption of sustainable ways of urban regeneration, driving to successful urban reinvention experiences. Additionally, the research aims to emerge as a strong theoretical and methodological cornerstone to conduct further in-depth investigations linking the sustainable performance of territories with the ability of these territories to set up innovative planning strategies.

First of all, based on a strong meticulous literature review, the research clarifies what is considered as innovation in planning establishing 10 criteria to define it. Besides, it also defines how to interpret and evaluate the success of cities' sustainable reinvention through the proposal of 21 parameters. After contextualizing the huge urban challenges both study cases have required to cope with as consequence of the collapse of the industrial model, a representative sample of planning documents issued to shift the decaying urban dynamics towards the adoption of sustainable alternatives is analysed. Thus, the research displays a dynamic time scope, entailing the whole period ranging from the initial symptoms of the urban regeneration until the current moment.

Immediately afterwards, drawing upon the information provided by a considerable set of indicators, by the responses given to a questionnaire addressed to an array of representative counterpart stakeholders, as well as by some additional qualitative observations, the research ranks Bristol and Bilbao with scores ranging from 1 to 3 according to the average scores obtained by each of them regarding each of the two cited dimensions. In this regard, the results depict limited scores for both cities in general terms. This is allocated to the fact that both of them have adopted neoliberal, market-oriented urban regeneration approaches constraining the decision-making capability of cities and citizens and somehow restricting the ability to incorporate and develop

innovative planning practices, which in turn reduces the potentialities of the cities to succeed on their urban reinvention processes.

In any case, despite recording general limited outcomes, the results show how Bristol scores superior than Bilbao for both dimensions, portraying a greater level of success in its reinvention process as well as a major level of innovativeness of its planning strategy. This is mainly related to the fact that, despite adopting an overall market-oriented approach, the city has been capable of addressing and prioritizing the most exigent and urgent urban challenges in a holistic way, which is tightly connected to the crucial role allocated to the participation of the local community as a real decision-making agent.

Therefore, the research demonstrates the fact that creating and implementing innovative planning strategies really makes the difference in order to accomplish greater levels of success as concerns sustainable urban reinvention standards which determine inhabitants' quality of life. On this subject, the study underlines the importance of co-participatory bottom-linked planning avenues as guarantors of success. Additionally, the inclusion of the last crisis period as an intrinsic part of the study, gives rise to the realization of the fact that the more innovative the displayed planning strategy is, the more resilient the city becomes to the impact of unexpected hazardous events such as the global economic crisis.

Finally, it could be asserted that the research successfully establishes the theoretical and methodological baselines for the elaboration and development of further investigations, aiming to delve into the proposed topic. In this regard, the investigation enables to compare the performance of different cities as regards their capability to attain sustainable urban development models through the adoption of innovative planning strategies, due to the holistic conception, the simplicity of the methodology and the transferability of the proposed model. Furthermore, some recommendations for further research avenues are similarly included.

KEY WORDS: globalization, city, innovativeness, strategic planning, quality of life, sustainable development, urban regeneration

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1) INTRODUCTION:

“Globalisation, modernity, and urbanisation are three of the most significant processes affecting the contemporary human experience” (Rennie Short 2012). The role of cities as population, activities, information, etc. nodes has met an increasing growth worldwide, emerging nowadays as central spaces determining the world’s dynamic (Päun 2010). The growing urban population all over the world during the last half of the 20th century has brought with it an increasing pressure on the environmental resources as well as a large series of associated social and economic impacts, evidencing an acute challenge to cope with during the 21st century (EIB 2005).

Similarly, after two centuries of constant urban and economic development attached to a strong industrial nature economy and society model, most of the European metropolitan areas involved on this heavy-industries’ based strategy, completely collapsed in a brief time elapse, displaying a desolating economic, social and environmental panorama for the 1970s and 1980s (Power et al. 2009).

Conversely, in the current scenario urban sustainable development emerges as a paradigmatic ground determining cities’ planning strategies (AlQahtany et al. 2013). In fact, the previous assertion is even more suitable for those territories characterized by a strong industrial nature past pledged to start an strategic urban regeneration shift towards sustainable development avenues (Younger 2011), through the adoption of the quality of life, entailing environmental, social and economic development patterns, as key matter of their future’s vision and strategy (APA 2000).

In order to certify future chances to thrive attaining the asserted sustainable development target, cities are nowadays indisputably requested to operate according to innovative planning approaches integrating long-term precepts into comprehensive strategic planning visions based on strong participatory experiences (Rotmans & Van Asselt 2000).

Drawing upon the comparative chances allocated by two study cases such as the industrial nature Atlantic side European cities of Bilbao and Bristol, the research attempts to exhibit the outcomes of each of them in connexion with their planning dynamic, assuming that the city which has planned in a comprehensive way in accordance with a real strategic vision grounded on innovativeness would be better positioned in the current post-industrial competitive scenario.

Therefore, tackling the role of innovation within the planning strategies adopted for the transformation of the industrial cities in reconversion process as topic, the main objective of the proposed research is to investigate the relevance of the innovation as a catalyst for the success of the planning strategies settled in the cities of Bilbao and Bristol to accomplish the pursued post-industrial sustainable regeneration. Accordingly, the research tries to find out if innovativeness defines the outcomes of the planning strategies set up in industrial nature cities in order to shift their dynamic as key question. Thereby the hypothesis underlines that in fact innovation in planning strategies really leads to achieve successful results on the sustainable performance of cities involved in urban reinvention processes.

Resting on the previously stated approach, target and ideas the work seeks to produce a strong theoretical and methodological basis for the development of further research on the topic, trying to emerge as a milestone for future contributions as regards the holistic perception it displays on the tilled field, emphasizing the relevance of innovativeness and the systemic approach within planning practice in order to face 21st century's acute global urban challenges.

After this initial chapter devoted to the introduction of the diverse issues to be faced and discussed within the proposed article, the second chapter of the work is dedicated to provide a meticulous literature review as regards the main outcomes and the useful research avenues of previous researches concerning the connection between the innovativeness in urban planning, through the adoption of strategic planning approaches and the performance of 21st Century's cities highly linked to the concept of sustainability, defined in turn by the quality of life as a milieu to propel social, economic and environmental development, in order to go deeper into the matter in question as well as to justify the need for the elaboration of such research.

The next chapter focuses on the methodological approach chosen to cope with the pursued mission. First of all, a general illustration about the methodological procedure is provided to contextualize the proposal as well as to clarify the comparative nature of the research and the conceived time scope. Similarly, the paper shows a brief description of the chosen study cases in order to understand the reasons for the selection of these particular cities as well as to assume the huge planning challenges each of these cities has experienced since the industrial model's decay. The chapter allocates the next paragraph to identify and describe the methodological proposal and its structure. Finally, an additional subheading within the chapter is devoted to dig into the mobilized data sources, the data collection and its analysis.

The third chapter of the work is allotted to display the main findings of the research and the subsequent discussion. Primarily the results are shown and described in accordance with some possible underlying explanatory causes and factors, foreseeing as well some of the potential effects. Immediately thereafter the provided results are discussed against the contributions of the existing prior theory and researches on the issue and the cases.

Preceding the chapter allocated to the used references, the last chapter is profited to show the major conclusions of the research, coming back to this introductory part in order to find out whether the asserted hypothesis is definitively rejected or not, leading to a provisional validation of the work. A part from summarizing the main results and linking the discoveries with the hypothesis, this last chapter seeks to stress the strengths and weaknesses of the proposal as well as to give some advices for further research avenues.

2) LITERATURE REVIEW:

2.1) Innovation & Contemporary planning paradigms:

Innovation emerges as a key question in the contemporary era, determining the development goals, regarding the current economic, political, technological, cultural or social changes amongst others (Corneloup 2009). The fact that a simple research of the word innovation on Google displays more than 119 million results in less than a quarter of second is just an illustration of the magnitude and importance, this concept is acquiring nowadays. Therefore, there is no room for doubt that the definitions of innovation can be counted by thousands, leading to an increasingly complex arena (Gulbrandsen 2007).

Accordingly, the concept of innovation has also become really relevant within the scientific framework with an endless production of diverse scientific fields and approaches facing the issue (Hauser et al. 2006). In this regard, even the studies on innovation within the framework of social sciences has met a spectacular bloom, becoming a central issue (Gupta et al. 2007) and pointing up the innovation as a fundamental element to be researched, taken into account and exerted within the policies in order to promote prosperity (Hilhorst 2012).

Before checking how innovation has been embedded within the planning arena through the exhibition of the outcomes of a sort of relevant articles and other contributions focused on this phenomena it sounds suitable to provide a brief debate about the main current dominant planning theories in order to highlight the conceptual ground sustaining the underlying ideas and theoretical roots of the proposed research.

In this respect, it could be stated that the rational planning approach dominant until the 80s through the enforcement of a deeply structured and professionalised conception is no longer valid, letting its place to fresh planning-making experiences distinguished by an openness criteria, in turn defined by the inclusion of new communicative ideas, as well as the incorporation of collaborative practices within the decision-making space (Helka-liisa 2009). However, the communicative planning theory has also met a strong opposition, not only from rational theorists but mainly from critical and neo-Marxist practitioners (Innes 2013) who argue an excess of vagueness and a lack of practical effectiveness on the real scale against the communicative planning vision (Fainstein 2000, Hillier 2003), which is in addition accused of a lack of critical approach (Tewdwr-Jones & Allmendinger 1998).

Nevertheless, Castells (2009) painstakingly argues in behalf of communication as an indispensable entrance for nowadays' planning practice, due to the fact that power is no longer located in particular spheres but stemming from the social actors' constructive readiness, being communication the way to propel social changes, including the power relations (Habermas 1996). Additionally, postmodern theorists contend the importance of counter-hegemonic movements to produce changes as concerns the city power balance, leading to more democratic frameworks (Purcell 2009).

Accordingly it seems sensitive to assert that communication, dialogue, collaboration and co-participatory experiences, guided by a robust local community implication and commitment emerge as real accurate driving forces to tackle current planning challenges.

2.2) Prior researches and outcomes on innovation in planning:

Digging into the light shed by some of the contributions regarding the study of innovation within the planning context, in their study about the reorientation of the productive structure of the Chinese mega-city of Guangzhou towards an economically competitive and socially and environmentally sustainable region, Waibel and Schröder (2011) defend the upgrading of the urban policies through the adoption of innovative procedures such as the strategic urban planning approaches, as a relevant factor leading the change.

Similarly, the relevance of incorporating social, political, economic, technological and spatial innovativeness within the local administration as central part of the urban planning process is profusely stressed, if the attainment of an urban reinvention leading to the fulfilment of the challenges of sustainable cities is pursued (Helka-liisa 2009). In addition, it is stressed that this local innovation should be socially equitable, economically viable, politically participatory, ecologically sustainable and culturally transferable (Perlman 1990).

So far as this is concerned, Freedman et al. (2013) pointed out the fact that, “to make the most of the rapidly unfolding new era, urban design and development professionals must respond with long overdue innovations in how we plan, design, develop, regulate, and think about cities that address not only ecological sustainability, but also the new imperatives of economic prosperity”. In addition they assert that “understanding and nurturing innovation are now understood to be the mainstay of competitive advantage”.

Even in the EU framework the innovation in spatial planning has been addressed as a transcendental issue to tackle for the development of novel urban governance ways grounded on the mutual learning and exchange, leading to the appearance of European initiatives such as the European Spatial Development Policy (ESDP) as displayed by Janin Rivolin and Faludi (2005). Similarly, there is a commitment to highlighting the urban level as a catalyst for the occurrence of innovative planning boosted by local development strategies based on community’s eagerness (Janin Rivolin 2003).

Following the line of thought of product development related to the private sector, drawing upon Lemmetty’s contributions, Väyrynen (2010) contends the applicability of innovation to the urban planning sphere distinguishing between planning process characterized as process innovation and the real outcomes of territories stated as product innovation, but pointing out the higher complexity level entailed by the spatial planning in comparison with the private sector, inasmuch as the amount of involved interests is exponentially larger.

This way, it could be highlighted the existence of a wide spectrum of scientific and technical contributions tangentially framed within the spatial planning arena, which address the relevance of innovation within the planning strategies as a hint to achieve

particular aims of the territories regarding diverse targets. However, the novelty of the present paper lies in the fact that it pursues to tackle this issue in a direct and holistic way, addressing precisely the importance of the innovation in the planning insights as a crucial affair for the understanding not just of the outcomes of planning process in the physical space but also of the performance of the planned territories from a comprehensive vision on both planning and the planned territory, entailing the core precepts which should be taken into account within the current framework.

2.3) Need for innovativeness in planning & the quality of life as cornerstone to thrive in the globalization era:

Nowadays, the competitiveness of territories rests on the capacity they display to understand the imperative to innovate as well as on the ability they show to work together in order to produce the necessary shift to innovation (Endowments 1999). Accordingly, conventional city planning idea based on the “staticity” and inflexibility constraints boosted by the concept of master planning has been found to be ineffectual in order to deal with contemporary urban development challenges (Tian & Shen 2011), proving to be unsatisfactory to meet the urban transformation process required by the metropolitan areas defined by a wide industrial tradition (Balducci 2011). Thus, the new complex urban realities demand integrated strategic planning approaches to find comprehensive solutions, as regards environmental protection, social equity and justice and economic development, through sustainable models (Abukhater 2009).

The economic downturn and final collapse experienced by the metropolitan areas defined by a longstanding industrial past grounded on hazardous environmental and social costs, has historically make them more prone to suffer from the impacts of upcoming economic crisis, forcing these spaces to adopt novel strategies to reorient and adapt their development venues (Waibel & Schröder, 2011). This way, urban renaissance requires innovative plans in order to provide the ideal scenario for the production of innovative upshots which could embrace current development patterns (Irvine 2003). The Asia and Pacific leadership forum hold on 2004, pointed out among its conclusions that the role of cities in the globalization era is strongly correlated to the provision of just, equitable and sustainable ways of urban development (Asia and Pacific leadership forum 2004).

In this scenario, sustainable development, described as “development that meets the needs of the present, without compromising the ability of future generations to meet their own needs” (WCED 1987), emerges nowadays as a key component of the definition of the cities which aim to thrive in the globalization era (Alpopi et al. 2011). In addition, metropolitan strategic planning plays a crucial role within this scenario emerging as the appropriate scale to tackle the associated environmental challenges (Taipale 2009). The attempt of the industrialized cities to reinvent themselves towards sustainable approaches is deeply associated with the consideration of the economic, social, environmental, and cultural pillars within the urban programmes (Al-Akkam 2012).

As regards the paradigmatic conception of the sustainable strategic planning, it is grounded on the prevalence of the quality of life over the economic growth understood as the single concept to drive prosperity (Barton 2006). This way, sustainable planning

“provides a path to a desirable and appropriate outcome” emerging as a means to an end which is defined by the attainment of “a better quality of life for all” (Abukhater 2009). Hence, quality of life is a fundamental feature for the definition of the possibilities of a territory to emerge as innovative place and ensure its social, environmental and economic prosperity (Endowments 1999), acutely characterizing cities’ ability to attract capital and investment (Rogerson 1999). In this respect “it is not likely to become environmentally sustainable without taking into consideration economic and social issues” (Al-Akkam 2012). So, “the city, the quality of its built environment and its infrastructures, its knowledge base, its cultural and natural resources and its image are becoming more and more important” if sustainable development is pursued as milestone to comprise global era’s requests (Knight 1995).

Consistent with the prior displayed researches’ conclusions, it sounds reasonable to ensure that within the competitive globalization era which gravitates around the central role played by metropolitan areas, the successful performance of cities really has to do with the way those cities perform concerning the quality of life of its population in terms of environmental, social and economic sustainability (Mayer et al. 2005, Shearlock et al. 2000). By the way, it seems sensible to think that the final results to that extent would be quite probably related to the decision making field. So, the way each territory address and face sustainability into their planning scope through the three prior mentioned dimensions might become determinant (Yi-Kai et al. 2010).

The economic functions played by the cities have changed across time, but their role of economic centrality has increased in the global economy era, which is in turn firmly characterized by the performance of territories to seize upon their added valued special differences, embracing knowledge as a major economic catalyst (Sassen 2009). The concept of knowledge based development is a hint idea to be taken into account for the restructuring of cities to the current sustainable development and wellbeing provision standards (Knight 1995).

Innovation, related to the investment in skill and knowledge, emerges as crucial factor for the economic development of territories since it creates competitive advantage (Porter 1990). This way, Knowledge economy has become a transcendental issue for those territories striving to succeed on socially sustainable economic growth goals, determining as well the European Union’s economic strategy (European Union 2000).

Along with the concept of knowledge based economy the complementary concept of creative economy has acquired a rising magnitude to thrive in the competitive 21st century’s economic stage (Lyck 2013). In fact, the current development of society appears tightly related to knowledge, which is in turn boosted by the creativity and the creative activity as catalyst sources (Melnikas 2010). Therefore, the creative economy is based on the ideas rather than the physical capital, bridging economic, cultural, political, social and technological issues through the unlimited resource of human creativity (Van der Pol 2008), which develops and transforms information and communication on economic prosperity (Levickaité 2011).

It is fiercely contended that social cohesion really defines the economic competitiveness fostering alike the innovativeness of cities (Gordon & McCann 2000). Further, “to be viewed as socially desirable, social equity issues are also becoming more highly viewed as important decision criteria” in the planning arena (Yi-Kai et al. 2010). Accordingly, the importance of the social sustainability as mechanism to transform the cities is such, that the success of a particular territory involved in the stated process is strongly related to the appropriate accomplishment of this cornerstone (Chan & Yung 2004).

The social dimension of urban revitalization appears related to the consideration and attainment of “innovative milieus, local mobilization, empowerment of social actors at the local level, local development policies and new forms of governance” (Drewe et al. 2008). In accordance with this approach, social innovation is currently turning up as an overwhelmingly applied conceptual ground in urban research (MacCallum et al. 2009), in lieu of the somehow ambiguous notions of social cohesion or social capital (Maloutas & Pantelidou 2004). As conceptual approach social innovation has succeed on the challenge to merge and integrate institutional innovation (innovation in social relations, governance) and social economy (satisfaction of the social requirements) within a same scope, bridging administrations and social movements (Moulaert et al. 2013).

“As global initiatives to reduce negative environmental impacts, environmental sustainability will continue to be increasingly important as a criterion” (Yi-kai et al. 2010) defining the environmental performance of territories towards the worldwide addressed enhancement of sustainable development (Cilliers et al. 2011). Accurate city planning initiatives should undoubtedly encompass strategies and methods to cope with the current challenges pertaining to environmental sustainability within its scope, due to the fact that their industrial nature has pulled cities to become environmental decay concentration nodes, hindering as well their socio-economic development chances (Moussiopoulus et al. 2010). This way, the goal of making cities more “green” to reduce their environmental impact guided by pollution and resource depletion, is not just an option but a requirement to accurately succeed on the global targets of planning practices (Basiago 1999).

In addition to the concept of environmental sustainability mentioned before, climate change is a huge topic acquiring a rising magnitude concerning the development of spatial planning strategies worldwide (Matthews 2011). As consequence of the ongoing climate change, cities all over the world are supposed to face enormous challenges, becoming completely vulnerable to the potential social, economic and environmental impacts associated with the global climate shift (Adger et al. 2003). Accordingly, cities around the globe have increasingly begun to address the need to be prepared for the possible impacts propelled by the climate change phenomena (Anguelovski & Carmin 2011). In this regard, the urban climate adaptation planning approach is emanating as a trendy lens to adapt urban planning strategies, through the inclusion of projections about future scenarios (Birkmann et al. 2010).

2.4) Defining and measuring innovativeness in planning strategies:

According to the main stakes highlighted during prior stages of the literature review, if cities seek to accurately comprise and tackle the challenges posed by the increasing complexity of the current global era, the disposal of innovative ideas, procedures and actions ranging from urban governance and administration to planning become a fundamental matter (Kleiman et al. 2013).

The first milestone to define what does it really mean innovative planning stems from the acutely contended need for communicative ideas within the current urban planning proceeding (Healey 1996). In this respect, an immense variety of scholars argue that collaborative and co-participatory experiences really enhance the success possibilities on planning processes and implementation (Majamaa 2008, Healey 2006), which is somehow admitted even by some contrary streams of thought (Marcuse 2009). In connection with it, the context-laden nature of planning challenges binds planners to adopt innovative ideas, highlighting public participation as an indispensable layer on the quest of new planning alternatives (Abukhater 2009). Therefore, it is evident that the proposed analysis requires the inclusion of the evolution of co-participatory experiences in planning as the first parameter to assess the innovativeness in planning demonstrated by each study case.

In addition to the requested collaborative and participative approach of planning, due to the vast and diverse implications of the planning action, if plans aim to accomplish outstanding outcomes succeeding on the pursued goals, the involvement of a wide array of stakeholders is a prerequisite to make representative plans that really matter (Burby 2003). Accordingly, the second parameter to be considered comes out from the explained demand of planning to incorporate the existing diverse variety of stakeholders in order to be really depictive gathering the divergent thoughts of the contemporary complex and mingled geographical space.

Linked with the prior idea, the concept of multi-layered and networked planning rises as indisputable cornerstone to cater “proactive multi-scalar interaction among all affected and involved stakeholders” (Abukhater 2009). This is crucial to suit the need for integration of a complex decision-making spectrum in the planning arena, in order to accurately propel a same shared goal (Papadopoulos 2007), fostering innovative communication, coalition, cooperation and partnership ways driving to the empowerment of bottom-up perspectives (Healey 2006). Thereby, interaction channels and feedback processes appear as a significant parameter to be considered as a third stake. Anyway, the asserted network approach equally relies on “the ability to learn, the capacity to draw in new ideas from outside and link them to the specifics of local situations” (Healey 2004), making it also necessary to take into account the existence of learning exchange experiences and external network interactions (Freedman et al. 2013, Endowments 1999), which could become the fourth vector to consider for the assessment of innovativeness in planning.

Planning is not transferable but place dependent, pointing out its need to become a dynamic process, granting the inclusion of strong feedback mechanism to ensure the flexibility and adaptability to either external or endogenous circumstances and factors

affecting the ongoing strategy (Abukhater 2009). Summarizing, innovative planning requires of “an evaluation culture which focuses on learning new approaches and new practices” (Healey 2004). This way, apart from the prior stated information and know-how exchange networks, the inclusion of internal auto-assessment and reflexion mechanisms within the planning departments appears nowadays as crucial factor to create real effective plans (Seasons 2003). Accordingly, the existence of auto-assessment mechanisms of the planning departments would be the fifth parameter to evaluate.

Insofar planning is not a static process but a dynamic concern (Healey 2004), planning process is built on citizens’ initiatives and local actions as catalysts of change, through bottom-up mobilization experiences motivating the transformation of planning practices (Moulaert et al. 2007). So, the way planning proceedings cope with those grass-rooted demands, integrating them into the ongoing planning scopes becomes a central issue to display powerful planning schemes (Healey 2006). Hence, the sixth parameter set up to assess the innovativeness in planning, aims to find out how planning departments deal with different grass-rooted strife and to which extent do those potential conflicts influence and shift the planning avenues, in each case.

“The trans-disciplinary nature of city and metropolitan problems calls for an interdisciplinary bridging in planning practice” (Abukhater 2009). Accordingly, the cross-disciplinary nature of the actors involved in the planning arena emerges as fundamental issue to successfully accomplish nowadays’ complex urban challenges. Due to it, it seems sensible to incorporate the background diversity of the participating planners as an additional seventh vector within the proposal.

However, all the prior parameters mainly focus on the process of planning which is just one of the dimensions of the planning strategy. Accordingly, the proposed analysis also includes another relevant insight of the planning strategy, as it is the planning agenda. In this regard the proposal draws on four criteria to assess innovativeness in planning from the agenda’s perspective, the planning approach, the topics, the scale and dynamic, and the comprehensiveness, which complement the previously explained seven layouts considered for the evaluation of the innovation in the planning process.

In any case, the four stakes mentioned above merge in a same conception under the strategic planning precept. Innovative planning entails an integrated approach, displaying a systemic perspective through the inclusion of the factors embedding the planning agenda in a comprehensive way (Vancouver Declaration 2006). Similarly, Abukhater (2009) stresses “the importance of across-space and time planning approaches”, stressing the consistency between different plans designed for different scales (nation, region, metropolitan area, city etc.) and purposes (infrastructures and transports, welfare provision, housing, culture etc.), as well as, the time scope consistence between and within the diverse plans as fundamental layers to be considered and properly faced to successfully report contemporary planning challenges through a real comprehensive view. These appreciations lead to consider the consistency between different plans and stages of those plans (time scope) as two hints to accurately assess through a content analysis as method, to which extent planning agenda is conceived in a comprehensive and multi-scalar way in each of the study cases.

Finally, the planning approach and the established topics are equally two significant vectors embedded within the planning agenda. In this regard, the challenging circumstances impinging the planning agenda within the global scenario demand for innovative avenues to be tackled through the strategic planning concept (Oosterlynck et al. 2011). In this respect, as profoundly explained in the prior paragraph, planning necessarily needs to encompass the percept of sustainability from a holistic way, conceiving a three dimension endeavor which entails social, economic and environmental perspectives, in order to provide an accurate quality of life through social justice, economic development and environmental sustainability (Larsen 2012). Accordingly, the topics tackled within the different strategic planning practices should comprise the mentioned idea, developing the main aspects determining the success of each of them which are carefully exhibited in the next paragraph of the chapter. Embedded within the highlighted strategic conception of planning, the approach itself also requires for comprehensive values, paying attention and delving into all the details of each of the developed aspects. Thus, exploring the discussion level of the topics into the plans could come out as an exploratory assessment method to evaluate the accuracy of the approach.

Anyway, a part from the previously mentioned planning process and agenda, the planning communication is an increasingly trendy issue impinging and determining the outcomes of both of them and in turn, the whole outcomes of planning. The usage of ICTs is becoming more important within the planning arena, not just as an ancillary resource but as a real propellant of communicative and participatory experiences (Kjeldgaard 2003). The immense information exchange and know-how sharing possibilities rising from the utilization of ICTs produce opportunities to effectively enhance the democratic and communicative aspects of territories through the incorporation of e-learning, e-planning and e-governance approaches within the urban governance scope (Curwell et al. 2005). Thereby, it could be meaningful to include some indicator to measure the adoption of ICTs within the urban planning strategies, in order to assess this parameter.

Summary of parameters defining the innovativeness of planning strategies:

- I) Participation and collaborative essence
- II) Importance of grass-root demands and conflicts to shift the planning approach
- III) Diversity and representativeness of involved stakeholders
- IV) Background diversity of planners and planning crews
- V) Auto-critical spirit & Auto-assessment methods
- VI) Inward feedback practices
- VII) Networking and outer learning expertise
- VIII) Incorporation of ICTs
- IX) Multi-scalar conception & Comprehensiveness (Regarding consistency between plans)
- X) Strategic approach (Clustering the displayed topics and their discussion level)

2.5) Defining and measuring the successful performance of cities:

Drawing upon the information displayed in prior paragraphs of this chapter, the improvement of people's life of quality is the main concern of urban planning and sustainability as regards the environment, the society and the economic development are crucial cornerstones to accomplish the attainment of that goal, defining therefore territories performance (Addis & Talbot 2001).

2.5.1) Environmental sustainability & climate change:

As mentioned before, the 21st century is profoundly determined by huge and severe global environmental challenges affiliated with harsh potential risks not just for the natural environment but also for the whole socio-economic prism of civilization, defining in consequence the current world's dynamic and future possibilities (Mardsen & Rezgui 2010). In that event, both environmental sustainability and climate change appear within the crucial stakes determining nowadays' urban planning scope (UN-HABITAT 2009a).

Carmin et al. (2012) point out shifts in temperature, precipitation and natural hazards as manifestations of climate change with direct implication in urban systems causing a series of associated impacts to assets, wellbeing and environmental quality. Thus, the polarization of those events appears correlated to the impact of climate change in cities, tracking higher temperature records, precipitation changes and increased storm and drought events among others. Accordingly, it makes sense for the cities to map those events in order to assess their evolution concerning climate change. To this subject AlQahtany (2013) adds greenhouse gas emissions (CO₂ emission to the atmosphere...) or radiation index amongst others, as indicators to be issued by cities to deal with climate change.

The compact city approach is frequently highlighted as fundamental precept to successfully cope with the environmental sustainability issue in order to foster and accomplish sustainable urban regeneration models (Couch & Dennemann 2000). In this respect, mobility and transportation emanates as a crucial aspect to consider (Wang 2009), inasmuch as it determines people's accessibility affecting daily life routines whilst produces associated environmental impacts, ranging from consumption of resources, to pollution (Morchain & Fedrizzi 2011). Therefore the incorporation of "greener" transport and mobility systems and practices is a current challenge and requirement (EEA 2009). In this regard apart from the use of public transport (amount of passengers, attendance etc. (Alpopi et al. 2011)), car sharing exerts, integrated ticketing etc. walking and cycling practices are meeting an increasing acknowledgement as sustainable mobility ways (Midgley 2011), being the abundance of the offer of park and ride opportunities or the increase of the length of cycling lanes some of the possible traces to denote the compromise of cities in this regard (Pucher & Buehler 2008).

Similarly, the compact city vision also allocates a great importance to the land use as crucial factor to reach the targets posed by the environmental sustainability criteria, highlighting the importance to preserve the stated resource against its depletion, mainly fostered by urban sprawl and inappropriate transport and mobility patterns carried out

until the moment (Kii & Doi 2005). On this subject, cities are urged to take particular care of the new allocated land uses, as well as of the existing built-up area (Weiland et al. 2011), approaching and boosting the mixture of urban uses in the space. Besides, the land use has to be especially cautious with some other aspects such as the previously explained mobility, or the green space and infrastructure provision illustrated below.

Accordingly, green infrastructures and the provision of open spaces also appear as landmarks to assess the environmental sustainability of cities (Yi-Kai et al. 2010). Green spaces offer a series of positive impacts providing social benefits such as social cohesion and leisure possibilities, economic potentialities increasing cities' competitiveness and environmental profits contributing to the habitat protection, the diminishment of air pollution, etc. (Cilliers et al. 2011). This way, it makes sense to include the relevance of the green infrastructures (Sandstorm 2002) conceived as green spaces or verdure spots area (ha) (Alpopi et al. 2011) as layouts to assess the urban greening of a particular place.

Ecology is another cornerstone to cope with in order to encompass environmental sustainability in a suitable way (AlQahtany et al. 2013). In this concern, biodiversity emerges as a key issue to be taken into account due to its contribution as ecological, economic, cultural and social benefit supplier for the civilization (Prescott et al. 2000). According to the same authors, the setting up of environmentally protected areas could represent a real support and propel for the improvement of the city's standards and performance as regard local biodiversity.

The energy and resource management is another focal parameter defining the environmental sustainability of a particular space. In this regard, Roberts (2000) mentions waste collection and management systems and energy efficiency as two important pillars as concerns the environmentally sustainable urban regeneration of cities. Regarding waste management Gwangju cities declaration stresses the importance of reuse and recycling patterns (UNEP 2011). This way, increasing the cities' recycling rates or reducing the waste quantity generated per year per inhabitant become crucial (Alpopi et al. 2011).

Pollution, conceiving air quality, water quality or noise amongst others, is an additional milestone to track the environmental situation of cities (AlQahtany et al. 2013). The relevance of the issue is not just connected with the huge environmental impact produced by polluting sources but also to the associated social and economic drawbacks which threatens quality of life standards (Krupnick & Portney 1991). Hereof, air quality is usually connected with the prior displayed greenhouse effect gas emissions (Alpopi et al. 2011) causing direct impacts in economic terms (Krupnick & Portney 1991). As crucial factor to accredit freshwater biodiversity's and ecosystem's protection as well as public health (Lodge 2010), water quality should be equally included within the priorities of planning agendas. Accompanying some of the preceding parameters which might not be strictly environmental but also referred to other dimensions of the sustainable urban quality of life, the last layout considered within the environmental subheading of pollution is devoted to the noise as criteria, which in turn, would be determined by the ability of a territory as regards acoustic pollution management (Genaro et al. 2010).

2.5.2) Social equity & innovation:

UN-HABITAT's global report on human settlements (2009b) defines the demographic challenges, such as the aging population, the rising multicultural urban societies..., and the socio-spatial challenges, such as social rights and inequalities as some of the most acute issues urban planning has to succeed on properly dealing with during the 21st century's global framework, moving forward with the goals determined by the urban sustainable development paradigm.

Social innovation has to do with creating locally suitable solutions to tackle the revitalization of industrialized cities through the attainment of fundamental milestones such as, the social relations, the urban form, education opportunities, health and welfare facilities and environmental conditions (Drewe et al. 2008). Similarly, social innovation stresses the importance of the creation of bottom-up structures for participation, decision-making and production in order to face and satisfy the basic needs of groups of citizens deprived of a minimum income, housing, access to quality education, and to the benefits of the information society (Van den Broeck 2011).

Therefore, even if social innovation emanates as a planning paradigm by itself linking governance and socio-spatial performance, this proposal harnesses the strengths allocated by that holistic approach to ground the paragraph of cities' assessment devoted to the social dimension, grasping the most relevant contributions coming out from this train of thought to this extent, embedding them into the emphasized urban sustainability criteria.

Demography is one of the most recurrent and relevant aspects planning has to tackle in its commitment to meet the needs of residents more effectively inasmuch as the long-term balanced service and equity provision that planning is in charge of building, is strongly related to the prospective approach opportunities allocated by demography (Myers 2001). In this regard, languishing cities in terms of economic and social dimensions emerge as the opposite of population attraction nodes displaying overall features contrary to increasing fertility, youth, immigration and life expectancy, decreasing average age etc. (Knight 1995, Shediak et al. 2011). Hereof, some structural demographic indicators such as, the migration balance, the childhood index, the youth index, the aging index, the dependence ratio, the maternity index or the average age, should be thoroughly considered and analysed to accurately evaluate the situation and the future potentialities of each particular city (Abad et al. 2013).

As catalyst for social inclusion and cohesion, creative economy empowerment or physical regeneration of territories, culture emanates as a second vector to be taken into account within the social lens due to the fact that it acts as an effective driving force for the urban regeneration through the proposal of activities and creative attitudes (Landry 2006). This way, even if some practices of urban regeneration led by cultural projects receive fierce critics (Evans 2005), the same contrary voices highlight the potentialities of culture to change people's life quality if correctly carried out (Bailey et al. 2004). In this regard, arts, libraries, museums, heritage or cultural tourism amongst others acquire a rising relevance (DCMS 2003). Accordingly, cities which aim to thrive in the current era ought to strive for

excellence in the supply of outstanding cultural facilities, such as museum, libraries, yearly international cultural events etc.

In relation to the prior stake, the presence of broad-based urban amenities is also pointed out as a factor for cities' possibilities to prosper (Beckstead et al. 2008). Even more, it is contended that urban amenities might determine the possibilities a particular place displays to attract new dwellers, incomes and investment (Burry 2007). Accordingly, factors such as the accessibility and provision of sport centres as well as other entertainment facilities play a relevant role on the quality of life of cities' inhabitants who increasingly demand the disposal of those kind of comforts (GCE 2013).

Education is depicted as a transcendental matter for the development and circulation of knowledge which is in turn identified as globalization's main economic booster (Scott 2004). Similarly, the provision of highly skilled and creative workforce emerges as crucial to foster not only economic development chances but also quality of place, through the tolerance, openness and diversity attitudes associated with the talented and highly educated people (Florida 2002, Florida et al. 2008). Accordingly, the access to knowledge is a key element for the success of cities in the contemporary phase (Knight 1995). Therefore, the availability of education facilities or the accurate investment in education appear amongst others as indisputably necessary issues to be addressed by cities in order to reach high targets regarding education (GCE 2013, Begg 2002).

Housing is usually a central matter on urban regeneration strategies and projects (Van den Broeck 2011) and more precisely the accessibility to it through the provision of affordable housing is frequently highlighted as a crucial issue for the achievement of social justice (Rotberg 2008). This way, housing provision appears as a way of social inclusion against space segregation (Breviglieri 2006). Accordingly, housing policy should be meticulously embedded into the local social policy and welfare provision framework (Vitale & Membretti 2010). In this regard, the balanced property costs fostering low sale rates in lieu of rising prohibitive rents are firmly contended (Begg 1999). Moreover, the existence of a strong social housing culture fostering the liaison among diverse social groups seems to be a positive factor to propel integration through housing. Thus, housing comes out as the fourth parameter to conceive within the social dimension of cities' performance assessment.

Local welfare regimes come out as a crucial variable to reduce urban inequalities avoiding social exclusion (Eizaguirre 2011). In this regard, health care is more than a fundamental right of all citizens but also an economic propellant as well as a social public policy concern, which necessarily embeds into the planning agenda (Srinath et al. 2011). Besides, the deep overall changes experienced during the last decades have brought forward new health and social care challenges regarding the supply as well as the quality of provision. This way, the significance of the capability to provide universal, high quality health and social care facilities to determine the expertise of territories as regards the social dimension, has met an increase (Ojo 2012). In this issue, the existence and dynamism of different, social and health care establishments (social shelters, food-banks, public health establishments...) and other related aspects emerge as particularly pertinent.

Associated with the prior stake, the social and economic benefits coming out from social insertion practices are proved certainly large, since the positive impact of migration flows in terms of, incorporation of distinctive cultural dynamism and vitality, leads to enhance cities' diversity and ethos, opening a wide range of chained possibilities (Gertler 2001). In this regard, it seems quite suitable to consider the existence and performance of a strong non-profit activism (Marcuse 2009) funnelled through every kind of local associations (insertion, culture, sports and leisure, health, education and formation, hosting and accommodation...) as propellants of social innovation (Hamdouch et al. 2009), highlighting thereby, the commitment of NGOs or volunteering experiences to the same extent (Andersen et al. 2010).

The 21st century's society and economy are deeply characterized by the widespread expertise and usage of information technology and networks as mechanisms to gain access to information and communication (Curwell et al. 2005). In this respect, ICTs acquire a special significance to break geographical and social obstacles, reinforcing the information sharing possibilities, guaranteeing the flow of ideas as well as allocating huge opportunities for the development of knowledge, learning, social cohesion and cultural exchange experiences (Westrup et al. 2002, Hüsing 2004). Thus, although it brings with it associated economic outcomes, the inclusion of the access to information through ICTs is an additional social parameter to have into account. Consequently, Wi-Fi accessibility or the internet penetration rates on households are enlarging its importance as stakes (GCE 2013).

2.5.3) Creative & knowledge economy:

Creativity is the main entrance for the transformation of the cities as active agents of positive change in terms of sustainability, which is besides very dependent on the development of knowledge (Ache 2000). In an increasingly open society in order to thrive economically, territories ought to become more dynamic, more open and more responsive to changing demands, in order to survive. In this respect, innovation arises from social interaction concentrating in spatial proximity which enables the circulation of knowledge, in turn responsible for the underpinning of innovation process (Maskell & Malmberg 1999).

This way, "the development of knowledge-based activities is concerned primarily with upgrading human and organizational capacities and creating environments which are conducive to innovation, learning, creativity and change" (Knight 1995). Therefore, knowledge economy defined as the interactive relations between the different actors to produce assets and services from the initial ideas to the final outcomes according to innovative avenues (Raspe & Van Oort 2006) is necessarily a main layer to be considered in order to assess cities' economic performance (Wolf 2009), due to the fact that the competitiveness of cities within the globalization framework is closely tied to innovation and learning affiliated with knowledge and entrepreneurship as cornerstones for the attainment of successful urban development (Begg 1999).

The development of knowledge based structures requires for strong financial knowledge resources to foster the indispensable investment to shape innovative ideas into real facts

(Wolf 2009). Accordingly, the financial sphere could be stressed as a central issue defining the economic possibilities of territories. In this regard, the availability of venture capital appears as a crucial player inasmuch as it demonstrates the existing real commitment to investing in ideas (Porter 1990). This way, the eagerness of territories to foster innovative ideas through the supply of venture capital availability or other investment methods emerges as a transcendental matter for the cities' strategic agendas.

Several authors coincide to highlight R&D as one of the fundamental aspect to deepen the knowledge base of a particular territory (Drewett et al. 1988, Acs 2002). In this subject, Gertler & Vinodrai (2005) mention the role of universities as key providers of talented human capital devoted to boost research and entrepreneurial initiatives, in addition to social value promotion spaces. Anyway, the scientific yield and the availability of research support of a particular territory also rely on other kind of knowledge hubs as research institutes, consultancy expertise... (Begg 2002). Accordingly, the performance of the local universities (Grossetti et al. 2013) or the spending on R&D (Begg 2002) amongst others, play an essential role for the economic success of global cities.

Networks come out as a relevant parameter to assess the innovative knowledge foundation of a particular territory, leading the transmission of skills, experiences, and knowledge throughout different scales and arenas (Endowments 1999). Drawing upon the fact that density and economic concentration of economic actors in a particular geographical space enables the transference of knowledge opening new economic opportunities in a synergic way (Orlando & Verba 2005), clustering emerges as a benchmark to produce growth poles (Begg 1999). In this concern, it is widely recognized that "specialized clusters can be created within incorporated diverse institutions of science, research and education, enterprises of production and services, business incubators, parks of science and technology, centers for innovation, and industrial, trade, transportation and communication companies" (Melnikas & Samulevicius 2009), stemming as a new parameter to consider within this proposal.

"The creative economy is based on the capital of ideas rather than the physical capital; it is developed on the basis of information and communication technologies. The new content of information and digital technologies opens up new spaces and is flexible in lowering the costs" (Levickaité 2011). This way, it is proved that communicative aspects of knowledge and knowledge transferability are completely relevant to prosper, inasmuch as information increases accessibility and economic growth potential (Drennan 2002). On this subject "ICT functions as an optimal vehicle of knowledge transfer" (Raspe & Van Oort 2006), as contended in the subheading devoted to the definition of the social dimensions.

"The creative economy cannot be defined by a border which would distinctly measure its field of activity. The creative economy is based on new ideas which make up the added value for inputs and contribute thus to the increase in effectiveness on the side of outputs. The creative economy unites the creative ideology or the cultural industry, creative cities and the creative class" (Kloudová & Chwaszcz 2012). In this respect, it is contended that cities have to be capable of retaining, developing and attracting talent, the so-called creative class (Florida 2002) to thrive in the creation of lasting high-quality employment. Hereof, the performance of cities as regards the capacity of attraction of professionals

involved in the Science & Technology and Innovation production (Bell 1973), as well as in other sectors and areas of the creative industries (DCMS 2001, Howkins 2001) could be conceived as an accurate parameter to assess the city creative-based economic dynamism.

Similarly, the attractiveness of territories emerges as a crucial factor for the settlement of the stated creative workers as well as the knowledge-intensive and innovative companies and institutions (Musterd et al. 2010). So, this attractiveness is strongly correlated to some of the layers already displayed in previous paragraphs such as, accessibility and infrastructures, environment, welfare, culture, urban facilities and amenities etc. Anyway, the importance of the role played by factors such as the tenure of R&D, international finance, high-level organizations' headquarters, multinational corporations or NGOs nodes, amongst others staunchly determine the position of a city within the current global economy competition arena (Drewett et al. 1988), granting a high quality environment. Likewise, in his work on creative cities, Landry (2000) links the attractiveness of a city to its creative capacity to attract urban growth dynamism through culture as the main social and economic propellant. It is clearly indisputable that successful creative cities are people and investment nodes with a strong innovative and entrepreneurial character (Musterd et al. 2010). In this regard, creative cities usually meet common features such as, high tourism attendance, business capacity, employment rates etc. (Landry 2006b).

Finally, as exploratory parameter, Hamdouch et al. (2009) stress the economic significance of proximity services. This way, small local businesses play a central role to thrive in the socio-economic and environmental sustainable urban regeneration of large cities fostering the underpinning of day-to-day proximity circuits (Weingaertner & Barber 2010). Amongst others, Kresl (1995) sets up the promotions of small firms as a driver for the cities' competitiveness. Correspondingly, the promotion of a strong entrepreneurship and the increase of local small inner stores could be relevant to attain a balanced economic growth of the cities, helping to improve their economic performance.

Summary of key parameters defining strategic sustainable performance of cities:

- I) Climate change
- II) Accessibility, mobility & Transports
- III) Land use & Compact city
- IV) Green infrastructure
- V) Ecology & Biodiversity
- VI) Pollution
- VII) Energy & Resource management
- VIII) Demography
- IX) Culture
- X) Urban amenities
- XI) Education
- XII) Housing
- XIII) Welfare & Health
- XIV) Social insertion
- XV) ICTs & Access to information
- XVI) Financial resources

- XVII) Research & Development
- XVIII) Networks & Clusters
- XIX) Knowledge transferability
- XX) Attractiveness, Creativity & Employment
- XXI) Entrepreneurship & Small business

*Even if each of the prior stated parameters and layouts have been framed within one of the three major entrances selected to define urban sustainability, it has to be mentioned that none of them is strictly fixed for a single section. This is basically due to the fact that all of the identified 21 topics are interconnected within each other producing implications and effects which transcend a single section, impinging the rest of the fields (As illustrated with the ICTs which have been displayed twice). Accordingly, different vectors could be merged with each other as well, reducing the amount of parameters. Thus, the previous proposal is just indicative and not necessarily standardized.

3) METHODOLOGY:

3.1) Research's overarching methodological avenue:

As already mentioned, the main target of this research is to provide a strong cornerstone for further research on the study topic, trying to produce an accurate methodological proposal which grounded on a meticulous theoretical review would comprise the fundamental aspects defining the performance of cities in the globalization era and its connexion with the adoption of innovative approaches in their planning strategies.

Thereby, the proposal itself pursues to become methodologically innovative entailing a holistic approach on the linkage between the performance of cities and the innovation experiences developed within their planning strategies. Accordingly, it rests on descriptive, analytical and experimental approaches mobilizing both quantitative and qualitative data.

This way, after a first description of the study cases contextualizing their recent evolution from a perspective view of their past and current dynamic, as well as the definition of the assumptions about what is understood as successful performance of cities and what is contended as innovativeness in planning based on the literature review, the project acquires an analytical scope in the assessment part of both the outcomes of the study cases and the settled innovative planning practices. This analytical avenue is mainly developed in the fourth paragraph of the report devoted to the explanation of the results and the discussion, trying to show the main advantages and drawbacks of the studied plans, approaches and outcomes as well as to find out the underlying reasons to explain the obtained facts as regards the situation and evolution of each study case. Finally, the exploratory incomes of the work are compiled into the methodological proposal which includes some novel and trial parameters, but even more as regards the purposes of the research which attempting to connect the stated two entrances appears as an experimental challenge, seeking to think on the effects of innovativeness in planning concerning the performance of cities in transformation process, in a comprehensive way.

The dynamic nature of the topic that this investigation aims to encompass makes it necessary to adopt a time scope within the analysis in order to show the evolution of the two main researched phenomena (innovativeness in planning and performance of cities in a post-industrial scenario). To this end, the research proposes the selection of two time periods in order to gather the evolution of the cities' performance and their innovativeness in planning strategies. Ideally, if the accessibility to data permits it, the first of the periods would be placed just at the initial stages of the cities' regeneration processes when they started noticing a renewed dynamism, namely in the beginning of the new millennium. Conversely, the second one is referred to the current situation, likewise reflecting the adaptability and the capacity of the cities to overcome the impact of some independent factors and variables such as the global economic crisis (starting approximately in 2008), due to the fact that as learnt from the literature, really thriving cities are supposed to be more resilient to the potential effects of this kind of manifestations, keeping some reaction and manoeuvre capacity.

Hence, even if the last lustrum could be omitted from the analysis due to the fact that the circumstances arising from scales which surpass the metropolitan one directly impinge the performance of the cities, this period is finally considered because of the previously explained reason. Thus, the author takes the risk of incorporating a brief statistical disturbance through quantization noise which could affect the accuracy of the results, due to the willingness to know how the cities have been capable of dealing with the new situation.

In a parallel way, this paragraph has to highlight the comparative perspective of the proposed research. The adoption of the comparative avenue is mainly based on the clear similarities existing among the selected study cases enabling the comparative approach, as well as on the conceived methodological approach which requires to settle down a ranking of the cities to build the linkage between the displayed performance and the inclusion of innovative practices in planning, according to concrete scores and results for each of the cities on each of the two differentiated layers.

3.2) Bilbao and Bristol as study cases:

In order to evaluate the accuracy of planning to trigger the transformation and reinvention on old industrialized cities, the research proposal defines two similar study cases, basically founded on the origin and activities, the size and magnitude and the strategic geographical location.

Bilbao and Bristol are both of them located in strategic geographical places. The first one is located in the Gulf of Biscay, being one of the most remarkable Atlantic gateways for the Iberian Peninsula, and Bristol is also defined by its Atlantic coastal localization in the mouth of the Bristol Channel appearing as an optimal entrance to Great Britain. In the same way, both of the cases exhibit a common heavy industrial past, characterised by thriving and diversified industrial activities boosted by their prosperous ports.

In addition, Bilbao and Bristol share geopolitical and demographic features, due to the fact that both of them count with some of 350000-440000 inhabitants within the municipal boundaries and approximately a million in their immediate areas of influence. Besides, both of them are second importance ranked cities within their own national boundaries, emerging as real powerful decision-making nodes. Finally, attending to the core idea of the research both of the cities share the commitment to leading a planning and subsequent transformation of their urban spaces according to the need for a relocation of their role in an increasing competitive global arena, characterized by the importance of innovative and fresh ways of economic and social dynamism attached to the environmental sustainability criteria.

3.2.1) Bilbao:

Strategically located 14km inland from Ibaizabal river's mouth in the Gulf of Biscay and completely defined by its hilly topography, Bilbao is the capital city of the Basque province of Biscay, equally emerging as the reference Atlantic gateway for the Iberian Peninsula (Arizaga & Martínez 2006). Accordingly, Bilbao emanates as the leading force of a metro

area of almost 1 million inhabitants (CYLSTAT 2012), in turn dominating the polycentric Basque city network.

Drawing upon the proximity to the Atlantic sea and its confined nature, Bilbao started as an incipient fishing and trading centre, acquiring a great power on the Iberian Atlantic side, which would be even incremented after the official foundation of the city as a port villa in the year 1300 by the Lord of Biscay (Juaristi 2010). This decision strengthened the role of Bilbao which enlarged its area of influence becoming a real European vocation port town, used to export the Iberian wool, wine and cereal, as well as to import manufactured textiles, weapons and other assets from Western and Northern Europe, transforming it in a European marketplace where incipient business activities started to take place (Plöger 2007). Bilbao continued growing during the 16th and 17th centuries due to the strengthening commercial ties with Netherlands and England based on the huge mining operations carried out on the surrounding coalfields. This economic and demographic trend would meet a massive bloom particularly during the second half of the 19th century with the large scale mining operations, the development of steel and metallurgical factories, the increase and diversification of the port activities, the arrival of the railway and the setting up of the first urban enlargement plan, rising the financial node function of the city (Serrano et al. 2009).

After a 20th century characterized by the devastating effects of the Spanish civil war, the posterior economic buoyancy coming out from the prosperous shipyard and heavy manufacturing activities and the social inequalities due to the massive urban and demographic growth and the shortcomings of a class society (Plöger 2007), Bilbao started noticing the effects of the global industrial model crisis in the middle of the 1970s. Suddenly, the once successful manufacturing companies and shipyards collapsed, industrial employment rates declined, and the whole economy came down, giving rise to a period of recession and decay of the city similarly determined by the unstable political situation, the rare social atmosphere, and the environmental and welfare standards decline (Gómez, 1998).

The great flooding phenomena Bilbao experienced on 1989 was the trigger for the city's reaction towards the conception of a new environmental, social and economic metropolitan development model (Giménez 2010). This occurrence propelled the increase of the public awareness about the city's development model and its' future, leading the design of a metropolitan urban renewal strategic plan in 1989 (Andersen Consulting & Gobierno Vasco 1989).

Image 1: Guggenheim museum: Bilbao's landmark based strategic bet



Source: Guggenheim-Bilbao

This way, the urban revitalisation proposal aimed to boost Bilbao as a global, competitive and innovative city, focusing on the development of some strategic issues such as the recovery and the regeneration of the river and the riverside, and the construction of great infrastructures to funnel the pursued economic dynamism shift (Rodríguez 2002). This strategic bet consisted of the setting up of a complex mobility and transportation network to increase both the internal and external accessibility and connectivity of the city, as well as of a large development of iconic flagship urban transformation projects to increase the international relevance of the city (Del Castillo & Haarich 2004) frequently characterized by the settlement of huge cultural facilities such as the Guggenheim museum, officially stressed as catalysts for the attraction of further economic activity (González 2004).

3.2.2) Bristol:

Determined by its strategic location Bristol is the largest city and the regional capital for the South West of England, as well as one of the main cities of the nation (ODPM & URBED 2002a). Bristol leads the guidance of a unitary authority and urban area encompassing around 550000 inhabitants (Pointer 2005), while the large urban zone under its realm which somehow suits the former and historical county of Avon overtakes the figure of 1 million inhabitants (URBACT 2011).

Bristol's long and diverse history dates back to Anglo-Saxon times. A settlement, known as Brigstowe, grew up as a trading port between the Rivers Avon and Frome (Furley 1962). Bristol's capacity as a port was sharply increased in the 13th century due to the additional quayside space gained through the diversion of the River Frome, propelling a direct trade with Europe as well as the English and Welsh coastal towns (Bristol city council 2014). In 1542 Bristol was granted city status by Henry VIII, empowering Bristol's maritime dynamism which acquired significant buoyancy during the 17th and 18th centuries, by dint of the prosperous import of assets (sugar cane, tobacco, rum, cocoa...) and the slave trade (Furley 1962). Although the success of Bristol's port and trading ardour began to be

disputed during the 19th century (Tallon 2006), the city continued to grow amid the outcomes of the industrial revolution moving forward in the development of: railways, engineering, manufacturing, commerce and communications (Bristol city council 2014), extending the city's boundaries upon the surrounding areas. Even if the 20th century, depicted the downgrade of the docklands and the associated industrial activities (Tallon 2006), Bristol thrived on embracing new development paths by the setting up of an outstanding aerospace industrial tradition which facilitate the creation of new commercial and business activities (Deas et al. 2000).

Although Bristol could somehow overcome the economic and social drawbacks widespread all over the rest of UK's largest cities after the post-war period and the industrial recession by means of its longstanding aerospace, transports and infrastructure, or business and finance sectors, Bristol's situation at the 1980s lightened the existence of a wide range of urban nature problems ranging from lack of developable land, inaccessibility, dereliction and increase of industrial wastelands, socio-spatial polarisation, and poverty, to pollution (Deas et al. 2000). Accordingly, Bristol had lost its distinctive dynamism, endangering the city's well-being and its future development possibilities.

As consequence of the reflexion stemming particularly from the cooperation between the city council and the wishful local private stakeholders the Bristol Initiative was created in 1988 giving rise to the elaboration of 20 diverse working partnerships in order to propel the decayed dynamism of the city, facing the existing challenges through a shared common vision towards the revitalisation of the city (ODPM & URBED 2002b). The core underlying strategy of the established public-private and community partnership lied in the adoption of creativity and innovation as the fundamental concern to thrive in the disposal of a proper well-being framework for the city (ODPM & URBED 2002a).

Image 2: Bristol Balloon fiesta: illustration of the city's cultural events



Source: Playful Leeds Blog

Consequently, Bristol gets involved in a constant urban reinvention process towards the offer of an attractive city. In this regard, the improvement of the infrastructures and the transportation systems, the revitalisation of the docklands as well as the rest of abandoned industrial zones, the resolution of the environmental shortcomings, the provision of housing and social facilities and the bet on strategic economy sectors emanate as crucial issues (Deas et al. 2000). This way, green economy, high-tech engineering, creative media and industries, R&D and knowledge based industries are becoming the new economic catalysts of a renewed environmentally and socially sustainable city (Parker 2010).

3.3) Research's potential difficulties & Data sources and collection:

Before going deeper into the aspects referred to the data it seems thorough to foresee some of the presumable problems related to the production and development of the research as it is conceived. On this subject, the excessive ambitiousness of the project emerges as one of the most remarkable adversities, taking into consideration the reduced time to elaborate and carry out the whole project. Actually, this is the main reason originating the dereliction of the initial three-edged comparative idea which included one more city (Lille). In any case, despite meeting this disadvantage, the fact that the main aim of the whole project is just to settle down the pillars for further research to go deeper into the tackled topic, diminishes the importance of the final outcomes emphasizing the relevance of the theoretical and methodological headings which could be properly faced on the available time.

The second drawback arises from the conceptual ground gap based on the lack of previous researches triggering precisely the same planning approach. Moreover the prior one is accompanied by the potential misunderstandings stemming from the surplus of tangential researches facing the proposal's core idea. Accordingly, as already exhibited, the theoretical contextualization of the project is immense trying to learn from and capture the outcomes of a very diverse array of sources and theoretical approaches which instead of messing the basis of the investigation could really give an added value to it, because of the demonstrated capability to bridge even almost antagonistic visions.

The indefiniteness of metro-scale boundaries for each study case during the whole time elapse is another inconvenience when a dynamic perspective is conceived and implemented as approach. This is an arduous challenge if the interests of the study are focused on the whole are of influence of the cities as it is the case. However, in order to avoid the difficulties raised by the mentioned factor, the project seeks to focus mainly on the reference cities as representatives of the ongoing dynamic of their areas of influence.

The lack of selective standardized parameters and indicators to assess the innovativeness of the planning strategies, as well as the huge data heterogeneity and statistical disparities deriving from the selection of divergent study cases and nations is an additional drawback. In consequence, the selection of indicators would be founded on the usage of indicative traces concerning the highlighted key parameters and layouts. In respect to the statistical disparities, the proposed methodology (compiling the real outcomes of the cities as regards the key parameters and the consistency between claims and outcomes of the

plans, under the same scope) is addressed to adopt a comparative approach. Thus, the used indicators will be oriented to gather the more similar data as possible for both study cases. Finally, as regards the problem of data heterogeneity, the author assumes that the research would comprise some deviation due to the fact that each statistical institute uses and facilitates different measurement paths and timing periods. In any case, those divergences would be treated as homogeneously as possible.

The availability and accessibility to the plans, especially to the oldest ones is another important aspect to consider before-hand. Particularly, the geographical distance to both cities avoiding the possibilities to consult the plans physically and the lack of specific digital archives gathering the currently expired plans appear as troublesome aspects. However, this matter could be easily solved by demanding copies of those plans to the responsible stakeholders. Lastly, the possible reluctance of the planning stakeholders to fill the questionnaire and the subjective bias displayed by the consulted stakeholders could be some of the most onerous factors to cope with. The only way to have a representative sample of filled questionnaires is to submit them to a wide target group, wishing to receive as many answers as possible. In regard to the subjectivity of the stakeholders, the adoption of some measure to weigh up and balance the potential statistical disturbance cropping up the information provided by personal opinions could be an applicable alternative.

As concerns the data sources, the collection of the references devoted to the literature review stems from two main data servers, such as the State Library of Victoria in Australia and the NTE platform of the Université François-Rabelais of Tours. Thus, the bulk of scientific papers, books and other relevant documents, selected for the establishment of the theoretical approach, the methodological structure, the criteria, the layers and parameters, and the reasoning avenue for the discussion and conclusion, derive from the cited servers, propping up the theoretical and conceptual foundation of the research. Furthermore, all the information collected through the prior servers and sources is complemented by equivalent incomes stemming from random searching practices (through key words) on the google browser. In addition to all the mentioned on-line servers, supplementary basic sources such as books and scientific papers are also mobilized to fulfil the research's framework.

As regards the collection of both the qualitative and the quantitative data necessary to develop the practical frame of the research, it is almost entirely based on an internet research. On this subject, the first stake to consider is related to the array of used planning documents. The complete sample of documents used to describe and analyse the planning strategy of the cities is collected through an internet research, exploring the websites of the main institutions or authorities responsible for the elaboration and implementation of each of each particular document. Namely: Bristol City Council, Objective 2 Bristol, Bristol Partnership, Business West, Bilbao City Council, Bilbao Metropoli-30.

The second cluster of data is referred to the information required to assess the innovativeness of the cities' planning strategies. In this regard, the final data comes out from the responses given by a selection of stakeholders (four for each city) to a previously designed questionnaire. Therefore, these data derives from the information provided by

private town and regional planning consulting company, metropolitan and local planning institution and agency, and academia counterparts of each city.

Finally, there is an additional cluster of data sources, mobilized to funnel the assessment of the cities' success on their sustainable regeneration process. In this regard, a part from gathering the information supplied by the different existing official statistical agencies and services such as, ONS, INE, and EUSTAT, other important sources, such as the two authorities' (Bristol City Council and Bilbao City Council) websites are mobilized alike. Regarding the main source sections of each agency the next list should be highlighted:

- I) ONS: Neighbourhood statistics; Official labour market statistics
- II) INE: Population and housing census 2001 & 2011
- III) Eustat: Municipal information; Udalmap
- IV) Bristol City Council: Data profiles; Air quality in Bristol; Leisure & Culture; European Green Capital
- V) Bilbao City Council: Indicadores socioeconómicos; Bilbao en cifras; Bilbao etxebizitzak; Estudio sobre el potencial de las industrias creativas en Bilbao; Informe de satisfacción 2011

Anyway, the prior mentioned formal sources are complemented with the qualitative information stemming from other relevant scientific studies incorporated within the reference section, as well as from supplementary quantitative data contributions which come out from a wide range of sources found out after a meticulous internet based research for each one of the case studies, and listed beneath:

- I) GaWC: Globalization and world cities Data Set
- II) Fundación Deusto: Observatorio urbano de barrios de Bilbao 2009
- III) Invest in Bristol: Key statistics
- IV) Bristol.org.uk
- V) EVE

3.4) Methodological proposal, structure and procedure:

According to the previously displayed literature review and drawing upon the precise and concise methodological approach depicted by Dente and Coletti (2010), unlike their work which was focused on the linkage between the some particular innovative outcomes of territories and their governance insights, this proposal aims to apply a similar methodological approach to connect innovativeness in planning strategies (process, agenda, and communication) with the performance of cities involved in reinvention processes. Accordingly, the structure of the proposed methodological avenue consists in the creation of a double matrix linking both entrances. This matrix contains two columns devoted to each of the stated entrances and two rows one for each case of study. The final upshots should display similar ordered results as concerns each of the columns for each of the study cases, evidencing the relation between the performance of the cities and innovativeness of their planning strategies, whilst ranking the cities from the most successful one to the less advantaged to this extent.

Anyway, this final step requires for precedent results regarding the ranking of the selected cities in relation to the accuracy of the performance on the reinvention as well as the scores referred to the innovation of the planning strategies. For this purpose, it is necessary to elaborate two individual tables, one for each entrance of the work.

According to the selected criteria, the successful performance of the cities would be defined by their upshots as concerns the sustainability of the three previously explained dimensions, ergo environment, society, and economy (Yi-Kai et al. 2010). This way, the project constructs a first table gathering the scores of the study cases in this regard. The performance of the cities is evaluated through the analysis of two combined inputs. First of all a comparative exercise among the study cases is proposed, comprising the evolution within the selected time scope and entailing the prior argued 21 layers and parameters defining sustainable urban development. In any case, the explained comparative approach is complemented mobilizing an additional analysis concerning the degree of similarity between the real performance of the cities and the official claims (which mainly coincide with the stated 21 parameters), trying to assess whether the claims and the outcomes of the plans match together. Thus, this step demands the use of observation methods stemming from a consistency analysis which effectively compares the outcomes in contrast with the claims gathered on the plans.

For this last purpose, the study applies a modified version of the methodology used by Sandström (2002) to evaluate the accuracy of the greening plans established in some Swedish reference cities. In this regard, instead of remaining in the agenda as the referred work does, this proposal seeks to transform Sandström's standards into the next procedure in order to effectively assess the similarity between claims and outcomes of the plans:

*Mentioned but not put into practice

(The targeted aspirations have not been even developed or implemented)

**Mentioned and partially accomplished

(The pursued aims have been partly or totally carried out without a superlative success)

***Mentioned and fully attained

(The claimed objectives have been completely implemented with a great accomplishment)

As regards the appraisal of this first entrance of the project related to the assessment of the upshots of the selected cities, the proposed analysis reclines upon the usage of quantitative data. As stated in the prior paragraphs, the mobilized data is referred to the 21 different parameters identified as key topics to thrive in the current global scenario in order to attain a balanced urban development. Thus, the assessment pursues to join together both, the comparative and the consistency perspectives through the provision of a single analysis which identifies some key indicators. The indicators are applied in reference to a final general representative list which clusters both, the key parameters (21) and the main claims of the studied plans, compiling the common claims and development axis pursued for each city through their last decades.

Therefore, once extracted the general list of axis or criteria, each city is evaluated through indicators for each of the different identified remarkable axis. The mobilized indicators

change according to the data availability for each study case trying to emerge as indicative measures of the city's level of accomplishment of each particular axis. Moreover some of the criteria are directly graded and evaluated according to the author's observation (based on the experiences and practices developed for the cities) due to the lack of significant quantitative data. Subsequently, a final value ranging from * to *** (according to the prior explained method), regarding the level of accomplishment of each of the claims and the results of each city is displayed. Anyway, this list is finally reduced to a single average score, similarly ranging from 1 to 3, which indicates the level of attainment of the selected list of representative strategic claims or axis, providing in turn, the average score of each of the cities concerning their performance and sustainable progress in the current post-industrial scenario.

As prior mentioned, this assessment could be also powered by the usage of qualitative data stemming from observations based on the identification of practices and experiences of the cities, aiming to have a more complete perspective to grade the outcomes of the cities. The use of the qualitative data, which in any case would be standardized in numerical figures (ranging from * to ***) would be originated just in case of a shortage of exhaustive quantitative data regarding some of the criteria. Therefore, the set of used indicators and experiences will be representative of both the claims gathered in the plans and the key parameters or topics to be taken into consideration in order to succeed on a sustainable way. Consequently, the indicators and identified results would provide a guidance indicative measurement of the success and sustainability of each city in their regeneration approach.

The second entrance of the work referred to the innovativeness in planning is evaluated through the illustration of a second score table gathering the results of the two study cases. In this case, assuming the dynamic scope of planning, the proposal focuses on three layers such as, the planning agenda, the process and the communication of planning, which are merged to display a unified score, which defines the success of each study case in this regard. Each of the mentioned inputs is measured according to the 10 different parameters listed and explained in a prior stage of the project. Methodologically, the procedure requires the adoption of a qualitative approach leading to the usage of observatory methods founded on the information provided by a survey questionnaire addressed to different stakeholders with an in-depth knowledge on the planning arena of each of the study cases, as well as from the cautious review of the plans, which could give some indications about the inclusion of the stated parameters for each study case.

On the one hand, the review of the plans is mobilized to assess the vector concerning the innovativeness of the planning agenda. This way the proposal seizes upon the previously used Sandström's (2002) qualitative observation approach, revamping it in order to assess the performance of each city concerning the criteria established to evaluate the innovativeness in the planning agenda explained in prior chapters. In this regard, as explained before these criteria are merged and split into two differentiated groups, exhibiting three final parameters. Accordingly, the multi-scalar conception and the comprehensiveness of the agenda related to the consistency among different plans during the time, the assessment sets out the next proceeding:

- *The diverse plans are not consistent neither among themselves nor during the time
- **The diverse plans are quite consistent despite showing some gaps and inconveniences
- ***The diverse plans are completely consistent both one to each other and during the time

Meanwhile, the strategic approach and the suitability of the displayed topics related to the adoption of the key topics referring the strategic aspects and parameters identified in the paragraph 2.5 of this report and the discussion level of each of them, the project proposes to tackle them separately as respectively defined below, merging them afterwards in order to produce a single standardized score:

Strategic approach:

After identifying the amount of key topics (among the 21 parameters) considered by each plan, the percentage of addressed topics in contrast with the total amount is calculated for the total of the plans. Finally, the figure is standardized from * to ***.

- *Few of the key topics are identified within the plans
- **A considerable amount of the key topics are identified within the plans
- ***All of the key topics are identified within the plans

Discussion level:

Each of the strategic topics identified within each of the plans is ranked from one to three according to the list below. Then, an average score is extracted for each plan considering the sum of the individual scores which are divided by the amount of conceived topics. Once each of the plans of each study case has an average score, those scores are summed and divided by the total number of plans analysed for each study obtaining a final average score for each study case ranked from * to ***, with the same meaning.

- *The topics are vaguely or not discussed at all
- **The topics are discussed to a certain extent
- ***The topics are fully analysed

On the other hand, the questionnaire addressed to four representative counterparts of each study case involved in the planning arena from different perspectives, aims to provide an accurate framework to assess the innovativeness of both the planning process and the communication. Although the questionnaire aims to shed light on the first eight parameters referred to each of the layers defined within the paragraph 2.4 concerning the innovativeness in the planning process and communication, it contains the 10 parameters selected to assess the innovativeness of the planning strategies, due to the fact that the last two questions regarding the planning agenda are mobilized to check the accuracy and reliability of the answers submitted by the targeted stakeholders. Thus, the last two answers are compared with the scores previously obtained by the author as regards the agenda, to weigh up and re-measure the objectivity of the rest of the answers which really have to be applied. The commissioned participants are requested to rank each of the ten stakes for their own city through the same simple basis laid out to evaluate the previous stakes related to the planning agenda innovativeness. Thereby, the eight vectors listed

below, are classified from *Scarce, **Regular, to ***Significant according to the pledge exhibited by each city as regards the defined layers determining the planning process and the planning communication.

Finally, the proposal merges all the 10 parameters which should be previously ranked individually from one to three. Accordingly, the different layouts are summarized in a single number, indicating the average rate of innovativeness of the planning strategy developed by each city, considering as well two more dimensions such as the current situation and the progress from 1990s onwards, also addressed to the participants of the questionnaires. These three figures are similarly standardized according to the same pattern, ranking the innovativeness of the city's planning strategies from scarce to significant (1 to 3)

In any case, before the illustration of the comparative perspective measuring the scores of each city through the contended double matrix method and the individual score tables to be created in advance, seeking to contextualize the results, the author provides a brief individual analysis for each city looking into the main characteristics of the analysed set of plans. In this regard, it must be mentioned that the procedure conceives the usage of a representative sample of plans for each of the cities exploring all kind of plans ranging from strategic, comprehensive ones to local (city council or even area level) and sectorial ones (transports, economic promotion etc.).

4) FINDINGS & DISCUSSION:

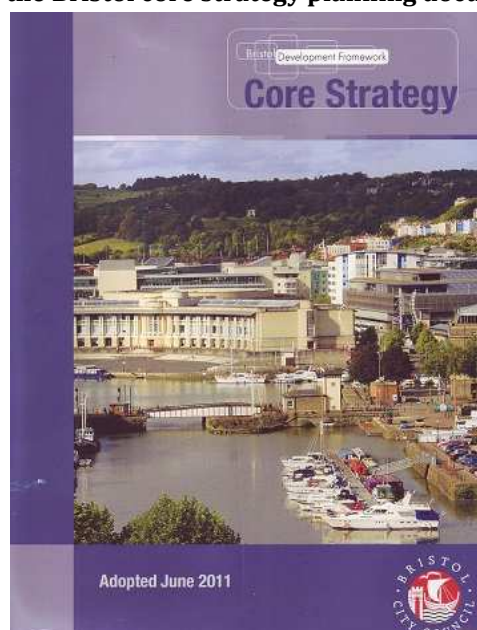
4.1) Description of planning documents:

4.1.1) Bristol:

In the case of Bristol an array of 8 plans has been used to produce the final assessment. This compliance collects the main features and remarkable hints in relation with the purposes of the project stemming from a selective representative sample of the plans established in Bristol to change the decline dynamic. Therefore, the first of the analysed plans is the Bristol local plan issued in 1997 to produce a dramatic shift of the decaying urban dynamic in a comprehensive way, trying to tackle the onerous urban development challenges originated by the collapse of the prior development model. Conversely, the Bristol central area plan issued in 2014 appears as the last of the conceived plans. As mentioned in previous paragraphs, the considered plans aim to collect a representative vision of the whole planning panorama of Bristol within its post-industrial phase. The complete list of analysed plans, their formal adoption date and their general nature is stated below:

- I) Bristol local plan 1997 (Comprehensive plan)
- II) Bristol local transport plan 2000 (Sectorial plan devoted to transports & mobility)
- III) Bristol objective 2 neighbourhood action plans 2001 & 2004 (Local area scale plans)
- IV) Bristol city centre strategy and area action plan 2005 (Local area scale plan)
- V) The Bristol 20:20, Sustainable city strategy plan 2010 (Comprehensive plan)
- VI) Bristol development framework core strategy 2011 (Comprehensive plan)
- VII) Bristol 2050, A business vision for the Bristol city region (Sectorial plan devoted to economic promotion)
- VIII) Bristol central area plan 2014 (Local area scale plan)

Image 3: Cover page of the Bristol core strategy planning document, currently in force



Source: Bristol City Council

The first look at the plans denotes some key aspects of Bristol's planning agenda such as the delay on the submission of the first comprehensive plan which in spite of being produced before, was formally adopted in 1997, or the presumptive overlapping between similar nature plans as it happens with the neighbourhood plans or the recently issued comprehensive plans. Anyway it is necessary to go deeper into the analysis of those plans to have a clear outlook about the planning strategies adopted in Bristol.

The apparent delay to put into practice the first comprehensive plan of Bristol is mainly caused by the different power-balance existing as regards planning authority in prior periods, due to the existence of powerful supra-municipal authorities and the great power of the central authorities which due to the disputes and confronted approaches somehow hindered the emergence of a clear local or metro-scale vision of spatial planning (DiGaetano & Klemanski 1993). In any case, the fact that the first comprehensive plan was launched in 1997 doesn't mean that the city's planning strategy was motionless because of the fact that evidently, prior plans were released to tackle some acute issues such as the renewal of the harbourside. Anyhow, after the empowerment of the local authorities and the understanding of the fact that an integral solution stemming from a comprehensive way of proceeding was required, Bristol was finally capable of releasing a first comprehensive plan on time to cope with the already existing and upcoming challenges (Even if the plan was named local its perspective also conceived the area of influence).

Similarly, the main reason to produce kindred plans elaborated in affined dates is the fact that the stakeholders responsible for conducting each of the documents are different. For instance, while the core strategy is elaborated by the city council, the sustainable city strategy is produced by the Bristol Partnerships which apart from the city council and other competent public authorities also collects a wide range of stakeholders involved in the city's dynamic, ranging from business and economic stakeholders to neighbourhood associations and NGOs. However, the mentioned time scope coincidences between similar nature plans, doesn't mean that the plans are overlapping, just the other way around most of the plans reflect key points of convergence and could be said that they complement each other, increasing the real potentialities.

Starting with the explanation of the main facts and features exhibited by the plans launched in Bristol in an overall way, it is really remarkable the great importance allocated to one of the most relevant stakes identified within the theoretical review as it is the participation and the community's engagement in the planning arena. In this regard, the reading of the plans really shows the commitment of the local authority and the community to propelling the decision-making capability of the society. Moreover, this bottom-linked perspective is fostered by the creation of neighbourhood actions which really attempt to comprise the feelings and demands of local community's members, as well as by the creation of effective partnerships which entail and involve all of the diverse stakeholders within the planning practice. In fact, the role of each of the stakeholders is clearly defined within the plans, determining the functions of each of them. Besides, the role of the community within the planning elaboration process has evolved during the time. At the beginning community played the role of consultant (to check whether people agreed with the pre-established plans or not) but later it has become a real decision-making player, creating the plans and defining the development strategies. For instance,

the existence of a legislative framework underlying the community as a formal planning stakeholder really shows that there is a commitment to finding the implication of the society in planning issues. In relation to it, most of the plans even conceive a section devoted to settle down the ways to funnel community's participation and the ways of communication of the plan.

The second common feature of the plans is related to the accuracy of the background analysis, usually carried out through the disposal of concrete indicators. Thus, the ample majority of the plans are sustained by exhaustive assessments regarding the situation of the comprised topic and objectives for each moment. Furthermore, apart from identifying the accomplishments and failures of previous plans, and the contemporary and future requests and needs in a critical way, they usually go further, trying to foresee which could be the potential effects and possible scenarios if the goals of the plans are attained. In relation to this, the plans also try to look forward, entailing a vision that transcends the particular moment, establishing a mid-term planning horizon.

On the contrary, it is also true that some of the plans lack of a clearly defined horizon or deadline of fulfilment. In addition, even if they comprise future perspectives it is also true that, except the Bristol 2050 city region plan, the rest of the plans don't encompass more than a 20 years scope since their issuance. Accordingly, the plans demonstrate a strong feasibility and viable ambitiousness feature, which nevertheless is somehow constrained by the explained mid-term perspective. Therefore, the plans show a deficiency as regards the quick expiration date and the subsequent necessity to re-build new strategies from the basis once every 20 years or even shorter cycles. This approach seems a little bit outmoded nowadays when overwhelmingly performing cities as North Vancouver in British Columbia trend to release real long-term planning visions (more ambitious and more risky but really resilient and adaptable if correctly done) as illustrated by the launching of its strategic sustainable planning vision due for the next 100 years (Condon et al. 2009).

Anyway, although the previous drawbacks emerge it could be also contended that the bulk of the plans provide a real strategic vision, compiling feasible targets, proposing middle-way assessment, correction and planning redirection procedures and detailing properly defined schedules (except the neighbourhood plans) to reach each of the stages differentiated within the plans. In this regard, the proposal of alternatives to potential threats and obstacles which could appear during the setting up of the stated projects is another remarkable feature of the overall planning framework. Additionally, most of the plans include the incorporation of monitoring and assessment methods to check the progress of targets' accomplishment. In addition, periodic reports tracking the performance the city referred to the attainment of the steps clarified within the plans are proposed in some of those plans. The stated auto-assessment methods are accompanied by the incorporation of strong feedback structures such as, meetings, workshops, networks and communicating vessels. Moreover, at least comprehensive plans and detail area scale plans include extended and thoroughly designed statistical figures, tables, drafts, images and maps illustrating the analysis of prior phases, the intentions and potentialities gathered on the plans.

It also has to be highlighted the interconnection existing between the different plans, the key topics conceived within each of them, the pursued objectives and the expected outcomes, displaying a perfect imbrication. Therefore, it should be mentioned that Bristol displays a notable consistency within its urban planning strategy, bridging the comprehensive plans with the sectorial and area plans. Hence, Bristol shows a holistic planning approach. In general terms it could be said that each plan really discerns which are its functions, its competencies and the way each of them has to proceed according to the binding comprehensive plan. Accordingly, while the comprehensive plans settle down the general guidelines regulating the development paths of the city for the future, the sectorial plans or local plans try to develop in-depth the instructions of the stated guidelines as concerns their own field of action, without losing the relation and connection with the rest of topics and scales.

In this regard, the accuracy of the evolution of the multi-scalar approach has to be highlighted. The multi-scalar approach takes into account not only the scale dimension targeted by of each plan but also its relation and interaction with the rest of scales issued in other plans, leading to a better conception of the deficiencies, the ways to face them and the potential impacts at the rest of the scales. Thus, the plans gather specific site scale actions to encompass the particularities and requirements of each particular place, embedding them within the general city framework. Accordingly, the strategic plans are adapted to the specific requirements emerging within the city. This way, a neighbourhood or community based approach looking forward the overall improvement of the city's quality of life through the provision of site scale improvements is pursued. As concerns the multi-scalar outlook, for instance the binding core strategy, considers the relevance of shared strategies within Bristol's whole area of influence, stressing the importance of partaking a common vision with Bath, North Somerset, South Gloucestershire and the whole West of England in general. The major drawback regarding the misunderstanding of the multi-scalar conception is referred to the city region scale which was clearly omitted at the initial plans and phases of Bristol's regeneration period. Anyway as previously seen with the core strategy and similarly accompanied by the other recent planning documents such as the 20:20 plan or the business vision, it could be said that this problem is prone to be satisfactorily solved.

In general terms, the planning approach demonstrates a positive escalation during the time, leading to a better understanding of the causes and effects of the actions as well as to the adoption of a more integral approach from period to period. This is mainly caused by a noticeable learning experience from stage to stage and plan to plan, which leads to an increase of the exigencies and the outlook. Thus, following a dynamic way Bristol's planning strategy is becoming more complex and precise, approaching the urban development of the city in a more holistic way, which stems from a deeply agreed shared vision for the city. This evolution is extended to the whole planning strategy. This way, regarding the planning process, apart from conceiving the explained indicators monitoring system etc., the core strategy assumes the setting up of a five-yearly cyclical in-depth review scheme to assess the attainments and the failures, in order to address possible solutions and modifications clarifying subsequent steps. Besides, this plan incorporates flexibility and adaptability options, integrating the potential effects of future unexpected events which could lead to modify the initial assumptions and requirements of the plan.

Even if the common vision, the aims and the specific goals are usually thoroughly defined it is criticisable the fact that particularly the strategic plans are not capable of displaying specific and precise actions to tackle the prior dispositions. Thus, the comprehensive plans seem to be very descriptive. Anyway, this feeling is rapidly counterbalanced once the specific plans (sectorial and site plans) are analysed. Therefore, the stated apparent handicap becomes a strong point because while the comprehensive plans establish the general guidelines defining the city's future development, the specific plans really define how to develop the identified general strategies. This way, the embracement of both models of plans leads to the development of the Bristol Development Framework. In any case it is also true that to some extent, a brief overlapping among plans is denoted. This aspect is particularly visible for the plans issued by different stakeholders (Core strategy (city council), Bristol 20:20 (Bristol Partnership), Business vision (Business West, chamber of commerce)).

One more clear deficiency is related to the vague attention posed to the creation of external networks and the transferability of knowledge in order to produce a better understanding and reflexivity of the whole planning strategy. In this regard, grasping the information provided by the reading of the planning documents, it is remarkable that although Bristol's planning dynamic has suitably incorporated endogenous learning experiences it has not been able to produce an equal upshot as regards the consideration to involve the city in external planning and know-how networks. The problem is especially referred to the regional and international networking and knowledge sharing scales because it is true that apart from the internal scale, Bristol has always kept an eye on the national dynamics. Anyhow, it has to be underlined that this negative trend seems to be meeting its end, due to the fact that the last documents and even more particularly the strategic ones are starting to look after this important element, proposing some international examples as mirrors to look at, or strengthening the ties with other counterparts of the city region scale.

As concerns the consideration of the main identified key topics within the planning strategies, apart from the prior mentioned gaps regarding the networking and the knowledge transferability, the plan also underestimates the relevance of the accessibility to financial resources as a crucial factor to propel a balanced development. Apart from the misconception of the participation in networks (Not so severe, because the most relevant plans really identify and highlight networks as a topic) and the know-how exchange to enhance the city's development potentialities, the plans don't comprise a real commitment to attracting investments and creating accessible financial resources which could support the buoyancy of the local entrepreneur class. Curiously the initial plans emphasized more in this aspect, perhaps because of the acute need for investment and financing existing back on those years to propel the decaying economic dynamism of the city, which once recovered could have begun to generate an internal reinvestment dynamic by its own without such a sharp need for external contributions. In contrast, going back to the insight assessment of the plans, it is quite clear that there is not a regular concern about the financial aspects and the financing of the strategies. Thus, only few of the studies enter into details as regards how the dispositions gathered in the plans are really going to be financed. For instance none of the plans conceives a financial programme, defining the steps to be reached to this extent.

Another topic to highlight because of its absence within the plans is referred to the ICTs which don't play a significant role within the list of priorities displayed by the plans set up in Bristol. Anyway, it is particularly intriguing that unlike the prior plans, the Bristol 20:20 one highlights the relevance of the ICTs as an engine to propel other key sectors such as, green energy, media, engineering, aerospace, robotics, nanotechnology etc. which are identified as catalyst for the development of a strong knowledge economy. Demography is one more of the aspects which is not faced per se. Therefore, it only appears in a very loose way to generate some statistical figures to be applied in some other fields of action. The fact that the figures displayed by Bristol in this regard (provided in the next paragraphs) are positive could lead to the omission of this layer from the plans. In any case, this is quite inaccurate because of the fact that the city's demographic dimension really determines the possibilities of the city regarding a wide range of topics ranging from housing and transports to welfare and health care provision.

Surprisingly climate change is another of the selected strategic parameters which hasn't played a leading role within Bristol's post-industrial planning trajectory. However, it is also true that the treatment of this transcendental topic has positively evolved during the analysed decades, due to the fact that the plans issued during the middle of the 2000 decade onwards, incorporate this phenomena in a very exhaustive way. Not so disconnected from the previous topic the ecology and biodiversity are two more layouts not so meticulously displayed within the plans of Bristol. Anyway, it should be mentioned that only the initial plans as well as some specific ones don't entail this issue, due to the fact that the rest of them discuss about it very thoroughly. This need is quite evident considering the strategic bet of Bristol on the achievement of an outstanding environmental performance in a short term. The last of the roughly appraised parameters in Bristol in comparison with the strategic topics defined by the author, is referred to the supply of urban amenities. In this regard, it could be said that none of the plans details too much about urban facilities differing from the strictly fundamental ones (culture, education, and health care), disregarding somehow important inputs for the social development such as the leisure, the sports and the recreational functions and facilities.

In any case, despite the stressed underestimation of the networks and know-how transferability as instruments of planning, the reviewed documents and more particularly the most recent ones, really point out the value of both alongside with the research, development and innovation as fundamental concerns for the city's development. Accordingly, even if the topics are not applied to the insights of the planning strategy per se, there is in fact an increasing awareness about the relevance of boosting networks as mechanism for knowledge exchange conceived as transcendental to incorporate the city within global circuits. Therefore, it is assimilated that networks play a crucial role mainly for the economic and social dimensions, understanding that they could provide an effective retribution in terms of economic dynamism and social integration. As mentioned, research and development is one more relevant topic which increments its magnitude and presence within the most recent documents. This is mainly connected to the role attributed to the universities and the local innovative companies which are pointed out as economic catalysts through the generation of knowledge and its application to the emergence of high added-value generating novel products and services. Besides, all

innovation, research and knowledge are strategically conceived as instruments for the apparition of synergic effects in terms of local entrepreneurship.

This way, entrepreneurship acquires a central relevance within the plans, emerging as an issue from the very beginning, not only because of the economic catalyst and job creation effect, but also as means of social dynamism. Thus, entrepreneurship and small local businesses emerge as mechanisms to increase the city's attractiveness having a direct impact on the local revenues and neighbourhoods' liveliness. Anyway, entrepreneurship is not only linked with the innovation and knowledge but also closely tied to the demonstrated commitment to enhancing city's creativeness through culture as funnel of progress. Accordingly, culture gains a relevant status within the plans because of its double function. On the one hand, it is conceived as engine for the enlargement of the creative culture or nature of local inhabitants and besides, it is also considered as an element of social construction, seizing upon the mentioned creativity to foster cohesive and integrative measures and initiatives. In this regard, it is noticeable the fact that all together, entrepreneurship and small business, creativity and attractiveness, and culture emerge as stakes within the vast majority of the analysed planning documents, maintaining its value along the time.

In any case, the overview of the plans shows that as regards the entailed key topics and the adopted core alternatives, Bristol is particularly committed to carrying out a sustainable strategy to define the pursued model of city. In this regard, the city implemented an initial planning agenda focused on the city's most significant demands. This way, the improvement of the local transportation system and the increase of the accessibility to the interconnected points and main areas of the city, the reduction of pollution and the recovery of green infrastructures, the provision of affordable and suitable housing possibilities, the development of unerring pathways to reduce the social inequalities and the crime, the procurement of health care facilities, and the generation of new job vacancies to rise the employment levels, were the primarily tackled questions.

Regarding the accessibility and transports, the topic is conceived according to a systemic perception. Thus, apart from appearing as fundamental matter within most of the reviewed documents, it receives a holistic treatment. Consequently, transports and accessibility are conceived as instruments for urban regeneration, considering all kind of implications ranging from economic upgrading to attraction of tourism, housing and new urban developments, reduction of social inequalities and enhancement of community's welfare and cohesion or prevention of pollution amongst others. In this regard, the documents provide a lot of novel initiatives such as park and ride options or the "greenway" network. Besides, the topic is approached through a multi-scalar conception looking at the implications of the proposed strategies in different scales. Despite the mentioned interconnection of the topic with other fundamental aspects, it is a gap with related environmental issues such as the energy efficiency. In any case, energy efficiency, waste management and the rest of the environmental layers identified as crucial questions, have an indisputable presence within the plans. On this subject, it is remarkable the importance allocated by the different documents to the enhancement of the local green infrastructure which is in fact accompanied by the disposition of a clear and shared compact city urban development vision. Therefore, open spaces are addressed as a central

element for the upgrading of the urban tissue characterized by the adoption of mixed uses as development approach. By contrast, as mentioned before, ecology and biodiversity are mainly addressed within the comprehensive plans having a scarce presence within the sectorial, local and area scale plans which reflects a little misconception of the topic depending on the applied scale.

Anyway, as previously stated the most crucial aspects to tackle in the initial stages of the strategic planning in Bristol were related to the social dimension. In particular, the provision of education, welfare and health care assistance, housing allocations and social equity and integration were the main fields of action addressed within the first documents. Therefore, the planning strategy really displays a real strategic conception, understanding that the fulfilment of inhabitants' basic requirements and services are on the top of the list of priorities.

Even if the last stressed key questions continue being a relevant part of subsequent plans, with the passing of the time other layers started raising its significance within the plans, completing the general approach on a more comprehensive way. Accordingly, questions such as the pledge to boost the local entrepreneurship culture and the savoir faire of local proximity services' owners, the importance of propelling the creativity and innovativeness, the need for attracting tourism and investment, the ask for increasing Bristol's R&D upshots linked to the provision of excellent advanced educational services at every level, the relevance of culture as catalyst for urban regeneration and social engagement, the requirement to implement meticulously issued land uses boosting the mixed uses, the importance of managing the waste and resources on a sustainable way and the necessity to be more resilient as regards the potential effects of the climate change, incremented its participation within Bristol's planning scope.

At the initial stages the most recurrent topics and objectives gathered in the plans, were related to the most immediate challenging issues such as the pollution, the need for proper housing provision, the transportation and mobility or the generation of employment and job opportunities. However, the most recent plans also deepening into the stressed aspects, try to embrace more ambitious targets entailing more strategic fields of action and modifying the prior ones to the upcoming requirements and dominating trends transforming them into more sophisticated and elaborated outputs. Therefore, it is deductible that after having solved the most urgent urban challenges, Bristol is involved nowadays in a new dynamic more focused on the attempt to increase its international competitiveness. Accordingly, after having fulfilled the most basic needs and requirements within the initial stages of the comprehensive planning era, the most recent plans start displaying a rising concern as regards the improvement of more "iconic" aspects such as the physical urban regeneration, aiming to externalize a modern image of city. Summarizing, as previously contended it is quite sure that Bristol has tried to regenerate the city from the basements to the roof, moving step by step according to a correctly structured proceeding.

Finally in overall terms it could be said that the amount and discussion level of the key topics and parameters comprised within Bristol's planning strategy has increased and positively evolved during the analysed period of time, understanding the needs of each moment and accommodating the planning venues to the dominating precepts.

4.1.2) Bilbao:

As concerns the city of Bilbao, the project comprises the analysis of 7 different plans of diverse nature ranging from strategic comprehensive plans, to local, site specific and sectorial plans. The selection of the plans tries to exhibit a representative sample of the different planning documents elaborated in Bilbao during the last three decades regarding divergent topics and scopes in order to shift the city's decaying tendency. The first of the investigated plans formally adopted in 1992, is the pioneering comprehensive plan set up in Bilbao to begin the city's urban regeneration process towards the complete renew and transformation of the urban tissue. As regards the final of the analysed documents adopted in 2011, it is the third strategic plan released in Bilbao which pursues to go deeper into the development pathway started with the mentioned prior comprehensive plan, attempting to strengthen the knowledge culture and talent structure of Bilbao. In overall terms, the chosen sample aims to provide a certain overview of Bilbao's post-industrial planning arena. The complete list of analysed plans, their formal adoption date and their general nature is stated below:

- I) Strategic plan for the revitalization of Bilbao 1992 (Comprehensive plan)
- II) Bilbao 2010: The strategy 2001 (Comprehensive plan)
- III) General urban development plan 2002 (Local plan)
- IV) Special plan of Bilbao la Vieja, San Francisco and Zabala 2005 (Local area scale plan)
- V) Government plan 07-11 2007 (Sectorial plan devoted to the local government's action)
- VI) Local investment plan 2010 (Sectorial plan devoted to the city's investment item)
- VII) Bilbao Metropolitano 2030: The age of professionals 2011 (Comprehensive plan)

Image 4: Cover page of Bilbao 2010: The Strategy planning document, binding until 2010



Source: Euskonews&Media (Eusko Jaurlaritza)

Apart from the optimal rapidity and commitment of the city to issuing the first strategic plan just before the industrial collapse in the early 90s, the first of the main characteristics to highlight for the case of Bilbao after having analysed the mentioned representative bulk of plans, is the fact that even though the strategic vision is very precise and clearly identifiable, and the paths and projects to reach the pursued goals are very plainly identified and structured, there is not a distinctive and clear procedure or mechanism to funnel and put into practice the dispositions issued by the comprehensive plans. Therefore, while each of the metropolitan strategic plans are quite accurate detailing and setting up what is the pursued effect in each of the different phases of the strategic planning, they fail as regards the allocation of more exhaustive planning procedures and documents to channel the mandates and general guidelines stressed by those comprehensive plans. Accordingly, it could be said that except for the local scale (General urban development plan), Bilbao still lacks of appropriate specific or detailed planning instruments (regarding to sectorial and specific area scale planning) which could lead to an accurate and real accomplishment of the designed general strategies. This way, even if it is a hierarchy of plans and each of the plans has an exactly defined sphere of action, the process to effectively tie the different categories of planning is somehow detached.

Regarding the scale conception gathered on the plans, in general terms Bilbao has perfectly known and addressed the advantage of setting up a multi-scalar planning strategy. Therefore, the planning context is structurally ready to appropriately deal with the particularities and specific requirements emerging at each of the different applicable scales, ranging from the metropolitan one to the local, and area or district ones. Nevertheless, this clear delimitation of boundaries and fields of actuation does not have a real reflect on the execution or implementation of the strategies defined by the comprehensive plans. In this subject, there is a lack of specific sectorial planning to carry out the actions at the local particular area scale comprising the community's demands and the neighbours' engagement. Hence, a gap on the site or area, proximity planning scale is noticeable. Moreover, the different plans released on an area scale have somehow misconceive the importance of including the particularities and specific demands of each site, just trying to interpret and transfer in a "customized" way (not even being coherent) the disposal of the overall guidelines determined by the strategic or the local plans in each area, avoiding the inclusion of particular elements and constraining the possibilities of the plans.

It is notable that all the comprehensive plans include in-depth background assessments, producing bright descriptions of the situation of the city in each moment of its post-industrial era, which presumably should support an accurate milestone for the definition of suitable future development strategies. Thus, the plans are quite explicative regarding the illustration of the strengths and weaknesses of prior phases and plans, as well as concerning the identification of potentialities and threats to carry out next stages taking into account the situation and possible upcoming challenges. Anyway, it is noteworthy the fact that there is an involution with the passing of time as regards the auto-critical level of the mentioned exhaustive assessments of the previous phases. This way, the most recent plans incorporate a huge level of indulgence and acquiescence to the achievements of the prior phases of the urban regeneration process, highlighting in excess the attainments and

setting aside or hiding the deficiencies, which is not helpful at all to produce a correct overview of the future needs of the city.

It is remarkable that the concept of urban resilience is not still entailed within the Bilbao's planning arena. This brings with it the adoption of a loose understanding of the necessity to incorporate and consider the unexpected events and its potential consequences within the city's planning strategy. Thus, the model is not capable of accurately foreseeing forthcoming phenomena (Regardless their environmental, economic or diverse nature), either adaptable to rapidly acclimate the planning strategies to the subsequent impacts and its consequences. Therefore it could be said that the overall planning framework is perhaps too rigid to face the challenges coming out from the current scenario which is subject to constant changes. In any case, it is evident that the stated deficiency is progressively being resolved due to the fact that within the constant monitoring systems and the periodic planning revisions programed by almost the total amount of plans, it is becoming more frequent to set up mechanisms which could incorporate the unexpected occurrences within the ongoing planning dynamic assimilating the potential effects and modifying the agenda and process to the moments' requirements. Consequently, it could be highlighted that Bilbao is meeting a positive progress as concerns the adoption of adaptable pathways, within the planning strategies.

An additional relevant aspect to consider is related to the horizon of the plans. In this regard, the effectiveness of the planning action is apparently constrained by the displayed time periods or horizons. This is produced by the adoption of short and mid-term lasting perspectives which constantly block or hinder the capacity of action of the ongoing plans forcing in some cases to the rethinking and redefinition of forthcoming phases and plans. For instance, the fact that the government plans are completely attached to the results coming out from the local elections disputed every four years brings with it an instability of the real ability to act of the plans which are always subject to potential complete transformations. Thus, there is a structural limitation of the actions due to the lack of an integral vision of all the different political stakeholders (Constant disputes between rival political parties).

Returning to the timing length of the plans, while the local and sector specific plans are somehow strained because of the prior explained consensus constraints, the area plans also incorporate a short-term vision usually reduced to a five or six years, time horizon. However, site specific plans (greater agreement rates) are usually conceived under a constant dynamic reorientation approach. Accordingly, even if each concrete plan shows a limited duration, the new phases conceived as new plans (renewal of planning documents) succeed on keeping up the shared common vision during the activity of the plans. Finally, regarding the timing of the real strategic comprehensive plans released in Bilbao to regenerate the city, the first document didn't identify a real horizon (it stresses the new millennium), being conceived as a milestone to start the reconversion of the city which should just last on time until its achievement. The second strategic plan sets up its expiration for the year 2010, acquiring a short-term perspective but considering at least a fixed period. Finally, the current third strategic planning phase has enhanced the time scope of prior plans targeting its fulfilment for the year 2030. Therefore, a positive evolution regarding the adoption of long-term planning basis is shown in the case of

Bilbao, which anyhow is still behind in comparison with the long-term planning dynamic established in places characterized by its longstanding strategic planning tradition.

A significant aspect of Bilbao's planning strategy is the large amount of stakeholders involved in the metropolitan and local planning arena. Thus, the analysed plans are characterized by counting with the participation of a wide range of stakeholders of very diverse nature. Besides, the quantity of stakeholders taking part of the city's planning tissue has constantly incremented with the passing of the time. Accordingly, nowadays there is a larger representativeness of interested players incorporated to the plans, providing a more depictive illustration of the city's needs and demands. Conversely, the huge bulk of stakeholders could also drive to the appearance of additional inconveniences such as the emergence of disconformities and even confrontations to define the strategies. Even if this last point is a natural effect which in any case could be solved by negotiation and the settlement of a shared common vision, it can also result on the overlapping of functions and responsibilities to be operated by each actor. Besides, taking into consideration the prior mentioned large multi-scalar reality, an overlapping between plans conceived for different scales by different institutions and stakeholders could be equally generated, hindering the correct development of the plans and threatening their chances of success, as somewhat happens in Bilbao.

Perhaps as a consequence of the prior explained overlapping, the connection or linkage among plans of different nature and scope is quite vague. Accordingly, the general strategic plans, the general local urban development plan, and the sectorial specific plans seem to be untied or at least not totally fastened to each other. The fact that each of them trends to focus strictly on its own field of action and topic restrains the overall potentialities of the city's planning strategy. Therefore, the lack of conjunction among planning documents diminishes the real yield and efficacy of each individual plan. Due to it, Bilbao's planning strategy still shows some loose ties to be ended in order to set up a strong planning framework.

One more significant feature to assess is referred to the suitability of the ancillary documents and the illustrative complements gathered within the diverse plans in order to explain and expand the contents of the plans. In this regard, although the plans are quite precise to provide in-depth background analysis and to identify the impacts of their potential outcomes (wide use of charts, figures, SWOTs, graphics, maps, illustrations, reports etc.), it should be highlighted the fact that they don't encompass the same level of precision as concerns the discussion neither about the potential upshots, nor about the election of a particular decision in lieu of alternative ones. For instance, the plans don't conceive the inclusion of alternative scenarios to counter-balance the chosen option or the adoption of any other mechanism to assess the suitability of the formally issued development axis, aims, and projects. Hence, it could be said that there is a gap as concerns the discussion of the motivation about the selected criteria and approach and adopted vision and measures. One more example of the prior aspect is the fact that there is a lack of mentions stemming from a clarified theoretical approach based on literature, which could illustrate the underlying reasoning for the assumption of the finally adopted vision and pathways.

The existence of a very structured and rigid legislative framework within the plans could be one of the potential locomotives propelling the incapacity to make the plans more adaptable and dynamic, due to the existence of an excessive legislative concern (perhaps legal restrictive constraints) within the plans. Nevertheless, the legislative contextualization also appears as a real positive aspect demonstrating the legitimacy of the posed proposals as well as the commitment of the plans to becoming real binding instruments to funnel the future development avenues of the city. In this regard Bilbao shows an outstanding expertise, basing all the released planning documents on a perfectly structured legislative ground. Moreover the inclusion of mechanisms such as the monitoring, the usage of indicators or the exercise of periodic revision of the plans assessing the viability, the rate of success and the future development avenues, should lead to overcome the hypothetic potential limitations imposed by the prior mentioned rigid frameworks and other related constraints, boosting the increase of the internal learning practices. Accordingly, it could be said that despite being quite unconventional and perhaps a little bit misleading, Bilbao counts with some assessment and learning methods which in any case request to be improved, adopting more standardized patterns.

On the contrary, it is also evident that in some cases the existence of revision and dynamic improvement mechanisms (not so standardized in Bilbao) is not enough to solve the gaps observed within the plans. This is especially the particular case of the local general urban development plan still in force which last updating dates back to 2002, suggesting real difficulties to comprise and properly face some of the new realities embedding the urban arena which were not such pronounced a decade ago. Thus, this plan focused on the cataloguing and categorization of the land uses and the regulation of the “physical” urban development pathways, misconceives topics and elements such as the knowledge and creative industries etc. which require specific land use categories by their own, as it happens with the lands reserved for nature conservation, the industrial land or the lands devoted to the provision of community services, amongst others. Anyway, it has to be mentioned that the city is currently working on the elaboration of a new general urban development plan replacing this one in order to incorporate the demands stemming from the contemporary socio-economic reality and requirements.

Another characteristic stemming from the lessons learnt from the analysis of the plans is the perfectly harmonized financial structure and the correctly defined budget items’ allocations destined to defray each of the defined axis and aims as well as each of the particular objectives and projects designed to accomplish the pursued goals. The precision of the financial sphere is accompanied by the accurate definition of responsibilities allocated to each of the stakeholders participating in the process, which as prior mentioned is very exact in the case of Bilbao. The responsibilities are specified even at the individual level, stressing the obligations of each participant as individual or within the different working groups, commissions or committees. In contrast with the accuracy level of the financial and budgetary structuration, most of the plans display a great gap as concerns the fixation of a ranked and progressive scheduling. Therefore, the plans seem misleading regarding the setting up and distribution of clearly detailed, separated steps and dates for the attainment of the stages, which in turn are not identified either.

As concerns the participation and the community's engagement within the planning process and the decision-making arena, despite appearing highlighted in all the plans as a fundamental matter for the proper development of the strategies, actually the citizens are not considered as an active player during the trajectory of the plans. This is originated by the lack of effective mechanisms to funnel the social participation on the planning arena. In fact the so-called participation is mainly conceived through the disposition of workshops and gatherings. Besides, although the stated methods could have a real yield if correctly applied, the greatest problem is the conception of what is participation. In this regard is quite striking to check that the real role allocated to citizenship by the plans is to act as consultants and verifiers of the planning strategies. Therefore, citizenship is considered as an actor to assess and legitimate pre-established patterns of an already designed planning vision as well as responsible for assessing the accuracy of the progress and fulfilment of the stated strategies. Thus, plans really allocate a passive role to the citizenship which acts as an external consultant who approve or reject the patterns of a preselected strategic axis and is informed about the trajectory and level of execution of the plans in each moment. Accordingly, community plays a reduced role in the creation of the planning strategy itself (summarized to elaborate the diagnosis and identification of demands as well as to legitimate or refuse the established pathways), without an effective decision-making power which could enable them to participate in the definition of the strategy to be pursued and during the process. Even more, particularly strategic plans trend to mislead community's participation with the concept of public-private partnership, which is becoming more relevant as well as one of the reason for the inclusion of new stakeholders within the local planning arena.

In relation to the prior stake, it has to be mention that the communicative part of the planning and the incorporation of the ICTs really take place in Bilbao. In fact, most of the plans state particular methods and communication vessels to keep the citizenship informed about what is being done in each moment as regards the established objectives and projects. There is a significant use of intranet, data bases, internal and external channels and several more instruments in the case of Bilbao, showing a real bet on the development and evolution of the inclusion of communicative procedures in the planning arena. Accordingly, the next step should be characterized by the usage of the explained instruments as propellants for community's engagement (not just communication) in planning.

Regarding the main topics displayed by the plans in relation with the parameters identified as crucial within the already provided literature review, the first aspect to highlight is the fact that although most of the plans accommodate most of the identified issues, there are disparities as regards the treatment of these parameters according to the nature of each particular plan. Thus, perhaps because of the prior explained connexion gaps, it is visible that the strategic plans, the local general ones, the sectorial ones and the area specific ones handle the explained topics according to completely different perspectives. Hence, while the strategic plans succeed on embracing the identified relevant aspects in an overall way establishing the overarching guidelines of the city's planning strategy according to a clearly defined vision of city, each of the subsequent local, area and sectorial planning documents interpret each of the concepts entailed by the comprehensive plans in a different way arising a problem of consistency between plans

and planning scales. Therefore although the existence of a general shared vision is perceived, the divergent interpretations gathered in each plan blur the effectiveness of the discerned common view, widening the gaps.

According to the prior displayed coherence gap, it is striking to observe how the financial sphere becomes a fundamental issue within the comprehensive planning documents while the topic is completely discarded within the particular sectorial and specific area scale plans. In this regard, all of the strategic plans consider the acquisition of high internal and foreign investment as a synergetic element to funnel the city's option for the emergence of novel business practices and support the local entrepreneurship. Related to the financial sphere, the strategic planning is pledge to enhance and improve the networking, highlighting the potential value generated through the participation of the city in international fields of all nature, ranging from business, to high education, research, design etc. Besides, the significant role played by networks is also understood by the detailed plans (except for the general urban development one) which in turn focus on the strengthening of the internal networks as a precedent stage for the development of the external ones. In connection with the networks, the inner and outer learning practices appear as well as characteristic matters within the plans established in Bilbao. In this regard, there is a strong commitment to increasing and diversifying the know-how exchange practices in order to ameliorate city's upshots through the transference of knowledge. Furthermore, the mentioned networks and knowledge exchange practices are not only attached to single parameter, being widely conceived for a large amount of topics, ranging from planning, to business, universities and education, cultural activities etc.

Quite linked to the prior parameters, the attractiveness of the city is one more relevant aspect considered within the plans. The documents issued for a specific scale (all except the sectorial plans) show a particular compromise with the development of creative industries and economic patterns in order to generate alternative options of job and employment generation. Related to it, education is displayed as a central topic within the plans, allocating to it the crucial role of driving the metropolitan area to the achievement of a great level of literate people and highly qualified professionals which could in turn have a positive repercussion on the social and economic arenas. Education is treated as an instrument to provide a more attractive space both for the individual development of each citizen as part of a convivial society as well as for the preparation of skilled human resources which could initiate the entrepreneurship culture boosting pioneer economic activities with an incremented added value. Therefore, the planned support to the enhancement of the local entrepreneurship culture is another stake discussed on the plans. In this regard, R&D and universities acquire a protagonist role within the plans becoming a landmark for the generation of future economic profit coming out from novel ideas. However, unlike education, the role of R&D and universities is more emphasized within the strategic documents without a clear translocation towards the detailed plans which despite considering these aspects allocate a lower importance to them. Moreover, while the strategic documents target the releasing of potent, macro-scale entrepreneurial initiatives insofar the planning scale is narrowed-down there is a more intense focus on the proximity services provided by the local small businesses. Therefore a lack of shared outlook is perceived within the planning documents in this regard.

As regards the role of culture it could be said that Bilbao tries to propel its role as economic engine within the plans. Culture is considered from the very beginning as a potential substitute for the decaying manufacturing industry, inasmuch as apart from creating direct employment in services, it would potentiate the flourishing of the city, providing a refreshed image of it, and turning it into an attractive place to live visit and invest. Therefore, culture has both, the mission of supporting the overcoming of the social drawbacks as catalyst of social integration, as well as a direct and indirect economic function, generating direct employment and attracting new synergies. In this regard the proposals comprise a wide range of interventions including the creation of funds, assistance services, or support bureaus amongst others, but focusing one more time on the construction of physical facilities. The same strategy is the one utilized for the urban amenities such as, leisure or sports which issued within the plans mainly focus on the provision of spaces. As concerns, health care, welfare and social insertion and innovation, there are also discussed within the most of the plans. Anyway, even if specific proposals exist for both lenses, their development is contingent upon the development and success of other priorities.

Accessibility, transports and mobility have been stressed and included in all the documents with a significant emphasize. While the initial plans focus on the upgrading of the different existing infrastructures, such as the railway, the port, the airport or the roads because of the potential environmental and economic benefits arising from it, subsequent stages and documents focus on the creation of new infrastructures as well as on the improvement of the provided services to connect different synergic places. In a micro-scale (local and area plans) the accessibility and connectivity between people and sites gain more importance than the physical infrastructures, focusing more effusively on the proposal of transportation systems concern about the daily social needs.

Land uses are discussed as topic within all of the greater scale planning documents, namely within the strategic plans as well as of course in the general urban development plan, specifically concerned about this matter. Anyway, land use is conceived as an instrument to facilitate the different goals. Therefore, it could be said that it is not displayed as a parameter by itself. This means that although it is vaguely expressed in some of the documents, there is not a clear pledge to operate the urban space according to the compact city or any other established approach to carry out an ordered urban development. In any case, it is also true that perhaps it is not exhibited within the plans because the fact that Bilbao already performs according to an urban approach which facilitates the compactness and the mixed uses. However, it seems relevant to say that the model of proposed land uses is quite oriented to fulfil the requirements of the prevalent goal and vision of each moment.

As concerns the rest of the environmental aspects, the different plans trend to focus their efforts on the amelioration of the whole city and particularly of an important geographical axis as it is the River Ibaizabal. In this regard, the environmental proposals have evolved by the passing of the time, from the acute challenge to cope with the pollution and degradation of the city in general and the river in particular, during the initial stages of the strategic planning to the raising importance of the incorporation of climate change as an undisputable concern of the planning proceeding entailed within the ongoing third

strategic plan. Besides, issues such as the management of natural resources emphasizing on the eco-efficiency and the energetic yield of constructions as well as on the accuracy of the water supply and waste collection mechanisms have been always visible in the diverse plans. Open spaces and green infrastructure has also played a central role within every kind of plans, being pointed out as a crucial issue for the attainment of liveable, charming and appealing living space. On the contrary, despite appearing quite joined to the provision of green areas, ecology and biodiversity are not so discussed within the plans, being restricted to the declaration of protected spaces. Finally, it is remarkable the fact that climate change is not a key topic in any of the analysed plans, which is very severe considering the fact that Bilbao is quite prone to notice the impacts of a wide range of natural risks, as happened in the past.

Setting aside the demography which is just relegated to a very final order of priorities within the planning agenda (except for the last strategic plan), considering the different demographic parameters just as planning instruments, but not as accurate indicators of some dynamics related to other fields, the last element to talk about is the ICTs topic. Actually, as prior explained Bilbao consider and include ICTs as active communication and information systems for the planning proceeding. However, the inclusion of the topic within the planning agenda surpasses its applicability just to the planning scope, displaying the ICTs, and communication as an intrinsic part of the city's reconversion, as a mechanism to support the adopted vision and designed strategies.

As already contended through the previously described parameters and topics, there is a strong bet on the externalization of the city's image through the provision of an outstanding architecture and design stemming from the disposal of a novel urban grid characterized by the renewal of the local infrastructures. Accordingly, infrastructures are conceived as fundamental basis for the initial stages of the city's urban renewal, believing that the creation of an architecturally appealing city would lead to the regeneration of the city's dynamism. Moreover, the model relies on the power of the economic dynamism as the channel to improve the city's social and environmental dynamism. Therefore, the economic perspective is perceived as the strategic option to attain a city characterized by its attractiveness. This last assertion is even more accurate for the last strategic plan which effusively focused on the economic prism displaying an involution in comparison with the previous strategic plans as regards the social and environmental matters.

4.2) Results overview:

As concerns the description and explanation of the results exhibited by each of the analysed cities regarding the two entrances considered within the proposed research project, the paragraph will first of all evaluate the upshots of Bilbao and Bristol as regards the incorporation of innovativeness in their planning strategies and practices. Afterwards, the outcomes of the cities regarding their performance towards the adoption of successful sustainable development pathways will be appraised. Finally within the subsequent subheading of the chapter, both results will be compiled in the proposed double matrix table in order to compare the cases and assess whether both issues are effectively linked or not.

4.2.1) Appraisal of Innovativeness in planning strategies:

Starting with the appraisal about the innovativeness of the planning strategies according to the previously displayed methodological avenue, the first input to consider consist in the assessment of the planning agenda to be elaborated through the already displayed analysis of the planning documents.

Table 1: Average scores regarding innovativeness in planning agenda

Average Scores	Multi-scalar conception & Comprehensiveness	Strategic approach
Bristol	2.5	2.57
Bilbao	2	2.42

Source: Self-made

In this regard, the table exhibited above which compiles the two parameters chosen to evaluate the accuracy of the planning agenda for each of the study cases, demonstrates that Bristol performs better in overall terms in comparison with Bilbao. Therefore, Bristol exhibits a more holistic planning agenda adopting a quite precise strategic approach regarding the inclusion level of the 21 key layers conceived as fundamental, from which except for the Business vision all of the analysed plans entail more than 85% of the strategic topics. Taking into account the average level of consideration of the strategic topics for the total amount of reviewed planning documents the prior figure slightly increases to reach an 86.31% (2.59 considering the * to *** ranking). This means that Bristol has considered most of the 21 strategic topics within its planning agenda. Besides, apart from being incorporated to the agenda an average discussion level of 2.55 shows that these topics have been quite profoundly analysed.

Not so far, but a little bit beneath, Bilbao shows a quite developed planning agenda as regards the consideration of the main exposed 21 layers. In this regard, the average adoption of the main topics within the planning documents reaches almost the 80% (2.39), and the level of discussion reaches 2.45 points. Thus, it could be said that Bilbao shows an acceptable discussion about the main topics defining the success of territories within the global era, addressing in fact most of those fundamental aspects. In any case, there is a requirement to improve in order to display a really suitable planning agenda.

Regarding the second entrance used to assess the innovativeness of the planning agenda, referred to the comprehensiveness of plans in accordance with their ability to entail and join the different spatial scales as well as their consistency, the author has ranked Bristol ahead of Bilbao allocating at least 2 points to each of them. In the case of Bristol, despite demonstrating a systemic planning approach, there is an omission of the metropolitan and area of influence scale which decreases the optimization of the agenda. In any case, the inclusion of the city region within one of the last planning documents issued in Bristol reflects a positive trend towards the fixation of this gap. By contrast, Bilbao perfectly addresses all the different scales to be comprised within its strategy. In addition, the city has always pursued a quite similar vision which nevertheless shows a dramatic failure as regards the linkage among the different plans addressed for different scales. This deficiency is highlighted as a very significant factor to be acutely tackled because of the

severe consequences in terms of misconnection among planning practices coming out as result.

The illustrative data collected by the author in order to assess the innovation of the planning agenda has to be accompanied by the assessment of the other two vectors (planning process and communication of planning) identified as layouts to evaluate the planning innovativeness. In this regard, the scores obtained for the eight parameters to be evaluated through the responses given by the issued questionnaires have not finally required to be standardized according to the procedure displayed within the methodological chapter, due to the fact as visible in the next table, the average score collected for the two questions related to the planning agenda which would serve as calibration tools, are quite similar to the ones previously provided by the author which leads the author to use the answers of the questionnaires as really reliable and significant.

Table 2: Final scores concerning innovativeness of planning strategy

	Bristol			Bilbao		
	Currently	Evolution 1990s onwards	Average Score	Currently	Evolution 1990s onwards	Average Score
I) Participation and collaborative essence	3	2.25	2.63	2.25	2.25	2.25
II) Importance of grass-root demands and conflicts to shift the planning approach	3	2.25	2.63	2	1.75	1.88
III) Diversity and representativeness of involved stakeholders	2.25	2	2.13	2.25	2.25	2.25
IV) Background diversity of planners and planning crews	2.25	2	2.13	2.25	2	2.13
V) Auto-critical spirit & Auto-assessment methods	1.75	2	1.88	1.75	1.75	1.75
VI) Inward feedback practices	2.25	2.75	2.5	2	2	2
VII) Networking and outer learning expertise	3	2.25	2.63	2.5	2.5	2.5
VIII) Incorporation of ICTs	3	2.25	2.63	2.5	2.75	2.63
IX) Multi-scalar conception & Comprehensiveness	2.75	2.25	2.5	2.25	2	2.13
X) Strategic approach	2.5	2.75	2.63	2.25	2.5	2.38
Innovativeness in planning strategy	2.55	2.3	2.43	2.2	2.18	2.19

Source: Self-made

The prior chart compiles the average scorers of the answers given by the consulted experts (two members of the public planning agencies and institutes, one private company involved in planning and one scholar specialized in the local planning sphere, for each city). The first lessons learnt from the observation of the table is that in overall terms the city of Bristol ranks above Bilbao as concerns the innovativeness of the planning strategies carried out by each city. In any case, looking at the general scores it is quite striking to realize about the fact that none of the cities reaches a really high score, being both of them far from attaining the optimal score (***). Besides, both of them seem to exhibit a negative

dynamic because the low scores obtained for the evolution in contrast with the ones referred to current situation.

Anyway, the low grades with regards to the evolution of the innovation could be understood as a result of the fact that in some occasions the cities have not required to do a big progress because of the proper accomplishment and understanding of the parameter from the very beginning which leads them to display a high grade in the current situation but not such a great score as refers the evolution. This is quite visible for the case of Bristol where several parameters obtain the major possible punctuation in the current situation in contrast with the score collected for their progress. However, this is not the general situation for the case of Bilbao where the main reason could be in fact, a little involution as it happens in a remarkable way with the incorporation of grass-root demands within the planning approaches. Coming back to the overall scores as regards innovation in planning, the results exhibit that both cities are still in a regular position demanding the disposition of further steps to create a really innovative planning sphere. Although its evolution is not so acute it could be highlighted the fact that Bristol obtains a score which surpasses the 2.5 for the current situation, reflecting a steady progress which seems to be successful in the long-term. Meanwhile, the results collected for Bilbao illustrate a quite plain situation without huge differences between the evolution and the current situation, showing a very regular level of innovativeness in planning which in any case is a little bit higher nowadays than it has been for the whole time period. Accordingly, it could be said that innovation is also taking place in Bilbao's planning strategy but the evolution is very slow requiring for acceleration.

As concerns the appraisal of the results collected for each of the different layers of the planning strategy, is really remarkable the great punctuation allocated by the experts to the communicative part of planning in both cases. Accordingly, both of the cities score very high as regards the adoption and incorporation of ICTs within their planning strategies. As prior contended within the section devoted to the description of the selected representative planning documents the data is not surprising at all for the case of Bilbao. The city addresses and allocates a huge relevance to the ICTs as mechanism of planning and as a strategic matter to propel the city's economic dynamism. Besides, the figures illustrate that the evolution has been almost excellent, having done a very quick and great progress during the last decades. On the other hand, it is quite striking the score obtained by the city of Bristol which planning documents do not address the ICTs as a priority issue for the city's regeneration. In any case, the fact that ICTs are not present within the documents does not necessarily mean that ICTs are not incorporated within the planning strategies. Even more, the great importance allocated to the participation issue in Bristol could be closely related to the inclusion of the ICTs as communication and engagement instrument to funnel the participation.

In spite of the fact that, they have already been assessed through the table and results gathered by the author with similar scores, it is evident that there is a huge difference between the two cities as regards the suitability of their planning agendas. Even if it is more inclined for the case of Bristol, a positive evolution regarding the "strategicness" of their planning approaches is recorded for both cities. This reflects that both of them have adopted, incorporated and discussed the main topics within their planning strategies.

Thus, the differences stem from the fact that Bristol has succeeded in incorporating more strategic topics with a major discussion level of each of them than Bilbao, proposing more complete planning documents.

On the contrary both cities obtain worst results as concerns the comprehensiveness and the multi-scalar conception of their planning agendas. Moreover, the evolution displayed by both cities in this extent, has been very regular without significant progresses. As explained before, the reasons to show these figures are quite different for each case. In the case of Bristol, despite demonstrating a really coherent and consistent planning agenda in the different scales (local, area, neighbourhood...) and fields (plans devoted to different sectors such as transports or economy), the main observed gap is related to the lack of a clear metropolitan or larger area of influence scale vision, hindering the possibilities of the city's strategy as regards the large scale. By contrast, in spite of the fact that Bilbao exhibits an accurate understanding of the different scales to be considered for the effectiveness of the planning agenda, and somehow denotes the existence of a general strategic vision, the main challenge to be resolved stems from the fact that there is a clear disconnection among the plans adopted for different scales and purposes (sectors). Therefore, the most relevant factor to clarify the poor scores recorded by Bilbao in this respect is the pressing demand of connection between the plans issued for different functions and spatial fields, which emerge as transcendental in order to attain a really consistent planning approach.

Finally, the results are quite disparate as concerns the different parameters analysed to assess the innovation within the planning process. In any case it is also visible that both cities show similar trends ranking Bilbao a little bit behind Bristol. The first of the remarkable aspects is that both cities show very scarce results as regards the auto-critical spirit and the accuracy of the auto-assessment of the planning process. This is not surprising at all for the case of Bilbao where the prior explained rigidity of mechanisms and instruments identified to review and constantly improve the plans, originate an added difficulty to incorporate an adaptability perspective within the planning strategy, hindering the adoption of an effective dynamic amelioration vision within the planning process. This argument is supported by the fact that the grades recorded for the assessment of the inner feedback practices are also quite low, which demonstrates that there is a failure of internal dynamic learning within the planning process. On the contrary, the results obtained for Bristol are quite astonishing because of the displayed disparities between interrelated parameters such as the inward feedback practices and the auto-assessment methods and auto-critical spirit. Thus, the results are quite striking considering the high precision gathered within the analysed planning documents in regards to accuracy of the internal auto-assessment methods and the possibilities provided by those instruments to implement successful internal feedback practices to adopt a dynamic planning approach. Therefore, the scarce grades recorded by the parameter related to the auto-assessment and auto-critical conception could be more linked with a possible lack of auto-critical spirit within the planning agencies and crews (to evaluate and measure their own role and contribution) rather than with a potential failure concerning the suitability of the assessment methods.

Another more scarcity in the planning process for both cases is reflected by their mediocre score as regards the background diversity of the members of the planning agencies and crews, indicating an insufficiency of multidisciplinary backdrops which could accentuate the potential outcomes of the planning strategies, increasing their innovativeness. It is also visible that although both cities have bet on the public-private partnership as method of stakeholders' engagement on planning, the results expose quite scant scores which are higher in Bilbao but still far from the optimal. This basically means that the consulted experts and stakeholders consider that although a regular progression has taken place, both cities are still belated with regards to the involvement of a profoundly representative bulk of potential actors and counterparts within the planning strategies.

As concerns the collaborative essence of planning the two parameters conceived to assess it show exactly the same optimal score for the case of Bristol. Besides, the evolution of both aspects (the inclusion of local community's participation and the adaptability of the planning strategies to incorporate the social demands and positively integrate the conflicts within the planning sphere) is constantly regular. By contrast, Bilbao exhibits really limited scores, particularly regarding the inclusion of the demands stemming from the social disputes and conflicts which furthermore, are evolving in a negative way, showing an involution tendency. The obtained results could be very foreseeable taking into account the evidences or indications rising from the previously displayed analysis around the planning documents. Thus, it is confirmed that in the case of Bristol, the mechanisms and strong commitment to organizing a planning strategy based on the engagement of the community is presumably really accurate, comprising as well the social demands stemming from the conflicts. On the contrary, as indicated by the deficiencies observed through the documents' analysis, although they claim it, Bilbao lacks of a deeply articulated community participation procedure. Moreover, the city displays a huge deficiency as regards the inclusion of the social demands and the contributions stemming from the conflicts and disputes within the planning process. The main reason could be the fact that the collaborative model of Bilbao relies excessively on the mechanisms established to funnel the participation, which is in fact given in a superfluous way, being considered just in the diagnosis and the verification phases but not during the process itself. Therefore, there are structural complications to be able to consider the conflicts and incorporate the social demands within the strategies.

To summarize the prior explained results, it should be highlighted that in spite of the fact that Bristol is ranking higher, none of the cities exhibits a great level of innovation within the adopted planning strategies. Furthermore, both of them seem to reflect a lack of accentuated progression in the adoption of innovative planning pathways within their strategies, demanding an improvement and an acceleration of the evolution as regards the inclusion of innovative patterns within the planning process and agenda (particularly in Bilbao) in order to be able to plan in a really innovative way.

4.2.2) Appraisal of cities' post-industrial and sustainable performance:

Regarding the assessment of the second entrance of the project, related to the success of the cities with reference to the adoption of sustainable development patterns as method to shift from a decaying industrial city models towards alternative sustainable performances,

the first step consists in the illustration of the parameters conceived to effectuate the appraisal about the success of each of these cities.

Based on the list of key strategic parameters and topics to be comprised by the cities in order to thrive in a sustainable way in the current global scenario, as well as taking into account the major objective axis claimed by each city during their post-industrial stages, the final list provided beneath gathers the main analysed criteria to assess the performance and success rate of each city.

- I) Development and engagement of local community
- II) Compact urban development and mixture of uses
- III) Improvement of accessibility patterns and transportation systems
- IV) Disposal of open and green infrastructure
- V) Amelioration of waste and natural resources management's sustainability
- VI) Reduction of urban pollution
- VII) Dive into the process of urban regeneration
- VIII) Upgrade and enlarge housing opportunities
- IX) Enhance welfare and healthcare provision
- X) Boost education provision and high-quality education standards
- XI) Promote an integrative and cohesive society
- XII) Increase the cultural and leisure supply
- XIII) Rise city's attractiveness
- XIV) Generation of jobs and employment
- XV) Foster entrepreneurship and SMEs and proximity businesses
- XVI) Intensify expertise in creativity, knowledge, R+D+I and ICTs
- XVII) Strengthen networking and international visibility

The inclusion of the development of community's participation in planning as a key topic to assess the success of the cities emerges from the fact that both cities address the issue as a principal objective to attain per se. The difference on the marks granted to each of the cities regarding the ability to engage and incorporate the local community within the planning field is strongly related to the comments prior contended when studying this aspect in reference to the innovation of each city's planning process. Accordingly, Bristol scores 2.75 points, which means that the city has performed in an accurate way regarding the accomplishment of the pursued collaborative planning perspective. On the contrary, the score allocated to Bilbao has been just 2, which means that even if the city has met a progress in this regard it still requires improve some of the aspects related to the citizens participation.

Thus, as learnt from the description of the analysed planning documents, the main difference existing between Bilbao and Bristol in this respect, is the fact that Bristol establishes a very structured mechanisms to foster the participation during the whole planning process through the launching of a specific citizens participation plan as well as incorporating dynamic feedback instruments such as the Bristol citizens' panel, the "citizenspace", the consultation hub, or the Bristol compact initiative amongst multiple more options. By contrast despite demonstrating a commitment to incorporating participative avenues, through the release of district councils, sectorial councils,

participation workshops, observatories, communication channels etc. as evidenced within the report Bilbao and the participation (Bilbao 2012), Bilbao fails in the structuration of citizens' participation. In fact, participation seems to be limited to the initial and final phases of a certain project or determinate strategy, failing in particular as regards the constant feedback deriving from dynamic collaboration practices. The demonstration called by 35 local community associations held in Bilbao the 15 of June 2008 to ask for major social participation in the city's decision-making is just an example of the last assertion.

Table 3: Evolution of the density in Bilbao and Bristol

Density (inhab/km2)	2001	2011
Bilbao	8473.90	8486.03
Bristol	3558.07	3910

Sources: Eustat & Bristol City Council

As regard the compact city vision, there is a clear planning culture divergence between the Mediterranean city model (Bilbao) and the Anglo-Saxon development patterns (Bristol), which impinges on the obtained results. In this regard, Barclay (2013) highlights Bilbao as an example of compact city which is capable of mixing economic services and job settlements, cultural facilities and welfare services in a same reduced space, hindering urban sprawl. In addition the city is frequently underlined as a model of successful reconversion of depleted degraded areas, reallocating new densities (higher) and uses to abandoned spaces (Chavoya et al. 2009). Similarly, Bristol also displays an accentuated eagerness around the assumption of urban development alternatives characterized by the regeneration of abandoned areas and by the bet on the mixed uses, as it is the case of the upgraded Redcliff square, the City docks or the Temple gate amongst others. Besides, the huge property promotion and real estate offers represented by the large mix of uses is just one more indicative of the mentioned vision of the city towards the adoption of compact urban development approaches. Accordingly, Bilbao ranks higher than Bristol because of its longstanding tradition to propel density in opposition to urban sprawl dynamics, emerging as a walkable city. Anyway, the evolution of Bristol to his extent is also remarkable, with an evident attempt of the city towards the adoption of development patterns opposed to the urban sprawl and focusing on the promotion of proximity services at neighbourhood scale.

Table 4: Evaluation of accessibility patterns and transportation systems

	Bristol		Score	Bilbao		Score
Car ownership	2001	2011	1.5	2007	2012	2.5
Cars or vans per 100 inhabitant	43.44	44.49		37.85	36.92	
Method of commuting to work (%)	2001	2011	2.5	2001	2011	1.5
Private transport	58.68	56.17		37.40	49.85	
Public transport	13.42	11.60		34.69	22.58	
Non-motorised	20.17	26.99		24.76	14.10	
Others	0.41	0.67		0.30	1.64	
Not applicable	7.31	4.56		2.84	11.83	
Level of satisfaction with public transports (%)	2005	2012	2.25	2006	2010	2.5
Inhabitants satisfied with the bus service	47.70	59.50		68	74	
Final average score			2.08			2.17

Sources: ONS, INE, Bristol City Council, Bilbao City Council / Self-made

The improvement of accessibility patterns and transportation systems emerges as an additional important aspect to evaluate the performance of the study cases within the environmental dimension. In this regard, although both cities have strived very hard in order to upgrade and ameliorate the city's mobility practices and the public transportation systems during last decades, the 3 used indicators (Car or van ownership rate per 100 inhabitants; Means of commuting to work; Level of satisfaction with the bus service) show a very partial level of accomplishment of this strategic axis. Hereof, Bilbao shows a positive dynamic regarding the inhabitants' level of satisfaction of the bus service and the car ownership which decreases from 2007 to 2012. Nevertheless, the city displays an involution trajectory as regards the mobility practices to work. From 2001 to 2011 the percentage of private vehicle users has sharply increased with an inverse and negative decay of public transport and non-motorised mobility practices. In the case of Bristol the car ownership increments a little bit, showing that there is almost a car owner for every two people. On the contrary this increase of the car or van ownership has not brought with it an increase of the use of the private vehicle as means of transport to the workplace. Just, the other way around, Bristol provides very successful results as concerns the increase of the usage of non-motorised means to commute to work. Finally, both cities depict a positive evolution regarding the inhabitants' satisfaction with the bus service, although Bilbao performs better. Accordingly, the low grades obtained by Bilbao regarding the commuting practices and the involution of Bristol as regards the private vehicle ownership, diminish the average scores of both cities exhibiting just a limited level of success.

Anyway, despite the explained results, it is also evident that as mentioned before both cities have attempted to improve their outcomes as regards accessibility and transportation. While, Bilbao has propelled the creation of alternative public transportation systems such as the subway, the tramway and the improvement of the bus services to connect the neighbourhoods with disputable outcomes insofar the use of public transport for commuting to work has decreased in ten years, the bet of Bristol consist in the

upgrading and enhancement of the bus services and more particularly in the incorporation of a walking and cycling culture on the city, which has apparently had a positive impact at least in the working mobility practices. Therefore, in spite of the fact that Bilbao performs a little bit higher than Bristol, it is also clear that Bristol demonstrates a better progression. In any case, none of them seem to meet a vast success regarding the accessibility and transportation.

Table 5: Evaluation of the disposal of green infrastructure

	Bristol		Score	Bilbao		Score
Environmental protection	2001	2010	2.5	2006	2009	1.75
% special or wildlife protection area	:	27		25.53	25.34	
Green infrastructure	2001	2010	1.75	2006	2009	2.5
% area of green space	34.92	34.41		36.39	38.64	
Level of satisfaction with green infrastructure (%)	2005	2012	2.75	2006	2009	2.5
Inhabitants satisfied with the parks and green spaces	68.3	80.1		:	71.83	
Final average score			2.33			2.25

Sources: ONS, Eustat, Bristol City Council, Fundación Deusto / Self-made

Focusing on the appraisal of the attainment level of open and green infrastructure disposal, both cities perform in an equivalent manner according to 3 indicators (% special or wildlife protection area; % green space area; Percent of inhabitants satisfied with park and green areas provision). Regarding the satisfaction of inhabitants in reference to the provision of parks and green spaces, both cities achieve high standards, accompanied by a really accentuated increment from 2005 to 2012 in the case of Bristol. Thus, the major differences between cities come out from the indicators devoted to check the evolution of the total municipal surface dedicated to green space and the total area allotted to natural or wildlife protection (Also incorporated within the green space area in both cases). In both cases the area devoted to nature or wildlife conservation is the major proportional part of the whole green area land, but Bristol displays better than Bilbao in this regard, which reduces the area allotted to nature conservation from 2006 to 2009, collecting negative results. In any case, while Bilbao increases the percentage of the total municipal surface allocated to green space, Bristol surprisingly diminishes it from 2001 to 2010 showing a tiny reduction. Therefore, it is deductible that Bilbao has augmented the municipal land dedicated to urban parks and green areas in opposition to the recorded little diminishment of the areas under natural conservation. Meanwhile, the reason of Bristol's negative trend could be a consequence of the increase of the total municipal surface from 2001 to 2010, which is not presumably accompanied by an increment of parks and urban green areas. It is because of these insignificant proportional reductions that the scores allocated to both cases, point out halfway levels of success on the accomplishment of their targets in this subject. Therefore, the scores should be relativized and cautiously considered.

Table 6: Evaluation of waste and natural resources management's sustainability

	Bristol		Score	Bilbao		Score
Waste generation	2006	2007		2007	2010	
Total waste per inhabitants (tn)	0.469	0.451	2.5	0.588	0.532	2.25
Recycling	2006	2007		2007	2010	
Recycled waste per inhabitants (tn)	0.092	0.149	2.5	0.062	0.056	1.5
% recycled waste	19.72	33.08	2.75	10.48	10.52	2
Energy consumption per household	2005	2011		2005	2011	
Electricity (kwh)	3835	3497	2.5	:	3500	2.5
Gas (kwh)	17413	12228	2.25	:	5130	2.75
Final average score			2.5			2.2

Sources: ONS, Bilbao City Council, EVE / Self-made

Both cities have stressed the reduction of the urban pollution as a fundamental goal within their planning strategies, coinciding by the way with the key parameters to tackle in order to succeed in the current scenario. According to the used indicators (Total waste per inhabitants; Recycled waste per inhabitant; % of recycled waste from total; electricity consumption per household; gas consumption per household) both cities show an amelioration of waste and natural resources management's sustainability. By contrast, both the improvement rhythm and the general outcomes are more accentuated in Bristol than in Bilbao. Bristol produces less waste per inhabitant, recycles more per capita and recycles a larger amount of the total generated waste, meeting a satisfactory evolution in all of these indicators. Conversely, apart from displaying worst general results, Bilbao shows a worrying decrease of the waste recycled per inhabitant from 2007 to 2010, which really affects the overall success rates. As regards the electricity consumption both cities exhibit similar results gathered for 2005 and 2011 for Bristol with a positive reduction of the consumption and just for 2011 for Bilbao with similar levels. By the contrary, the results collected for the same years, show a huge difference between cities concerning gas consumption per household which is by far more elevated in Bristol, (with a positive reduction trend) in comparison with Bilbao. In overall terms, it could be said that both cities are moving forward towards the adoption of sustainable models of waste, energy and natural resources' management with remarkable progress and results for Bristol and some more obstacles in Bilbao, requiring an acceleration of the process. The accurate results of Bristol have to do with the indisputable commitment shown by the local authorities to providing a living framework characterized by its environmental sustainability, as evidenced with the obtainment of the European Green Capital award for 2015.

Table 7: Evaluation of urban pollution's reduction

	Bristol		Score	Bilbao		Score
Air pollution	2008	2010		2011	2013	
NO2 Spot 1	52.85	56.26	1.5	29	30.1	1.75
NO2 Spot 2	55.99	56.21		37	35.3	
PM Spot 1	22.2	19.3	2.25	32	19.7	2.5
PM Spot 2	20.5	20.3		28	20.2	
Level of dissatisfaction with noise pollution (%)	2005	2012	2.25	2009	2013	2.5
Inhabitants dissatisfied with noise	48	41		34.47	:	
Final average score			2			2.25

Sources: Bilbao City Council, Fundación Deusto, Bristol City Council / Self-made

However, if look at the indicators (Nitrogen dioxide; Particular matter; % of inhabitants complaining about noise from traffic) used to assess the performance of both cities as regards urban pollution, the outcomes of Bristol are not good at all. Despite the fact that the dates used for the assessment are not strictly comparable, it is evident that in general terms Bilbao shows a better progress than Bristol, which falls below regarding Nitrogen dioxide pollution as well as the level of people's dissatisfaction with noise pollution. The results of Bristol show an increase of the nitrogen dioxide levels from 2008 to 2010, while the results collected in Bilbao for 2011 and 2013, provide better overall results and even a little diminishment of pollution (partial due to the fact that it rises in one of the spots). Regarding the pollution stemming from the particular matter, the data collected for both cities are quite similar, depicting a highest progress in the reduction of the particular matter in Bilbao, which results are tracked later on time avoiding an exhaustive comparison. Finally, the outcomes of several inquiries settled in both cities prove an overall satisfaction of the inhabitants with the level of noise they have to cope with. In this regard the data gathered for Bilbao, are one more time better in contrast with Bristol's ones, which in any case displays a positive tendency. Therefore, despite the fact that the provided statistics are not clear enough and only serve as indicative, it could be asserted that both cities have still a lot to improve regarding the achievement of outstanding pollution rates, due to the fact that it is indisputable that both of them still suffer from diverse nature of pollution sources which affect to the local society's daily routine.

The assessment of the axis referred to the urban regeneration as physical concept, stressed as main concern of both cities within their planning strategies, is one more of the parameters evaluated through the observations of the experiences detected by the author, who notices the fact that both study cases have strived to change and upgrade their urban tissues in order to propel a transformation. Due to the fact that the urban renewal approach adopted by both cities shows clear coincidences, both of them obtain very similar results as concerns the success of their urban regeneration goal.

The revamping of some Bristol's neighbourhoods through initiatives such as the neighbourhood arts strategy, the renewal of Bristol's harbourside or the striking reconversion process experienced in the city centre and alongside the waterfront are just few examples of Bristol's commitment to producing an upgraded urban space. In this regard, Slater (2006) explains the huge process of re-development of derelict industrial

areas held in the city centre and waterfront of Bristol, highlighting the revitalization of the areas through the disposal of mixed uses, increasing the housing provision as well as opening possibilities for the development of new public and private uses. Granger (2010) points out that in cities like Bristol, urban renewal has produced a tangible effect, enhancing the city's attractiveness and fostering the dynamism, but she also clarifies that clear gentrification's processes have occurred as consequence, disconnecting urban renewal from social sustainability.

Therefore it is evident that despite having propelled a physical urban transformation and regeneration this has also brought with it some adverse hazardous effects, which reduces the score of Bristol as regards urban regeneration. In this regard, Bilbao displays similarly obtaining a coincident score. Bilbao has successfully accomplished the urban upgrading of its city centre taking the river as the main axis for the physical reconversion of the city. The transformation of Abandoibarra, drawing upon the international branding allocated by the inauguration of Bilbao's Guggenheim museum, the renewal of Ametzola's area or Basurto-San Mamés district's restructuration are just some examples of the stressed dynamic, which in any case has been subject of effusive counterarguments and critics. Hereof, authors like Larrea & Gamarra (2007) criticize even the physical part of Bilbao's renewal, contending that the new model breaks with the city's industrial past which disappears from the city's identity and social ethos. The decisions taken about the final location of different uses and particular projects are one more usual discussion topic, as well as the negative effects in form of social exclusion and defragmentation generated as consequence of diverse renewal projects (Rodríguez 2002).

Table 8: Evaluation of housing conditions and opportunities

	Bristol		Score	Bilbao		Score
Dwellings per inhabitant	0.44	0.44		0.42	0.46	
Social housing	2001	2011		2001	2011	
Local authority's rent dwellings per inhabitant	0.083	0.066	2	0.009	0.011	1.5
% local authority's rent dwellings of total	19.00	15.07	2	2.10	2.49	1.5
Situation of households	2001	2011		2001	2011	
% unoccupied households of total	2.97	3.79	2	8.87	9.41	1.75
% households with central/individual heating	91.17	97.16	2.75	64	68	2.25
Final average score			2.19			1.75

Sources: ONS & Bilbao City Council / Self-made

As concerns the scores allocated by the author to each city according to the results displayed by each of them in relation to 4 indicators referred to housing (Local authority's rent dwelling per inhabitant; % local authority's rent dwelling of total; % unoccupied households of total; % households with central heating) it is remarkable the difference existing among both cities. While Bristol exhibits accurate upshots, Bilbao falls behind. In any case, it is also remarkable the fact that while Bristol shows a regression from 2001 to 2011, demonstrating a negative trajectory as regards social housing allocation, Bilbao exhibits a little improvement. Therefore, the results reflect the depicted involution dynamic of Bristol as well as Bilbao's overall deficient records. Moreover, both cases

evidence a negative trajectory referred to the relative increase of unoccupied houses. This is particularly worrying for the case of Bilbao, where besides depicting a large percentage of empty houses the ratio of dwellings per inhabitant increased during the same time, which proves a miscalculation of housing offer, overestimating the demand. This issue could be connected to the speculative real estate bubble phenomena usual for the whole Spain until the advent of the crisis. By the contrary, Bristol scores over 2 due to the fact that despite the mentioned regression is still capable of exhibiting appropriate upshots as regards the disposal of social renting allocations. Besides, the ratio of dwellings per inhabitant doesn't change, which means that the construction of new housing promotions was thoroughly meditated, despite the fact that there are more empty houses currently (this means that the proportion of people living in a same dwelling has increased). Anyway, it is important to highlight that none of the cities has been capable of attaining a great level of success regarding one of the most significant aims gathered in the plans as it is housing provision.

Table 9: Evaluation of welfare and health care provision

	Bristol		Score	Bilbao		Score
Health care provision	2001	2011	1.5	2006	2010	2.5
Public medical and care establishments per 1000 inhabitant	0.1128	0.1051		0.1765	0.1808	
Life expectancy	2000-2002	2007-2009	2.5	2000-2001	2010-2011	2.75
Life expectancy at birth	77.90	79.50		79.85	81.65	
Level of satisfaction with the living environment (%)	2005	2012	2.5	2004	2010	2.75
Inhabitants satisfied with their areas as place to live	76.8	82.5		86	90	
Level of satisfaction with the accessibility to medical assistance (%)	2005	2012	2.75			
Inhabitants with easy access to a doctor	87.50	91.10				
Final average score			2.31			2.67

Sources: ONS, Bristol City Council, Eustat, Bilbao City Council / Self-made

One more layer to assess the performance of the cities in reference to the social equity dimension is related to the welfare and healthcare provision. According to the results obtained through the use of 4 different indicators (Public medical and care establishments per 1000 inhabitants; Life expectancy at birth; % people who are satisfied with their local area as a place to live; % inhabitants with easy access to a doctor), it is evident that both cities display slightly different. In this subject, Bilbao shows excellent upshots regarding both the general scores as well as the last years' evolution. The city has increased the ratio of healthcare establishments per inhabitant, people show quasi unanimity to point out their area as a nice place to live and the life expectancy also grows. Although it is obvious that some more indicators could allocate a better portrait of reality, these measures clearly indicate the success of the city to accomplish its wishes in reference to the enhancement and improvement of the welfare and healthcare service.

Concerning Bristol, the results are also quite positive as regards, the increase of the life expectancy and the % of satisfied inhabitants with their areas, remaining behind Bilbao

but still showing very high standards. On the contrary, the results reflect a diminishment regarding a significant aspect as it is the ratio of healthcare establishments per inhabitants. Actually, in general terms there is one more public healthcare establishment, but the population growth in the same time elapse is proportionally higher, which reduces the ratio providing a negative trend. Anyway, this shortcoming is also relative, due to the fact that looking at one complementary indicator as it is the % of inhabitants with an easy access to a doctor, there is an ascendant evolution, demonstrating people's relative satisfaction with the public healthcare service provision. Therefore, the obtained score shows that Bristol performs in a regular way towards the attainment of the enhancement of the local's welfare, showing a partial accomplishment level of the initial aims.

Table 10: Evaluation of education provision and high-quality education

	Bristol		Score	Bilbao		Score
Level of qualification: % people aged 16-74 (older than 10 for Bilbao)	2001	2011	2.25	2001	2011	2
No qualifications	26.08	20.16		5.07	3.89	
Primary education	14.81	11.87		40.00	32.22	
Secondary education	17.50	12.75		18.83	22.36	
Professional studies	11.92	14.59		11.18	13.47	
Middle and high studies	24.50	32.78		24.92	28.05	
Other qualifications/unknown	5.19	7.86				
Educational establishments	2007	2012		2007	2013	
Non-university centres per every 1000 children aged 0-14/15(Bristol)		3.35	1.75	6.37	6.09	2
Universities	3	4	2.75	2	2	2.25
Final average score			2.25			2.08

Sources: ONS, Bristol.org.uk, Bilbao City Council / Self-made

Regarding the level of attainment of the pursued aims in reference to the education parameter, both cities display similar trajectories with just a partial accomplishment of their initial expectations and aims. According to the 3 mobilized indicators (People's level of studies; Non-university educational establishments per 1000 children aged 0-15 years; Total amount of universities), both cities present a positive evolution as regards the increase of the amount of people with university or at least with professional studies. However, none of them has attained to elevate this rate up to the 50% of the population. Thus, even if both cases embrace a correct dynamic, Bristol has overtaken Bilbao in amount of people with university studies. On the contrary, although both cases have diminished their level of people with no qualification from 2001 to 2011, Bilbao is by far in a better situation, which in any case is equilibrated again if included the percentage of people with just primary studies, depicting a worrying situation for both cases, despite the mentioned improvement. Anyway, it is presumable that the major bulk of people within these two categories are very aged people which would probably have more qualified replacements.

If looked at the percentage of high-schools, infant and primary centres per 1000 children aged under 15 years (14 for Bilbao) Bilbao depicts a brief supply involution from 2007 to 2013. Hereby, although the total amount of establishments is superior in 2013, the

superior proportional increase of children within 0-14, changes the whole ratio in a negative sense. In turn, the data collected for Bristol referred to 2013, shows that the city is very behind in comparison with Bilbao. Finally, Bristol performs better as regards the total amount of university centres. This way, apart from the University of the West of England, Bristol University, and the University of Law, the University of Sussex is also settled in Bristol through the Brighton Institute of Modern Music which offers different university degrees in relation to modern music. Meanwhile, even if Bilbao doesn't enlarge the figure of university education centres, it continues keeping and enlarging the installations and offer provided by the two universities of reference established at the city (the University of the Basque Country and the University of Deusto).

Table 11: Evaluation of social integration and cohesion

	Bristol		Score	Bilbao		Score
Social exclusion	2001	2010	2.75	2005	2012	1.5
Homelessness	1444	424		788	1057	
Employment in social care	2001	2011	2.5	2001	2011	2.5
% of employment in health and social work	11.79	13.96		7.98	9.03	
Final average score			2.63			2

Sources: ONS & Bilbao City Council / Self-made

Taking into account that the social integration is one of the major aspects to consider in order to attain a balanced society grounded on equity, the 2 indicators (level of homelessness and percentage of employment in health and social care) that have been mobilized to assess the performance of the territories in this regard, provide a clear difference between the two cases. On this subject, Bristol scores very significant scores for both indicators demonstrating a positive progress during the last decade. Meanwhile, Bilbao exhibits contradictory results depending on the indicator. Thus, while the homelessness level increases in an alarming way from 2005 to 2012 indicating a social pauperization, probably as a consequence of the economic crisis, the level of employment in health and social care increases in a considerable way from 2001 to 2011. This could indicate that actually, there is an effort to tackle the issue which in any case is not enough to deal with all the newly generated social challenges. Therefore, is understandable that Bilbao scores 2 as regards social integration and cohesion which means that in spite of the fact that the city is trying to foster a balanced society, the level of accomplishment is still very limited requiring for further improvements. On the contrary, Bristol shows a really accurate progress in both senses. The level of homelessness decays in an accentuated way on a decade which is quite significant taking into account the mentioned consideration of the crisis period. Furthermore, this decay appears connected to the increase of the level of employment at the health and social care sector. In addition, not only the progress made on a decade but also the overall scores are quite high in comparison with Bilbao's ones. Accordingly, it could be said that Bristol has achieved a great level of success as regards the attainment of one of the priority axis defined within its strategy.

Table 12: Evaluation of cultural and leisure supply

	Bristol		Score	Bilbao		Score
Employment/establishments (Bilbao) in cultural sectors	2005	2011	2.5	2007	2013	2.5
% employment/establishments (Bilbao): arts, leisure, entertainment, recreation and other related services	3.97	4.43		5.77	7.37	
Level of satisfaction with cultural activities and services (%)	2005	2012	2.5	2004	2010	2.5
Inhabitants satisfied with the quality of cultural events (Bristol)/cultural infrastructure (Bilbao)	73.5	81.1		73	82	
Cultural and leisure facilities	2013		2.5	2013		2.5
Libraries	29			16		
Sports & leisure	12			19		
Museums	5			8		
Total amount	46			43		
Final average score			2.5			2.5

Sources: ONS, Bristol City Council, Bilbao City Council / Self-made

Considering the fact that culture has been pointed out as an indispensable creativity and dynamism driver in both cities, it is especially relevant to assess the level of success of both cities regarding the cultural and leisure supply. Taking into account parameters such as inhabitants' level of satisfaction with cultural facilities or quality of cultural events, the percentage of people and establishments devoted to arts, leisure and entertainment or the total amount of museums, libraries and sport and leisure facilities, although the indicators are not exactly the same for both cities, it is clearly noticeable that both cities have attained a high level of success in this regard. Furthermore, apart from displaying remarkable scores, it is also quite clear that both of them meet a positive progress with the passing of the time which is even more striking considering the inclusion of the last years, determined by the economic crisis, within the analysis' scope. Accordingly, it is indisputable that both cities have obtained a significant success as regards the provision of accurate cultural and leisure services as well as concerning some of the pursued collateral effects, due to the fact that in the case of Bilbao the amount of establishments devoted to cultural services grows in a noticeable way and Bristol experiences a similar ascendant tendency regarding the proportional amount of employees on the culture and entertainment sector. Anyway, it is also evident that the gathered statistics are not sufficient to assess the mentioned repercussion of culture as economic engine and social dynamism's catalyst.

Table 13: Evaluation of city's attractiveness

	Bristol		Score	Bilbao		Score
% of inhabitants by origin	2001	2011	2.75	2003	2011	2.5
UK/Spain	91.77	85.26		95.85	89.90	
Non UK/Spain	8.23	14.74		4.15	10.10	
Level of satisfaction/dissatisfaction with the neighbourhood (%)	2005	2008		2008	2010	
Inhabitants satisfied with their neighbourhood	11.4	13.5	2.25	52	50	2
Inhabitants dissatisfied with their neighbourhood	29	29	2	16	18	2
Level of satisfaction with the respond to anti-social behaviour (%)	2009		2	2004	2010	2
Inhabitants satisfied with police's and council's respond to anti-social behaviour	39.8			39	38	
Level of dissatisfaction with the safety (%)	2005	2012	2.75	2009		1.75
Inhabitants dissatisfied with their personal safety	42.1	26		48.8		
Final average score			2.35			2.05

Sources: ONS, Bristol City Council, INE, Fundación Deusto, Bilbao City Council / Self-made

Merging the strategic aims of the cities and the key concepts and parameters identified by the author, the attractiveness of the city emerges as a fundamental aspect to carry out a complete assessment of the performance of both cities. In this regard, four indicators (percentage of non-national inhabitants; % of inhabitants satisfied and unsatisfied with the neighbourhood's evolution; % of inhabitants satisfied with police's and council's response to anti-social behaviour; % of inhabitants feeling unsafety in their neighbourhoods) have been used, obtaining as result that both cities evolve very slowly, showing a limited level of accomplishment of the goal. As concerns the first the indicators, both cities meet a positive progression from 2001/03 to 2011, showing that the proportional amount of foreign immigrants grows. Accordingly, it is clear that both cities have been able to attract people from overseas who regardless their reason have opted for settling down there. Considering last decade's progression and the overall percentage of immigrants Bristol scores a little bit higher than Bilbao, which anyway also performs positively. The results coming out from the responses given by the consulted inhabitants regarding their level of satisfaction with their neighbourhoods' evolution, illustrate that none of the cities have evolved in a sharp way. Thus, Bilbao shows better general scores from 2008 to 2010, reducing the level of satisfied people, while Bristol exhibits an increase of the percentage of satisfied neighbours and a stagnation of unsatisfied respondents from 2005 to 2008.

In regards to, the answers about safety which appears as one more relevant question to assess cities' attractiveness, it is a clear asymmetry between the scores of Bristol and Bilbao. Both cities score similar negative results regarding the level of people's satisfaction with police's and council's intervention against anti-social behaviour, exhibiting a deficiency or at least stagnation to this extent. Therefore, the most significant differences stem from the answers given by the respondents concerning their personal feeling of safety. On this subject, there is an accentuated positive evolution in Bristol from 2005 to 2012, while the answers collected for 2009 in Bilbao display that almost half of the respondents feel that personal safety is a problem for them. Hence, it is quite clear that

Bristol is properly dealing with the reduction of safety problems while Bilbao finds difficulties in doing so. Thereby, Bristol appears as a safer place which could bring with it an added advantage to become attractive for the settlement of locals and newcomers.

Table 14: Evaluation of job and employment creation capacity

	Bristol		Score	Bilbao		Score
Level of activity	2001	2011	2.75	2001	2011	2.5
% of active population	45.21	49.46		45.45	47.03	
Employment rates	2001	2011		2001	2011	
% self-employed	10.94	12.80	2.75	8.49	7.70	1.75
% unemployment	4.88	6.53	2	14.82	17.18	1.25
Final average score			2.5			1.83

Sources: ONS & Bilbao City Council / Self-made

One of the principal targets pursued by the planning strategies settled in the two studied cities is to foster the creation of job opportunities and employment. Taking into account three simple indicators such as the percentage of total active population, the percentage of self-employed people and the unemployment levels, it is evident that Bilbao and Bristol have drawn completely inverse trajectories. On the one hand, both cities show proportional increase of the active population from 2001 to 2011, being Bristol above Bilbao. The results obtained by both cities in this regard are quite positive due to the possibilities allocated with the incorporation of a major potential labour force to the work market. On the contrary, despite the fact that both Bristol and Bilbao exhibit an increase of the unemployment rates comparing the results collected for 2001 and 2011, the records of Bristol (6,53%) are applicable to a situational unemployment which could drive to a manageable absorption and reallocation of jobs and employees. By contrast, Bilbao depicts a very severe situation, with unemployment rates ascending up to 17%, which evidence the drawbacks of the city's economic generation approach and the requirement of an urgent intervention. Furthermore, if looked at the useful indicative information provided by the self-employment levels, the two cities display a completely opposed dynamic. While Bristol improves its levels, demonstrating a strong entrepreneurship or at least a capacity to create job alternatives, Bilbao has worsen its results evidencing huge difficulties to reverse the situation through self-initiatives and entrepreneur alternative options. Therefore, it is quite clear that while Bristol has reached an overall success on the provision of job possibilities, far from its initial idea of creating job an economic dynamism Bilbao has worsen its employment opportunities.

Table 15: Evaluation of entrepreneurship, SMEs and proximity businesses

	Bristol		Score	Bilbao		Score
Entrepreneurship	2001	2011	2.75	2001	2011	1.75
% self-employment	10.94	12.80		8.49	7.70	
Business establishments	2011	2013	2.25	2007	2013	2.25
Micro (0-9 employees)	13805	14425		35948	30745	
Small (10-49 employees)	2985	2960		1943	1646	
Medium & Large (+50 employees)	770	775		399	385	
Total	17560	18160		38290	32776	
Final average score			2.5			2

Sources: ONS & Bilbao City Council / Self-made

Closely related to the prior analysed layout, the local entrepreneurship and the SMEs emerge as an additional vector to take into account due to their importance within both the key parameters identified by the author as well as by the strategic development axes defined by the studied cities. Concerning this, two indicators such as the self-employment level and the total amount of establishments ranked by number of employees have been used. The usage of the self-employment for the second time is mainly originated because of its relevance to assess the performance of the cities in two interrelated aspects such as the entrepreneurship and the creation of jobs and employment. Therefore, as mentioned before, this indicator provides a clear understanding of the actuation of both cities regarding the promotion of the local entrepreneurship, showing a powerful improvement on Bristol's scores in opposition to the decay of Bilbao.

In addition, taking into account the scores derived from the amount of business establishments or units, referred to the last years, entailing and reflecting the way both cities have performed within the crisis period, the prior displayed improvement of Bristol versus the decaying trend of Bilbao is countersigned. In this regard, despite almost doubling the amount of establishments of Bristol, Bilbao loses almost 6000 units from 2007 to 2013, while in a shorter time conceived within the mentioned crisis, Bristol gains almost 1000 establishments. In addition, both Bristol's positive and Bilbao's negative trends are even sharper if looked at the microenterprises in which the major differences are given. Accordingly, it is quite glaring the fact that Bristol shows a wider entrepreneurial culture and dynamism while Bilbao's shine is submerged in a decaying process as consequence of the crisis, which also proves the differentiation between a more resilient model and a languishing one. Therefore, while Bristol obtains a correct level of accomplishment of its intentions, Bilbao is far away from it, demanding a strategic shift to change the general dynamic.

Table 16: Evaluation of expertise in creativity, knowledge and ICTs

	Bristol		Score	Bilbao		Score
Creative economy	2009		3	2008		2.5
% employment in creative industries	8.86			4.80		
ICTs & Communication	2009	2012	1.75	2009	2013	2.25
Total amount of employment in ICTs & Communication	10400	9400		8219	7851	
% employment in ICTs & Communication	4.68	4.1		5.33	5.75	
Final average score			2.38			2.38

Sources: ONS, Invest in Bristol, Bilbao City Council / Self-made

One of the principal ways addressed for both cities to boost the sought economic dynamism, consist in the development of knowledge economies, based on the catalyst effect produced by research and innovation through the expansion of creative industries and the ICTs and communication sectors amongst others, as added-value generators. Regarding the scores referred to the level of employment in the creative industries for a single year (2008/09), Bristol almost doubles the results of Bilbao, showing the buoyancy of this sector in the British city. By contrast, Bilbao scores better as concerns the proportional weight of the employment on the ICTs and communication sector. Hereof, despite losing employees, the proportional level of the sector increases while Bristol decreases both the employments and the relative weight of the sector in reference to the whole employment rates. Considering both parameters together, Bilbao obtains more balanced results for both of them with a partial level of success, while Bristol equilibrates the negative involution displayed by the ICTs and communication's sector with the outstanding dynamism of the creative industries. Accordingly, both cities obtain the same general score regarding this parameter, showing how both of them have strongly bet on this particular strategy which in any case requires an incremented effort to reach the pre-assumed goals and success.

The last of the stressed key parameters to assess, is related to the international visibility of the cities, trying to evaluate their international projection and level of influence through the incorporation on different networks of every type. In spite of the fact that the final average scores of both cities are quite similar, the truth is that the strategies to locate the cities in the global panorama have been completely different in both cases. While based on a strong institutional commitment, Bilbao has bet on the city's image as a catalyst to increase the linkages and connexion of the city, taking part of several international initiatives and networks of diverse nature (Smart urban spaces partnership, Eurocities network, World cities summit etc.), Bristol has succeed on allocating the leadership to the local companies, business and entities which through their entrepreneurial commitment, have raised the city's connectivity and international image, involving the city in different networks (Sustainable cities network, Worldwide universities network, Inter-Nations network etc.).

Table 17: Comparative of both cities according to their performance in the global command and control centres

CITY	GICS	HQs	Revenue (billion USD)	Profits (billion USD)	Assets (billion USD)	Market value (billion USD)
Bilbao (2006)	2	2	42.09	6.13	498.24	97.5
Bilbao (2012)	2	2	87.75	7.57	887.57	79.05
Bristol (2006)	1	1	5.55	1.01	11.04	21.14
Bristol (2012)	1	1	23.65	2.8	47.46	40.48

Source: GaWC (Globalization and World Cities) Data Set 26. G. Csomós

This way, taking into account the different data sets and indicators provided by the platform Globalization and World Cities (GaWC), it is visible that Bilbao performs better with regards to the fields strongly correlated to the institutional participation, appearing for instance at the 154th position of the world cities ranking of diplomatic activities. On the contrary, Bristol demonstrates a strong internationalization dynamism commanded by its firms and companies. This is the case of the architectural firms which rank the city as the world's 52nd by nodal size and the 33rd by connectivity (569 connections).

One more example of the Bristol companies' dynamism is its location in the 101st position as regards the world cities ranking of engineering/architectural firms, by nodal size and connectivity (1339 connections) where Bilbao is relegated to the 203rd place (469 connections).

Another indicator provided by the same source is referred to the global command and control centres somehow measuring the financial influence power of both cities (Revenue, Profits, Assets, Market value, Global companies etc.). In this regard, Bilbao displays by far higher than Bristol, which is deductible from the explained institutional compromise to foster the great companies as richness generators while Bristol focuses on the empowerment of the entrepreneurial initiatives. Accordingly, the results provided by this source for the years 2006 and 2012, demonstrate that both models are exhibiting a positive evolution (except the market value for the case of Bilbao), illustrating by the way the fact that at least the major local companies are being capable of dealing with the impact of the global crisis.

Table 18: Final scores concerning cities' performance towards sustainable development

	Bristol	Bilbao
Development and engagement of local community	2.75	2
Compact urban development and mixture of uses	2	2.5
Improvement of accessibility patterns and transportation systems	2.08	2.17
Disposal of open and green infrastructure	2.33	2.25
Amelioration of waste and resources management's sustainability	2.5	2.2
Reduction of urban pollution	2	2.25
Dive into the process of urban regeneration	2	2
Upgrade and enlarge housing opportunities	2.19	1.75
Enhance welfare and healthcare provision	2.31	2.67
Boost education provision and high-quality education standards	2.25	2.08
Promote an integrative and cohesive society	2.63	2
Increase the cultural and leisure supply	2.5	2.5
Rise city's attractiveness	2.35	2.05
Generation of jobs and employment	2.5	1.83
Foster entrepreneurship and SMEs and proximity businesses	2.5	2
Intensify expertise in creativity, knowledge, R+D+I and ICTs	2.38	2.38
Strengthen networking and international visibility	2.25	2.5
Average score of cities post-industrial performance	2.32	2.18

Source: Self-made

Summarizing the main upshots of the section devoted to the appraisal of the performance of the territories in the current era, it is quite obvious that both of the cities have displayed below their optimal expectations. Thus, it could be asserted that both of them show a limited level of success as regards the adoption and setting up of sustainable ways of development and urban regeneration. In any case, it is also evident that there is in fact a difference between the two cities displaying Bristol more accurately than Bilbao insofar it obtains a higher average score.

Regarding Bristol's scores is quite visible that the emphasis allocated by Bristol to the community as decision-making agent has been fruitful due to the fact that the best scores of the city are obtained in this domain. Furthermore, in general terms the dissimilarities existing among the indicators applied for the three different entrances or dimensions conceived to identify the sustainable development are quite evident. In this regard, while the scores recorded for the parameters and indicators linked to the social equity dimension as well as even more particularly to the economic layer clarify a positive evolution of Bristol towards the accomplishment of the pursued goals and aims, the scores referred to the environmental sustainability are in general quite low impoverishing the final average score. Thus, a subdivision could be produced, showing how the city has performed in a suitable way in reference to the economic upgrading and revitalization, exhibiting a lower but ascendant amelioration of the social dimension and somehow failing in relation to some environmental aspects which should acquire a major role in future strategies.

As concerns Bilbao there is not such a clear divergence among the scores obtained by each of the three dimensions, because of the fact that the whole strategy seems to be very constrained as regards the achievement of the sought excellence. Therefore, in overall terms, Bilbao displays a limited success despite obtaining quite balanced scores for each of the different stakes referred to each of the three dimensions. This way, it is remarkable that Bilbao records its best scores in fields where the city has historically performed in an accurate way (welfare and healthcare provision and compact land uses) as well as in that fields identified as the pillars for the city's model, such as culture, networking and international image, and ICTs, creativity, R&D and knowledge (to a lesser extent). Therefore, the outcomes reflect that Bilbao has in fact achieved an outstanding performance in the priority areas identified by the city's planning strategy, which in any case have not been capable of attaining the catalyst synergic effect they presumably should have in the rest of vital issues, contradicting the predictions of the planning strategy which relied on those vectors as propellants of the whole city's reinvention. Accordingly, the analysis also shows that the stressed misconnection between plans and topics, and the lack of a really holistic conception previously underlined have a real negative reflect on the city's performance.

4.3) Double matrix & Comparative outlook:

Table 19: Final double matrix: innovation sustainable performance

	Innovativeness in planning	Sustainable performance
Bristol	2.43	2.32
Bilbao	2.19	2.18

Source: Self-made

The final double matrix presented above, represents the average score obtained by each city as regards the level of innovativeness of their planning strategies (planning process, communication and agenda) and the performance of these cities within the globalization era according to sustainable ways of development, considering in both cases the current situation as well as their recent evolution. Therefore, it is visible that the upshots observed for each city somehow come together, highlighting the effective existence of a linkage between innovation in planning strategies and sustainable performance of cities.

Looking at the scores it is observable that both cities display similar results regarding the innovativeness of the planning strategies issued to delve into the global post-industrial era and their performance during the same phase as regards the adoption of sustainable approaches of development. Therefore, the main upshot to underline is the fact that Bristol obtains a higher score than Bilbao in both dimensions, showing a greater level of success within the current global scenario. Anyway, it is also striking the fact that while the scores of Bilbao are almost the same for both entrances, Bristol meets a reduction of the scores referred to the city's performance in comparison with the ones collected as concerns the innovativeness of the conceived planning strategy. This last appreciation, stresses the existence of a little misconnection between the planning strategy and the real implementation of the planning practice. Thus while Bilbao performs as it plans, Bristol plans better than it performs, showing a little gap on the effectiveness of the planning practice.

Anyway, all the differences are slight, evidencing that both cities are moving forward on the adoption of innovative planning strategies as well as on the transformation and reinvention of their past industrial development pathways towards the embracement of sustainable ways of development. However, it is also clear that none of the cities has really met a great success neither regarding the innovativeness of the planning strategies nor in reference to the city's success in the global arena. Hence, even if both of them have thrived to shift their decadent dynamic after the industrial collapse, it is also noticeable the fact that the real success of both cities is far from being spectacular, demonstrating different deficiencies and difficulties as displayed and contended within the prior subheadings. These prior assertions are based on the fact that despite scoring higher than 2, the records are similarly beneath 2.5 for both entrances, indicating a regular level of innovativeness as well as just a partial accomplishment of the strategic parameters and axis defining the success of territories according to the contended sustainable development approach.

One of the possible triggers for the apparition of the drawbacks and inconveniences detected in both dimensions (innovation in planning strategy and cities' success), is the fact that both of the study cases have chosen to embrace the conceptual approach of the so-called *New Urban Politics* (Cox 1993) urban development avenue. Accordingly, both of them have relied on a very rigid model, constrained by its static nature (De Filippis 1999) and particularly defined by its market-oriented and profit-making economic approach. Hence, the development approach selected in both cases has clear linkages with a neoliberal vision of urban regeneration, characterized by the imposition of diverse market restraints upon all parameters of political, social, and economic life (Jessop 1994). As many other cities around the world, it could be said that Bristol and Bilbao have embraced the process of urbanization of neoliberalism, becoming incubators of neoliberal policy experiments, institutional innovations, and politico-ideological projects (Brenner & Theodore 2002). This drives to the emergence of new leaderships within the urban and decision-making arena, commanded by different economic stakeholders who undermine the real capacity of citizens to influence and decide upon the model of city they desire to live in, relegating social aspects to a secondary order within the list of priorities (Brenner & Theodore 2002).

In this regard, the observations show that both cities have somehow adopted the stated dynamic, due to the fact that both of them have based their urban regeneration on the creation and implementation of public-private partnerships (PPPs), enabling the incorporation of different private business and profit-making interests within the planning arena and in consequence within the public decision-making field. As occurred in these two cities, PPPs are becoming really standardized mechanisms to boost cities' regeneration through the adoption of these kinds of agreements to acquire and regenerate brownfields and other decaying areas of cities, as well as for the provision of diverse services and activities, which used to be in hands of the public sphere such as public space's development, housing strategies, new urban development etc. But although they can effectively cope with the most urgent urban challenges in an appropriate way if correctly applied (Xie & Stough 2002), they also present several inconveniences and drawbacks, highlighting the limitation of democratic legitimisation, the conflict of interest stemming from the fact that public authority is supposed to defend public interest in

opposition to private investors, or the hybridisation and overlapping of tasks and accountability between public and private counterparts (Hobma 2001), amongst others.

As consequence of the preeminent economic profit-making approach implemented through the adoption of the main axes disposed by the ruling neoliberal winds, several negative collateral effects can take place. The enhancement of the gap between elites and marginalized spheres, the proliferation of gentrification processes, privatization of public land and spaces or the languishment of affordable housing could be just few examples of the prior mentioned inconveniences (Harvey 2008) which in fact, could be also taking place in Bilbao and Bristol as intuited from the scarce scores obtained by both cities regarding some of the priority axes while the description of their performance.

All this last reflexion also denotes and stresses the possible detachment between the contents of the plans (claims, aims, perspectives and proposals) explained in a prior stage, the performance of the cities according to the mixture between the pursued axis and the list of fundamental parameters elaborated by the author, and the real underlying reasons for the adoption of the final approach chosen by the cities in order to shift their dynamic. In this regard, authors such as Krueger & Buckingham (2012), reveal that even market-based policy ideologies rely on sustainable urban development approaches, understanding that the accomplishment of some of the stakes stressed by this stream of thought are a condition sine qua non in order to succeed on their own economic commanded vision. The “creative class” model designed by Florida is a clear example of the prior assertion due to the fact that the potential success of his elitist approach really requires the provision of a sustainable urban grid, characterized by the tolerance, the openness of the local society, the cultural and leisure offer, the appeal of the physical space etc. Thus, urban sustainability has also been manipulated, distorted and incorporated within profit-making oriented approaches, conceiving it not as a strategic vision by itself but just as a mean for the attainment of economic goals.

Considering that the approach of the author within this project is constructed through two differentiated but as checked interconnected pillars (innovativeness in planning and success of cities regarding sustainable development towards the provision of outstanding standards of quality of life) and taking into account the diversity and variety of the adopted sources and theoretical avenues to produce the theoretical basement of the research which incorporates contributions ranging from Florida’s ideas to Healey’s ones, the final proposal is a mixture of concepts, trying to imbricate different visions, even the strictly economic oriented ones. Therefore, the different scores and the limited success of the cities are not only a consequence of the difference between the explained neoliberal development paradigm chosen by the cities in opposition to the one here displayed, due to the fact that this one also includes some economic market-oriented parameters as factors for the attainment of a sustainable development.

Accordingly, it is necessary to go deeper into the comparison between the two cases to find out the origin of the outcomes displayed for each of them. Thus, even if both of them have continued the same general way to approach their urban reinvention, as contended on the next paragraphs, it is clear that the identified differences stem from the level of attachment of the cities to the stressed market-oriented reconversion paradigm and the

eagerness demonstrated by each of them to apply and carry out this kind of politics within the urban planning arena.

Anyway, the first identified difference stems from the structuring of the planning strategies. As checked through the revision of the analysed planning documents, in Bilbao there is an evident misconnection among the general framework or structure of the plans, the theory or underlying reasoning for the adoption of the selected strategy and the planning practice designed to achieve the projected city vision. Thus, while the planning structure is very “gridded” (strict and determinant), the conception of the plans is quite individual depending on the nature of the particular plan and excessively ambitious trying to incorporate trendy dynamics of every nature in Bilbao without taking into account the particularities of the place and the real demands of its inhabitants. Moreover, the planning practice is quite chaotic due to the noticeable overlapping of involved actors and mainly because of the constant disputes and confrontations among all kind of stakeholders, ranging from political parties, to citizenship, economic and business counterparts, etc. By contrast, Bristol shows a properly defined strategic vision which besides conceives detailed pathways and instruments for its development. Consequently, the different plans displayed for different stages and phases come together offering a same development approach in different scales and concerning about diverse topics. Furthermore, even if the dominant planning frame is characterized by the adoption of public-private partnerships as decision-making bodies, the involved stakeholders trend to come together in order to establish a shared vision for the city’s development trying to avoid the inconveniences derived from disputes. In addition, unlike Bilbao Bristol has been capable of generating a dynamic planning framework which is able to adapt itself to upcoming unexpected challenges incorporating them in both the planning agenda and the planning practice.

Delving into the upshots of the territories, it is clear that Bilbao has relied in excess on the physical amelioration of the city not only regarding the construction of emblematic landmarks but also the city’s urban infrastructure renewal as main propellant for the urban regeneration, succeeding on the provision of a bright city landscape but being incapable of re-conducting the city’s characteristic social and economic dynamism of the prior industrial era (Rodríguez 2002). Accordingly it is clear that “Bilbao adopted a low sustainability approach within its strategic planning conception” (Barton 2006). Within this peculiar strategic vision, the sustainability appears as a consequence of the economic development grounded on the attractiveness of the city instead of emerging as a crucial aspect to foster the attractiveness of the city in terms of both, the improvement of the quality of life and the economic development. In this regard the same author mentions that “Bilbao has aimed to reinvent itself on short-term basis through a clear bet on the economic development and the sophisticated urban design as catalysts of future development”.

Therefore, in spite of the fact that the iconic branding process pursued by the city through the Guggenheim model has increased the international reputation and projection of the city, inducing the attraction of inward investment (Plaza 1999), the expected foreign investment has never arrived, remaining as a local or at best, regional influence nodal city (Del Cerro Santamaría 2005). In addition, it seems evident that the proposed model has perhaps underestimated the potentialities of social factors as catalysts of urban

reinvention also in terms of sustainable economic and physical renewal. In this subject, it is widely contended that the global, attractive and competitive Bilbao, emerges as an urban planning failure, inasmuch as it creates exclusive and exclusionary spaces, leading an increment of the social disparities, privatizing the urban planning, and “commercializing” the city (Vicario & Martínez 2003).

It is remarkable that even the measures adopted to tackle social issues mainly depend on the disposal of physical or architectural interventions. Somehow, building or producing tangible outcomes is the way Bilbao has decided to cope with a holistic challenge which requires as well from the inclusion of other perspectives within the approach, incorporating not-physically visible measures into the planning scope. In this regard, authors such as Del Cerro Santamaría (2005) argument that in the case of Bilbao, the globalization has not been accompanied by a new order. “Rather, urban policy failed to ease the existing urban polarization after industrial dismantling occurred due to global restructuring”. Therefore, the author stresses that the new model has not been capable to deal with the social stratification and fragmentation problem of prior stages, which continues being reproduced in the new era.

Stemming from the analysis of the plans displayed in prior paragraphs, it is visible that the main axis of the initial stages of the strategic planning in Bilbao was focused on the upgrading of the urban environment highlighting the creation of infrastructures (González 2006). Besides, this strategy is accompanied by the vision of turning Bilbao into a “world class” city in the second strategic plan, highlighting one more time the image and international projection of the city as major concern, pointing out people, economy and attractiveness as instruments to do so. Intangible values come into scene only in a second order behind the dominating market-oriented priorities as it is to highlight the city as a place of valued professionals. Therefore, social or environmental aspects are not a target per se, but just necessary steps to reach the real target consisting of the increase and optimization of the city’s economic dynamism which would drive to the attainment of the final goal of providing a better quality of life. There is an economic profit-making philosophy even under the development of goals, actions and projects focused on social and environmental aspects. Accordingly, a significant factor as it is the citizenship has never been a strategic question by its own, just being conceived as a mechanism to reach a major economic target.

Moreover, the success of Bilbao in the accomplishment of the pursued goal of becoming a world class city is reasonably questionable. In this regard, Taylor et al. (2013) argument that the city has succeed on its indisputable consolidation as a regional dominant node, expanding its connectivity and nodal effect throughout Spain. However, they prove that the city has not been capable of attaining its priority target of enlarging its influence on a world scale, remaining as an irrelevant centre in the worldwide scale, if looked at its connectivity and the dimension and magnitude of its network. Del Cerro Santamaría (2005) adds that “Despite the global visibility of the Guggenheim museum and its significance as a political strategy of globalization, the future of Bilbao's international role depends on the power of its financial sector and the ability of the region to maintain its foreign trade accomplishments”. In this regard, experiences such as the offshoring of the most relevant bank institution of the Basque Country (BBVA) established in Madrid

indicate that the city is far from the attainment of the mentioned dynamic. Even more, Mas (2010) believes that instead of displaying a strongly articulated comprehensive urban development strategy, Bilbao has focused on the creation of a discourse to support the chosen market-oriented privatizing planning approach.

Unlike the model of Bilbao focused on the creation of hard infrastructures and a distinctive urban design in order to project a sophisticated city image to valorize and attract investment and economic dynamism boosting the city's sustainable urban regeneration, Bristol decided to start its strategic planning with not such ambitious visions. Accordingly, despite being ascribed to the same overall market-oriented planning vision, instead of putting the cart before the horse, Bristol started its urban regeneration focusing on coping with the more urgent urban challenges without setting aside the physical renewal (Pearson 2000). In this regard, it is quite clear that the initial stages of the comprehensive planning in Bristol emphasize the need to tackle really demanding social requests such as education, health & welfare or social equity and integration.

As regards the selection of priorities within the initial phases of the strategic planning in Bristol, as reflected by the chart 4.1 provided by Tsenkova (2002), the private investment and involvement during these first stages of Bristol's urban renewal was not as big as compared with other UK cities such as Manchester or Leeds, which probably affected in a positive way boosting the adoption of the displayed initial social strategies, somehow detracting the incorporation of only profit-making schemes within the planning process. In any case, the day-to-day challenges continue being a priority within Bristol's planning strategy inasmuch as previously shown they have not been successfully resolved yet. In this regard, culture and creativity have been conceived as the mechanisms to funnel the solution of the cited challenges, propelling a balanced urban regeneration of the city through the disposition of entrepreneurial added-value generating economic chances (Boyden 2013).

Accordingly, even regarding the adopted economic strategy, there is a noticeable difference between the two cities, which could explain the greatest (although still partial) success of Bristol's reconversion model. Thereon, instead of highlighting an outstanding cultural landmark as magnet for investment and principal catalyst of economic attractiveness, Bristol decided to boost the local entrepreneurship, betting on the potential power of the creative industries from the very beginning. In this regard the advantages of the adoption of creative industries are visible due to the fact that it is outperforming other economic sectors, which is accompanied by the fact that Bristol is reaching the creative industries' expertise leadership within the British context (Usmar 2014), which directly impacts in the local economy's enhancement and redistribution (Boyden 2013). Anyhow, according to the same author, Bristol has still a lot of work to do as concerns the transformation of the explained economic buoyancy deriving from creative engines into community's social benefit pointing out that social regeneration is a long-term proposition as well as the value of an active engagement versus the passive consumption model currently detectable. Anyhow, a progress regarding the transformation of the creative energy of young people into social value and economic prosperity is also identified.

Furthermore, the initial entrepreneur initiative which propelled creative dynamism has experienced a standardization process throughout the rest of the productive tissue of the city and the region, boosting interrelated sectors such as the science, research & development one. In this regard, Bristol is one of the most glittering hubs in UK, being designated as science cities of England, which has reinforced its science and technological industries' (aerospace) expertise contributing to the strengthening of the networks between universities and the public sphere (Webber 2008). This has been positive to propel the expansion of innovative thinking across issues, achieving also a public engagement within the science arena. In any case, science city concept still requests to improve its influence in the city's economic growth. Accordingly, even if it is obvious the existence of evident gaps (pockets of social exclusion amongst others) and the requirement for further improvements, it can be said that in general terms Bristol is performing in the right direction (Parkinson et al. 2004).

In any case, it should be underlined that the fundamental disparity which really makes the difference between the two study cases is the innovativeness of their planning strategies and more particularly the divergent role allocated to the community in each of them. Hence, despite the fact that both models are somehow dominated by economic profit-making interests commanded by strong public-private partnership models of urban policy, as shown in prior steps of the research there is a huge difference in the consideration of citizenship's power between the two cases.

In this regard it is deeply believed that the success on the sustainable planning depends on the existence of a sustainable community, empowering a bottom-linked governance mode capable of identifying and designing the planning avenues and in turn the cities' future visions through strong and effective decision-making capacities (Agyeman 2005). In connection with it, the strengthen of the local authorities appears as fundamental to reconquer the decision-making capacity of the local public sphere regardless its nature (community or public authorities), in order to come together and foster really sustainable strategies focused on the resolution of the most acute challenges such as, the creation of stable employment, the provision of decent housing or the attainment of a cohesive society amongst others, as priority (De filippis 1999).

Just as an external illustration of the prior explained issue, "Lille undoubtedly represents an accurate example of society led metropolitan governance, addressing the civil society as the metropolitan future's decision-maker and the urban project designer" (POPSU 2009). Accordingly, it is observable that even considering the profit-making aspect as priority, highlighting citizenship as principal decision-making stakeholder is determinant and the main grant for sustainable success on the global scenario. In this regard, Bristol has been pointed out as a favourable example of new governance style, remarking the advantages of keeping on the process of enhancement of local authorities' autonomy and society's engagement as fundamental matter to meet local expectations (Cento Bull & Jones 2006). Even more, the local authorities show a strong commitment to preserving the adopted bottom-linked perspective and decision-making authority against external interest which threaten the selected model (European Union 2011). In opposition, Bilbao has been frequently criticized because of the huge obstacles and constraints imposed by a powerful authoritarian vision which aims to institutionalize and

keep under control all kind of local bottom-up initiatives, limiting this way their effectiveness instead of boosting them (Rodríguez & Vicario 2005).

Summarizing the prior discussion and comparison set to find the convergences and divergences exiting between the two studied cases, it is clear that although both models have approached their urban regeneration according to the dominant market-oriented avenues, the innovativeness of Bristol's planning conception and more particularly the great commitment demonstrated by the city as regards a shared bottom-linked decision-making path, has been relevant on the consecution of a higher level of success referring the development of sustainable regeneration of the city. Actually, community's fortitude has somehow funneled the existence of a deep social pledge within Bristol's strategy. In addition, Bristol has been able to build a more resilient model capable of dealing with the global economic crisis, if looked at the statistics gathering the most recent data. Anyway, as already mentioned both cases exhibit serious shortcomings as well as positive strengths. Therefore, despite all the critics here collected, it is remarkable that both cities have tried to shift their decaying dynamics through the adoption of novel pathways, perhaps not as well as they could have done, but at least attempting to move forward instead of resigning themselves to fall into an endless decadence.

Considering that the major gaps both cities are facing in their urban sustainability avenues are related to the social dimension along with several economic and environmental drawbacks, it is evident that they should dig deeper into the attainment of an urban sustainability regeneration model which indisputably requests from creative planning avenues to become really effective (Krueger & Buckingham 2012). In this regard, both cities should explore the great potentialities granted by novel theoretical avenues such as social innovation which proposes to approach urban sustainability and regeneration focusing on the social dimension, stressing the role of local communities as real propellants of cities' balanced prosperity (Moulaert et al. 2013). Furthermore, taking a look at other successful urban regeneration experiences such as Boston's one could serve as an illustration for both cities about how to create a resilient strategy to reinvent a city in order to thrive in different phases (Glaeser 2005).

5) CONCLUSION:

Stemming from the adoption of two study cases sharing a similar baseline situation after the collapse of the industrial model which aim to reinvent themselves in a contemporary global scenario adopting particular planning approaches, the investigation shows that the reinvention of cities and the competitiveness in the global post-industrial era is somehow defined by the capabilities a particular territory displays to engage the concept of urban sustainable development through the consideration of environmental sustainability and climate change, social equity and innovation and creative and knowledge economy as cornerstones to thrive on the disposal of quality of life which emerges as crucial hint. Moreover, it is demonstrated the significance of conceiving and implementing real strategic comprehensive plans coming out from innovative planning ideas and avenues in order to succeed on the previous stressed areas, accomplishing the pursued environmental, social and economic prosperity.

Therefore, as assumed by the author within the introductory part of the document, the research has succeed on linking the level of success of cities characterized by a strong industrial nature involved in sustainable regeneration processes with the planning insights of these cities, referred to the implementation of innovative strategies of planning. In particular, it has been proved the relevant role played by the inclusion of the local community as a real decision-making player to create and carry out strategic plans which certainly make a difference. The research has clarify that neither Bristol nor Bilbao emerge as paradigmatic illustrative examples of successful urban reinvention processes. Hereby, the investigation underlines a limited level of success in reference to the sustainable performance of both cities which indeed should be partially assigned to the fact that none of them depict an outstanding level of innovation in the planning strategies adopted to shift the negative dynamic towards a sustainable reinvention.

Anyway, the analysis also illustrate that both cities have chosen to continue market-oriented approaches to cope with urban regeneration, which brings with it the apparition of several shortcomings insofar the economic dimension is overweighed in comparison with the social and environmental layouts and overestimated as potential catalyst for social dynamism and environmental regeneration. In addition, the research has also contributed to exhibit how little details can make a difference. On this subject, in spite of the fact that Bristol has continued the same general neoliberal planning approach as Bilbao, little refinements such as the importance allocated to the community or the way to deal with and negotiate social conflicts have driven the city to the accomplishment of a greater level of success regarding innovation in planning and consequently to create a more successful sustainable model of urban reinvention. In any case, it is also important to highlight the fact that both cities have effusively try to shift their decadent dynamics which entails a huge step per se, acquiring proactive manners to face dramatic situations, which would never be solved if continued with the same old-fashioned development approaches.

In a second order of significance, the research has also been valuable to elaborate an own theoretical view about sustainable development nourishing itself from a very diverse array of avenues not necessarily attached to the same stream of thought which has contribute to the elaboration of an open view to assess the sustainability of a particular

territory. Furthermore, the research has also attained one of its major initial objectives consisting in the elaboration of a clear theoretical and methodological framework to facilitate the setting up of improvements to be held on further researches. Therefore, the study has driven to the emergence of a replicable model to assess innovativeness in planning and cities' performance, connecting them within a shared double matrix. The proposed scoring model provides a simple but equally effective way to rank the cities in both regards giving rise to a novel approach to link urban sustainability and innovation in planning, somehow methodologically misconnected until the moment. The consideration of the suitability to include a potential mechanism to check and balance the reliability of the interviews (in spite of the fact that its usage has not been required) is an additional strength of the proposal.

Planning is unequivocally determined by its context-dependent nature (Abukhater 2009). Thus, it seems astute to assert that no model is 100% replicable elsewhere, stressing this way a potential shortcoming of the proposed exercise due to its static nature and even simplification of a complex issue. This way, future proposals should include mechanism to integrate the effects of the stated intrinsic context-dependency of planning within the sought analysis, going one step beyond the time scope dimension here implemented as method, trying similarly to relativize the success of the city according not just to the time and objectives but also to the real situation and potentialities offered by the place itself.

Delving into the possible spatial shortcomings, taking into account that the researched topic refers to a metropolitan scale, there is a possible distortion of the reality because of the sole consideration of the city council scale as representative of the whole metropolitan area's dynamic. Accordingly, some of the analyzed planning documents (the strategic plans) do not entirely match with the developed assessment neither regarding the innovativeness of planning nor the territories' performance. Therefore, future in-depth researches should complete the approach taking into account that the multi-scalar nature of the tracked phenomena. Thus, both the assessment about innovativeness in planning and the sustainable performance of territories ought to be enhanced, incorporating data and answers related to the metropolitan scale. Furthermore, the elaboration of multi-layered analysis incorporating as well, other applicable scales in-between the municipal and the national one could contribute to obtain a more precise vision about the cities dynamism's insights. In any case, this last step could be interpreted as too ambitious and only accomplishable through a long-termed research. Thereby, the best option could be attached to the adoption of an in-depth metropolitan scale research including the most relevant stakes embedding the displayed topic which stem from additional macro-scalar fields.

Apart from the explained spatial drawbacks, the study also presents some questionable deficiencies as regards the reliability of the outcomes collected to assess both the innovativeness of the planning strategies as well as the ones referred to the performance of the cities. Hereof, the first possible question stems from the reduced size of the sample used to evaluate the innovativeness of the planning strategies. Despite using the results of just four questionnaires to describe and evaluate a complex issue (innovation in planning) could be interpreted as imprecise, the fact that the results obtained by the author regarding one part of this entrance (innovation in planning agenda) completely coincide

with the average answers gathered via questionnaires, empower the security of the study. In consequence, the research is endowed with a strong trustworthiness resolving the mentioned potential shortcoming. Anyhow, further improvements should try to enhance the size of the sample incorporating other stakeholders apart from the academia, the different planning agencies and departments, and private regional and town planning consulting firms, here entailed. Thereby, it could be interesting to gather the opinion of some different associations, some economic stakeholders, some public-private partnership, and some cultural hub, which could provide a very comprehensive overview (actually, it has been unsatisfactorily attempted in this research).

A second tricky question derives from the potential lack of representativeness of the used indicators. One more time, the main problem would be related to a scarce size of the sample mobilized to assess each of the identified 17 parameters collected in the final list. It is indisputable that the results in this regard are incapable of depicting a real picture of each of the different parameters. This is mainly caused because of: the predicted lack of accessibility to other complementary indicators; the scarce homogeneity and consequent comparability of data provided by different sources concerning each city; the detected deliberate interest of some data servers to highlight some positive data, hiding the negative ones or impeding the comparability of data in order to overload the achievements (the last factor is very severe and particularly applicable to the city council scale). Anyway, in spite of the fact that this issue really affects and limits the success of the research it is also quite evident that the research is capable of displaying approximately 30 indicators which is not at all an irrelevant amount of measures. Thus, in general terms it could be said that the research has been able to accomplish its target in this regard, which consists in the disposal of an indicative outlook about cities' performance. Hereof, future contributions should try to incorporate more indicators to assess each parameter, as well as attempt to find more homogeneity and comparability regarding the final set of data. Luckily it shouldn't be a severe problem considering the large data availability if paid for them.

In addition, another question mark rises from the selected indicators to assess cities' sustainable performance. In this regard, first of all there is a detachment between the parameters identified by the author as relevant to succeed on a sustainable way (21), gathered within the theoretical review and the ones finally used to assess the effectiveness of both cities' strategies (17). This apparently misleading issue has already been clarified in prior stages mentioning that some of the key parameters can be merged with additional ones forming a sole final parameter. Besides, the second part referred to the assessment of the cities' performance was also related to the aims and strategic axes adopted by both cities, which does not necessarily mean that they have the same approach as the author's one, which has been in fact discussed in previous paragraphs.

Going ahead with the section, the cited coincidence between the author's results and the ones collected via questionnaires also provides a substantial prove about the exclusion of an additional inconvenience as it could be the incorporation of certain degree of subjectivity within the research. The previous assertion or question could appear considering the chosen methodology, which allocates to the author a great power as concerns the definition of the scores of each city concerning the indicators used to assess

each of the parameters referred to the cities' performance. Anyway, in spite of the fact that it is indisputable that this risk exists, the reliability of the author increases insofar as prior checked, there is a maximum coincidence between the outcomes stemming from two different ways (questionnaires' answers vs. proposed methodology) to evaluate a same variable (innovation in the planning agenda) which validate both the proposed methodology as well as the accuracy of the answers to the questionnaires. Thus, if the author's results have been capable of suiting with the referential ones once, nothing should presage a potential inclusion of subjectivity while evaluating cities' sustainable performance.

Continuing with the methodological drawbacks, another possible critic would be related to the inconvenience of using a limited way of scoring (ranking from 1 to 3), which hinders the possibility to interpret the differences between the cities in a clear way. Accordingly, it would be recommendable to widen or expand the mentioned scoring manner trying to rank both entrances from 1 to 5 or even using a greater amplitude which could facilitate a rapid interpretation of each vector, streamlining the evaluation, apart from remarking the differences between cities which appear somehow distorted or reduced. Moreover, the adoption of a broader scoring scope wouldn't result excessively troublesome, requiring the inclusion of more middle way categories within the questionnaires as well as the reinterpretation of the indicators' scores by the author.

The last remark here displayed concerns about the selected time scope, which tries to entail the whole period from the initial stages of the cities' recovery through the release of strategic plans until the current moment. In this regard, it could be contended that the incorporation of the last years within the analysed period could entail the inclusion of a possible distorting element within the investigation. Obviously the referred element is the economic crisis which indisputably produces an effect on the cities' dynamic insofar it brings with it a negative impact over the consumers' willingness to pay for experiences, ruining as well the creative economy (which amongst others is the basis of both cities' economic bet) diminishing the capacity to address socio-economic imbalances (Lyck 2013). However the incorporation of the last years is also valuable to assess the level of importance of external factors which could affect and determine the cities' performance. In this regard, it could be contended that the research relies excessively on the innovativeness of planning strategies as unique explanatory reason for cities' performance, forgetting additional factors which directly impinge the urban dynamic. Nevertheless, the deliberate incorporation of the last years has reinforced the hypothesis instead of dismantling it. Hereof, it is quite striking to look at the indicators which mostly entail the last years, to observe how the city which has scored higher regarding the incorporation of innovation within its planning strategy (Bristol) is the one exhibiting better scores as concerns its performance in the crisis period. Accordingly, it could be pointed out, that the research also demonstrates that those cities which have innovated in their planning strategies have been able to set up more resilient models of urban reinvention, being able to cope with dramatic external factors such as the global economic crisis in a more outstanding way.

Summarizing, it could be asserted that the research has been able to set up a simple and effective mode of tracking the links between innovation in planning strategies and cities'

post-industrial performance towards the attainment of a sustainable urban reinvention. Besides, the used methodology enables the elaboration of comparative approaches which ease to rank different cities according to the level of innovative planning and sustainable development. Finally, the research has also proved the importance of planning in an innovative way in order to create successful and resilient urban models. Accordingly, it could be said that the research has successfully achieve the setting up a strong basement for further research on the topic, accomplishing its aim.

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Fundamental data sources

- Bristol City Council: <http://www.bristol.gov.uk/>
- Bristol Objective 2: <http://www.bristolregeneration.org.uk/introduction.html>
- Bristol Partnership: <http://bristolpartnership.org/>
- Business West: <http://www.businesswest.co.uk/>
- Bilbao City Council: http://www.bilbao.net/cs/Satellite?c=Page&cid=3000005415&language=es&pageName=Bilbaonet%2FPage%2FBIO_home

- Bilbao Mteropoli-30: <http://www.bm30.es/>
- ONS: <http://www.ons.gov.uk/ons/index.html>
- INE: <http://www.ine.es/>
- Eustat: http://en.eustat.es/idioma_i/indice.html
- GaWC: <http://www.lboro.com/gawc/>
- Fundación Deusto: <http://www.research.deusto.es/cs/Satellite/deustoresearch/en/home?cambioidioma=si>
- Invest in Bristol: <http://www.investinbristol.com/key-statistics.php>
- Bristol.org.uk: <http://bristol.org.uk/>
- EVE: <http://www.eve.es/index.aspx?lang=en-GB>

APPENDIXES:

Assessment of the strategic approach

1st Chart: Bilbao's performance regarding the strategic approach of planning

Strategic approach in Bilbao	% of conceived key topics	Average score of discussion (considering the conceived topics)
Strategic plan for the revitalization of Bilbao 1992	85.71	2.67
Bilbao 2010: The Strategy 2001	85.71	2.72
General urban development plan 2002	80.95	2.65
Special plan of Bilbao La Vieja, San Francisco and Zabala 2005	76.19	2.63
Government plan 2007-2011 2007	76.19	1.94
Local investment plan 2010	61.90	2.00
Bilbao metropolitano 2030: The age of professionals 2011	90.48	2.58
Total average score	79.59 (2.39*)	2.45
Final score	2.42	

Source: Self-made (* percentage standardized to the ranking 1-3)

2nd Chart: Bristol's performance regarding the strategic approach of planning

Strategic approach in Bristol	% of conceived key topics	Average score of discussion (considering the conceived topics)
Bristol local plan 1997	85.71	2.39
Bristol local transport plan 2000	85.71	2.44
Bristol objective 2 neighbourhood action plans 2001 & 2004	85.71	2.33
Bristol city centre strategy and area action plan 2005	90.48	2.63
The Bristol 20:20, Sustainable city strategy plan 2010	90.48	2.05
Bristol development framework core strategy 2011	90.48	2.84
Bristol 2050, a business vision for the Bristol city region	76.19	2.88
Bristol central area plan 2014	85.71	2.83
Total average score	86.31 (2.59*)	2.55
Final score	2.57	

Source: Self-made (* percentage standardized to the ranking 1-3)

Template of Questionnaires

Research master Planning and Sustainability: Urban and Regional Planning (2014)
CITERES Research Unit – Polytech Tours – Université François Rabelais
35 Allée Ferdinand de Lesseps 37200 Tours, France. Mikel Agirre (muntzaz@hotmail.com)

QUESTIONNAIRE: TRACKING INNOVATIVENESS IN URBAN PLANNING

1) Collaborative essence & public participation

Question 1	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Adoption and implementation of mechanisms and methods to facilitate the community's bottom-up participation and empowerment)

2) Importance of grass-rooted demands and conflicts to shift the planning approach

Question 2	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Incorporation of the public demands stemming from the social conflicts and demonstrations which has to do with planning into the local planning perspective)

3) Diversity and representativeness of involved stakeholders

Question 3	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Variety and amount of stakeholders involved in the planning arena with regard to the ones you consider should be actually taking part)

4) Background diversity of planners and planning crews

Question 4	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(The variety of different professional backdrop and training culture of the planning agencies' and other planning related institutions' staff members)

5) Auto-critical spirit & auto-assessment methods

Question 5	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Auto-critical perception and capacity of the planning agencies and squads to improve through the application of auto-assessment procedures)

6) Inward feedback practices

Question 6	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Accuracy of the existing feedback practices and proceedings within the planning crews)

7) Networking and outer learning expertise

Question 7	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Know-how learning and transferability in cooperation with external planning agencies and networks embedded within the planning arena)

8) Inclusion of ICTs within urban planning strategies

Question 8	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Incorporation of ICTs by means of e-governance and similar proceedings to diffuse, share and communicate the planning strategies, as well as to boost public participation)

9) Multi-scalar conception and comprehensiveness of the planning agenda

Question 9	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Consistency among different urban plans regardless their strategic or sectorial *e.g.* infrastructures, housing, transports and mobility... nature, during the time)

10) Strategic approach of the planning agenda

Question 10	Currently	Evolution 1990s onwards
Significant		
Regular		
Scarce		

(Identification and adoption of key topics and suitability of their discussion level into the plans, considering the next topics as strategic: climate change; accessibility, mobility and transports; land use; green spaces and infrastructures; biodiversity; waste collection; pollution; demography; culture; urban amenities; education; housing; local welfare; social insertion; ICTs; financial sphere; R&D; clusters and networks; local entrepreneurship; creativity and city's attractiveness)

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Description of the third study case (Lille)

Lille is the capital city of both the Nord département and the Nord-Pas-de-Calais région in northern France. The original merchant village is located between arms of the Deûle river, 219km northeast of Paris and 14km south from the Belgian frontier by road (Encyclopaedia Britannica). Nowadays, Lille emerges as the fourth largest conurbation in France (Tiry 1999), comprising approximately 1 million inhabitants in Euralille's metro area (Labalme 2004). Nevertheless, Lille spreads its influence far away from the so-called Euralille metropolitan area, expanding its dominion across the Belgian border until the city of Kortrijk through intense economic, political and cultural ties, as well as to the south of the metropolitan arch incorporating the old coalfields within its domains, arising as a great international urban region (Paris 2002).

After the count Baldwin IV of Flanders fortified the town in the 11th century, it underwent several destructions and disputes until 1667 when Louis XIV definitively besieged and claimed it for its domains, allocating a new military function to the city. Even though it was taken by the duke of Marlborough in 1708, it was finally incorporated to France in 1713 by means of the Treaty of Utrecht. Later it was likewise occupied by Germans during World War I and II (Encyclopaedia Britannica). Since the 16th century Lille's urban development appears closely tied to the evolution of a strong textile industry, which in turn propelled a great trading activity, characterizing the city's identity (Paris 2002). Moreover, Lille's industrial and trading development, originally consisting of textile, coal, sugar and agriculture (Tiry 1999) is deeply defined by its geographical emplacement, next to the northern countries of Europe, which boosts Lille's communication node function.

The industrial crisis and decay underwent during the 70s and 80s which specially hit the mining and textile sectors, brought with it terrible urban and socioeconomic consequences, depicting huge social imbalance and inequities, as well as deep economic impacts associated with the vast unemployment rates. Accordingly, Lille was forced to adopt a new development model with the advent of the 21st century in order to tackle the immense urban and environmental challenges (Paris 2002).

Consequently, since the last decades of the 20th century, Lille is embedded into a transformation process shifting from an industrial status to an international crossroad node, seizing upon the huge networking development possibilities coming out from its geographical location and the associated connectivity factors since it emerges just in the core of the main decision-making centres of Europe such as, Brussels, Paris and London (Paris 2002). This node effect takes a significant relevance with the arrival of the TGV line in 1993 which is accompanied by the inauguration of the Eurostar line connecting the city to London, one year later (Williams et al. 2013).

One of the tangible aspects of Lille's urban renewal is related to its designation as one of 2004's European Cities of Culture betting on the enhancement of the cultural offer, equally supported by the recovery of the architectural heritage and the commercial and touristic offer (Labalme 2004). So, "this once-grimy industrial metropolis, its economy based on declining industries, has transformed itself into a glittering and self-confident cultural and commercial hub" (Williams et al. 2013). Anyway, Lille's transformation process starts in

the 80s with the rise of a strong urban regeneration commitment harnessing the innovation as socioeconomic engine. Correspondingly, Lille's reinvention has a lot to do with the strategic option for key economic sectors and activities such as the image, culture and media, the eco-activities, the biotechnology and biomedicine, or the ICTs and information & communication amongst others, conceived through the development of strategic clusters commonly known as pôles d'excellence and pôles de compétitivité (POPSU 2009).

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