



# CapaCity Workshop

## Integrated planning in metropolitan agglomerations of the Centroe countries

### Workshop Report

October 2016, Vienna

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## Table of Contents

<b>0 Executive Summary .....</b>	<b>3</b>
<b>1 Introduction .....</b>	<b>6</b>
<b>2 The study case.....</b>	<b>8</b>
<b>3 Workshop Programme .....</b>	<b>9</b>
Day 1 (4 <sup>th</sup> Oct 2016): Smart integrated planning on metropolitan level.....	9
Day 2 (5 <sup>th</sup> October 2016): Integrated transport planning.....	10
<b>4 Workshop Findings .....</b>	<b>12</b>
4.1 Observations and analysis .....	12
4.2 Recommendations and elaboration of measures .....	16
4.3 Benefits for the City of Vienna .....	18
<b>5 Next Steps .....</b>	<b>20</b>
<b>Annex .....</b>	<b>21</b>
List of participants	
Presentations	

## 0 Executive Summary

Even if not a fully functional region itself, the Centrope area can be described as a polycentric region in which functional urban agglomerations of different size play an ever growing role for regional development. The pace and pattern of recent urban growth have triggered the rise of a metropolitan scale of development and infrastructure. As a result, most cities now span several municipal and other political territories. Yet, at the same time these urbanised areas are emerging into integrated or functional labour markets and single communities of common assets and potentially shared interests. More residents of metropolitan areas now adopt an “urban mindset”. Therefore it is essential to foster the strategies, governance and instruments that can manage this metropolitan development in a sustainable and effective way.

The workshop “Integrated planning in metropolitan agglomerations of the Centrope countries” was organised through the CapaCity programme on initiative of the Priority Area Coordination 10 (“Institutional Capacities”) of the EU Strategy for the Danube Region, based in Vienna, in close cooperation with the host city Brno, in 2016 holding the presidency of the Centrope partnership. It brought together experts from municipal and regional administration, planning, urban and regional development professionals, transport & mobility experts, representatives of transport companies etc. During the first day, themes and trends related to strategy and spatial planning on metropolitan level were discussed, the second day focused on integrated transport planning.

### **Key findings and recommendations**

Although the practice of metropolitan governance varies significantly some common features can be identified:

- There are many different models – what matters is the degree of negotiated collaboration.
- Adequate and predictable revenues and transfers are key.
- Recognition and new laws from higher tiers of government are usually necessary.
- It needs quick wins, success stories and momentum.

Successful reforms of metropolitan cooperation and governance rely on...

- a long-term process of co-operation supported by leadership and incentives from higher tiers of government
- incremental adjustment of governance structures
- Buy-in fostered by concrete projects and initiatives
- Strong advocates (personalities or institutions)
- financial solutions and appropriate investment resources
- Incentives and compensations for those opposed
- Robust research and unbiased expertise to build the case

One of the most challenging efforts in metropolitan co-operation is getting co-operation off the ground. Five approaches:

- *Highlight the costs of co-ordination failure:* that is transport costs, high access costs, perverse incentives, reduced growth and competitiveness
- *Use catalytic projects:* Catalytic projects are a way to illustrate the benefits and create new working patterns between institutions and organizations.
- *Improve the quality of central place:* Quality of life is key ingredient for successful cities in the new development cycle. Rationalising land uses, improving opportunities for the innovation and visitor economy are therefore goals stakeholders can gather around.
- *Business/civic leadership:* Businesses show an increasing readiness to “invest” and engage in metro governance. To have them on board in the first place helps to kick-start co-operation.
- *Data collection:* A common evidence base helps to illustrate the degree of interdependence and at the same time risks and opportunities. It helps to make the case for co-operation and is at the same time the base for evidence-based policy choices.

Cities and agglomerations use strategic planning to escape three major constraints for a successful metropolitan development:

- *Time:* from 4-5 year long political cycles to longer term thinking
- *Boundaries:* a purpose for collaboration across municipal boundaries
- *Silos:* Integrated system approach that engages all governments

Assessing different good practices of metropolitan public transport solutions, the following success factors can be identified:

- A good legal framework is necessary, that provides clear responsibilities and decentralization, periodic evaluation and improvement and is linked to stable and transparent funding.
- A long-term strategy that guides implementation measures
- Good governance and professional institutions
- Joint management structures and coordination (in regard to planning, investment, operation, customer focus) across administrative borders
- Trustful partnerships between authorities and operators

## 1 Introduction

The program **CapaCity – Urban Competences** pursues a more deepened international cooperation between the City of Vienna, its organizations and other cities. Several initiatives in the Danube region already have pushed forward cooperation and intensification of social and economic exchange between countries, regions and cities (f.i. the enlargement of the European Union in 2004 & 2007; the establishment of the European Strategy for the Danube Region), nevertheless the City of Vienna now focuses on the internationalization of organizations and companies in order to generate common project ideas. Integrated urban development as holistic smart city approach is the main aspect of future activities within the program **CapaCity**. The Municipal Department for European Affairs (MA 27) of the City of Vienna as initiator of the **CapaCity** program pursues to both widen the range of topics for city cooperation and to identify core topics of common interest.

Intensified European integration is one aspect of the program, additionally the city of Vienna has been visited by rising numbers of delegations and municipal experts, who are interested in urban strategies and technologies applied in Vienna. **CapaCity** will build up on opportunities generated by this grand international interest and will strive after sustaining contacts and intensifying exchange with regard to urban technologies and strategies.

The following activities are designed within the project **CapaCity** in order to support Viennese companies and organisations to deepen internationalization and activities in CEE and SEE:

- Organization of workshops in selected cities and towns with participation of Vienna stakeholders. The main aim of these workshops is follow-up activities.
- Coordination and collection of statistics of visiting delegations and experts to Vienna organisations and companies with particular interest in Vienna urban solutions.
- Representation at events, relevant for smart city expert networks & cooperation ideas.
- Research on and collection of relevant challenges for future urban development with regard to important cross-border and transnational projects and attractive co-financing instruments.
- Development of project ideas, triggered by municipal expert exchange on the basis of organized workshops in **CapaCity** partner cities.

Diverse sectors and topics are relevant for workshops within **CapaCity** which are based on issues of the smart city Vienna framework strategy: radical resource preservation, innovations/new technologies, balanced quality of living. **CapaCity** is open for a variety of concrete topics, e.g. among others integration and diversity policies, PPPs (private-public partnerships) for cities and municipalities, urban mobility and transport planning, strategies for tourism development or urban development visions. The ruling principle of workshops is the mutual benefit for both the host city and the City of Vienna and its organizations.

The Workshop "Integrated planning in metropolitan agglomerations of the Centroe countries" was organised through the **CapaCity** programme on initiative of the Priority Area Coordination 10 ("Institutional Capacities") of the EU Strategy for the Danube Region, based in Vienna, in close cooperation with the host city Brno, in 2016 holding the presidency of the Centroe partnership. The workshop programme was developed by europaforum wien together with the Brno City Strategy Office, and in coordination with the Municipal Department 18 (Urban Development and Planning) of the City of Vienna.

## 2 The study case

Even if not a fully functional region itself, the Centrope area can be described as a polycentric region in which functional urban agglomerations of different size play an ever growing role for regional development.

The pace and pattern of recent urban growth have triggered the rise of a metropolitan scale of development and infrastructure. Most municipalities have quickly outgrown their defined legal boundaries. As a result, most growing cities now span several municipal and other political territories. Yet at the same time these urbanised areas are emerging into integrated or functional labour markets and single communities of common assets and potentially shared interests. More residents of metropolitan areas now adopt an "urban mindset".

Therefore it is essential to foster the strategies, governance and instruments that can manage this metropolitan development in a sustainable and effective way.

The workshop brought together experts from municipal and regional administration, planning, urban and regional development professionals, transport & mobility experts, representatives of transport companies etc. During the first day, themes and trends related to strategy and spatial planning on metropolitan level were discussed, the second day focused on integrated transport planning.

Amongst others the following aspects and questions have been discussed:

- How is the co-ordination between different stakeholders (private, public, local, regional, national) organised?
- How is the integration between a city strategy, metro-strategies and regional/national strategies secured?
- Experiences with compulsory/formal agreements or more informal modes of co-operation
- Is polycentric development a goal?
- What instruments can help to get metropolitan co-operation of the ground?
- What are the main pillars of a successful metro transport co-operation?

### 3 Workshop Programme

#### Day 1 (4<sup>th</sup> Oct 2016): Smart integrated planning on metropolitan level

13.30	Start of Registration
14.00	Welcome <b>Jaroslav Kacer</b> , City of Brno, Deputy Mayor – representing the Czech CENTROPE presidency
	Introduction & moderation <b>Johannes Lutter</b> , europaforum wien
14.15	Keynote: Integrated metropolitan development – evidence, strategies and models from European cities <b>Tim Moonen</b> , Director of Intelligence, The Business of Cities, London
14.45	Comment and reflection: Metropolitan planning in the cities of Central Europe <b>Ivan Tosics</b> , Metropolitan Research Institut, Budapest
15.00	Questions & answers
15.30	Coffee Break
16.00	Round table discussion: Insights from metropolitan development in the centroepe area Open working debate with speakers & participants; short inputs by: <ul style="list-style-type: none"> <li>○ ITI – Integrated Territorial Investment as a new financing and management scheme in the Brno Metropolitan Area <b>Petr Šašinka</b>, City of Brno, City Strategy Office, ITI Manager</li> <li>○ BAUM – Bratislava Umland Management / Bratislava Územný Manažment <b>Marek Dinka</b>, City of Bratislava, Department of regional planning</li> <li>○ Regional spatial planning (“Regionale Leitplanung”) and the sub&gt;urban URBACT network <b>Andreas Hacker</b>, Urban Region Management Vienna / Lower Austria (SUM)</li> <li>○ Metropolitan planning in Győr <b>Tibor Polgar</b>, West Pannon Regional and Economic Development Non-profit Ltd.</li> </ul>
18.00	End of working day 1
18.30	Informal dinner on invitation of the organisers

## Day 2 (5<sup>th</sup> October 2016): Integrated transport planning

09.30	<p>Introduction &amp; moderation</p> <p><b>Johannes Lutter</b>, europaforum wien</p>
09.45	<p>Keynote:</p> <p>Metropolitan transport &amp; mobility systems in European cities</p> <p><b>Christoph Schaaffkamp</b>, Managing Director, KCW Berlin</p>
10.15	<p>Round table discussion &amp; good practice inputs:</p> <p>Integrated transport planning in the cities of the CENTROPE countries</p> <p>Open working debate with speakers &amp; participants; short inputs from local experts:</p> <ul style="list-style-type: none"> <li>○ PUMAS – Planning Sustainable regional-Urban Mobility <b>Gregory Telepak</b>, City of Vienna, Department of Urban Development and Planning</li> <li>○ Regional public transport systems <b>Květoslav Havlík</b>, KORDIS JMK, a.s. <b>Andreas Rauter</b>, Public Transport Association “Verkehrsverbund Ostregion”</li> <li>○ Examples of newly planned transport terminals in Brno Metropolitan Area <b>Josef Klepáček</b>, City of Brno, Transport Department</li> </ul>
11.45	Coffee Break
12.15	<p>The centrope mobility agenda: Presentations &amp; debate on state of projects, recent achievements, next steps</p> <ul style="list-style-type: none"> <li>○ The current status of the Expert Focus Team „Coordination of Public Transport Associations”</li> </ul> <p>Short presentations of current projects and initiatives from the Centrope Region</p> <ul style="list-style-type: none"> <li>○ SMART Pannonia project and the „KÖSZOP“-study (AT-HU)</li> <li>○ Project VINOBUS</li> <li>○ Considerations for retrieval of funds in SK-AT program</li> </ul> <p>INAT Infrastructure List Update and discussion on the future structure and organization of the continuation of the list</p>
13.15	Lunch Break

14.00	CENTROPE Steering Committee Meeting (for members only)
14.00	<p>Site visit (Optional – for all workshop participants):            Central Technical Control, Brno Communications            Renneská třída 787/1a, Brno</p> <p>The Central Technical Control station ensures continual collection and processing of data on traffic in Brno. It monitors the traffic in the tunnels, oversees the operation of traffic lights and optimizes it and monitors the parking systems. It informs the public about the current traffic situation via the traffic information centre, including an on-line information about the availability of parking spaces in parking houses included in the city parking system.</p>
15.30	End of the Meeting

## 4 Workshop Findings

### 4.1 Observations and analysis

#### 4.1.1 Focus Smart integrated planning on metropolitan level

##### Some facts

- **Nearly all European metropolitan areas are growing.** In the period 2000-2014 the vast majority of metropolitan areas in Europe has experienced population growth. The metropolitan regions of Vienna and Prague even belong to the group of the fastest growing metropolises. But also Bratislava, Brno and Budapest have seen population growth in recent years.
- **Exceptions in Eastern Europe.** However, different patterns emerge when looking into middle-sized cities of many CEEC, e.g. Romania or Bulgaria. It is estimated that some regions in these two countries will lose half of their population in the coming decades. Moreover aging is a major problem in many eastern European cities.
- **Cities outgrow their boundaries.** The increased urbanisation reflects the metropolitan benefits which include scale, productivity, visibility and diversity. Therefore, for successful cities the choice usually is not between growing or not growing, but managed or un-managed growth. Growth management is therefore a necessary but complex task, especially because cities outgrow their legislative boundaries.
- **Metropolitan planning as a shaky path.** Recently we have seen increased efforts to upgrade metropolitan governance and planning systems (e.g. in Paris, Manchester, Istanbul). However, in most cases metropolitan governance/planning does not develop in a harmonious, textbook-like way but is rather reflecting the political and administrative constraints in a given metropolitan area. In other words: Don't wait for the perfect conditions or the perfect outcome for metropolitan governance, but start doing it despite of all the (institutional) shortcomings an agglomeration might face. Although there are forerunners – no city does metro planning perfectly. In fact up until now strong co-operation on the level of functional urban areas are very rare in Europe. Top-down measure definitely help as the French example shows.
- **Sprawl and densification in metro areas.** OECD data shows that fragmentation on the metro level leads to lower growth rates. Densification and

compact urban areas are therefore not only ecological feasible but also in economic terms. However OECD data also shows that sprawl is not a thing of the past. In many countries metro areas are still sprawling, this is also true for the Czech Republic and Slovakia, to a lesser for Hungary. In Austria the development has been more or less stable between 2001-2011.

- **Metropolis on or off?** Generally speaking: Most cities do not have the tools to make metropolitan planning an easy task. E.g. they do not have the right boundaries, they do not raise enough tax, they do not have responsive higher tiers of government etc. Nevertheless metropolitan areas have taken different paths in terms of cooperation and governance. This is also true for cities in one and the same country – e.g. whereas Barcelona is developing its metro region, Madrid is in a constant fight with the surrounding region and communities, in Belgium Metropolis is “on” in Antwerp, whereas in Brussels metropolis is “off”.
- **What strategic planning allows a metro area to do.** The following aspects can be identified:
  - Show relationships between spaces, scales and sectors
  - Aggregate different efforts and organizations
  - Influence – guide other planning processes
  - Advocate - for investment in priority initiatives
  - Engage – national governments and citizens
  - Leverage – participation from non-governmental players
  - Make decisions – choose between competing scenarios
  - Communicate with citizens, stakeholders and markets

### Examples of metropolitan co-operation

- **Greater Manchester.** Greater Manchester is a good example illustrating that long breath is needed to develop stable co-operation structures. Already in 1986 an association of 10 municipalities in the metro area was established. It lasted until 2008 until the first common strategy was developed, financial arrangements were put in place 2012 for the first time, a binding spatial framework was agreed upon in 2014, and now it is planned to install an elected metro mayor.
- **Poznan.** Informal co-operation in the metro area started in 2007, leading to a system of statutory planning in 2012. EU-financing was crucial in fostering that development. By focusing on the strongest assets (Sport, Universities, Tourism, Conferences) it was possible to overcome initial scepticism.

- **Torino.** Since the late 1990s Turin has developed three Metropolitan Plans which gradually widened and deepened the fields of co-operation. While the first one was mainly focused on identity and promotion, the current one (focusing on the period 2015-2025) deals with social inequality, opportunity and regional cooperation.
- **Glasgow.** Glasgow has developed its metropolitan co-operation in two cycles so far. While the first cycle (1996-2010) was much about setting up governance structures and re-positioning the region, the second cycle is much more about common investments, and labour market adjustments. A new joint Cabinet is going to co-ordinate these investments.

### **Projects and insights from Centrope-cities**

- **European incentives for metropolitan co-operation.** EU incentives, most notable the Integrated Territorial Investment scheme (ITI), are very beneficial in order to initiate the first steps of metro co-operation. Brno was/is able to use 200 mio. Euros of European funds in the context of ITI for the period 2014-2020 in order to develop and implement a strategy for an integrated development of the Brno metro area.
- **Increase mutual knowledge.** Especially in functionally integrated areas like the tri-national Bratislava metro-area mutual knowledge on development goals and strategies is key as a base for a more integrated development.
- **New instruments.** In the Vienna Region the concept of Regional spatial planning ("Regionale Leitplanung") helps to harmonise the regional development. In a pilot in the south of Vienna (Bezirk Mödling) a new development strategy of 20 different municipalities bundles their spatial planning strategies. Moreover the strategy is coordinated with the neighbouring Viennese district Liesing.
- **Using events as a catalyst.** Győr is hosting the European Youth Olympic Festival 2017. It uses this occasion in a strategic way, therefore the event has the potential to act as a catalytic project. It is connected to urban development schemes and Smart City initiatives are linked to the event (such as Smart public lighting, photovoltaic utilization, Smart building initiative and Smart transport).

#### 4.1.2 Focus on Integrated Transport Planning

##### Some facts

- **Urban development, transport and public space – a holistic approach.** Successful transport policies are leaving silos behind and integrate different aspects of urban development. In the case of Zurich an overall development strategy includes all modes of transport, buildings, public spaces and urban greens.
- **All transport modes under one roof.** In many cases the institutional landscape of urban/metro transport policies is diverse, with different operators with different responsibilities for the different transport modes. London took a different approach by creating a public body which is responsible for all modes of sustainable transport. Transport for London (TfL) organises London Underground, London Rail and the surface transport (including Buses, bike-hire-schemes, walking, dial-a-ride etc.). Moreover TfL has also a strategic role as it is co-responsible for the development of the Mayor's Transport Strategy.
- **New financial schemes.** Organising metropolitan public transport requires new institutional and financial arrangements. The weaker legal and funding frameworks are the more complex is the development of co-financing schemes in the metro area. In the case of Innsbruck this initial disadvantage was overcome due to a high coordination effort based on principles agreed upon at the start of the project.
- **Strong Metro-Authority.** A different picture emerges if a strong institutional setting has been established on metro level in order to develop and organise public transport. A strong player is for example the "Zürcher Verkehrsverbund" (ZVV), which coordinates, manages and orders all public transport services in the metro region (Canton of Zurich), including railway and local public transport in the City of Zurich.

##### Projects and insights from Centropole cities

- **Metro-transport planning in sub-regions.** The pressure for increased co-operation is especially visible in regions with high development and growth. One of these regions in the Vienna metro area is the airport region in the south of Vienna, which is characterized by a high commuter traffic as well as high business and leisure-travel from and to the airport. In the context of the PUMAS-project ("Planning Sustainable Regional-Urban Mobility in the Alpine

Space”) Vienna, the Province of Lower Austria and several municipalities came together to better coordinate transport policies and – even more important – to develop shared visions on the future of mobility in that region.

- **Public transport associations.** Regional public transport associations have a long tradition in the Austrian part of Centrope. Already in 1984 the Public Transport Authority Eastern Region (VOR) has been founded. Amongst others he provides the region with a single tariff-system and procures bus services (outside of Vienna) and partly railway services. KORDIS in southern Moravia was founded in 2002 as a company established by the City of Brno and the South Moravian Region.

## 4.2 Recommendations and elaboration of measures

### In terms of strategic planning & metro governance...

- **Different models and common features.** Although the practice of metro-governance varies some common features can be identified:
  - 1 There are many different models – what matters is the degree of negotiated collaboration
  - 2 Adequate and predictable revenues and transfers are key
  - 3 Recognition and new laws from higher tiers of government are usually necessary
  - 4 It needs quick wins, success stories and momentum
- **Successful reforms rely on...**
  - a long-term process of co-operation supported by leadership and incentives from higher tiers of government
  - incremental adjustment of governance structures
  - Buy-in fostered by concrete projects and initiatives
  - Strong advocates (personalities or institutions)
  - financial solutions and appropriate investment resources
  - Incentives and compensations for those opposed
  - Robust research and unbiased expertise to build the case
- **Getting metropolitan co-operation off the ground.** One of the most challenging efforts in metropolitan co-operation is phase one, getting co-operation off the ground. Against the background of international experiences, especially five features can be identified:

- *Highlight the costs of co-ordination failure:* that is transport costs, high access costs, perverse incentives, reduced growth and competitiveness
  - *Use catalytic projects:* Catalytic projects are a way to illustrate the benefits and create new working patterns between institutions and organizations. Catalytic projects can focus e.g. on transport infrastructure (e.g. key investments in the tram-system in Greater Manchester), on waterfront development/renewal, on the creation of a new identity, a new city brand (e.g. Stockholm – The Capital of Scandinavia, Hamburg – Green City), on events and festivals which help to focus public investment and co-operation cultures, on internationalization strategies which mobilize big institutions in the metro area (like universities, infrastructure providers, enterprises).
  - *Improve the quality of central place:* Quality of life is key ingredient for successful cities in the new development cycle. Rationalising land uses, improving opportunities for the innovation and visitor economy are therefore goals stakeholders can gather around.
  - *Business/civic leadership:* Businesses show an increasing readiness to “invest” and engage in metro governance. To have them on board in the first place helps to kick-start co-operation.
  - *Data collection:* A common evidence base helps to illustrate the degree of interdependence and at the same time risks and opportunities. It helps to make the case for co-operation and is at the same time the base for evidence-based policy choices.
- **Use strategic planning to escape constraints.** Cities and agglomerations use strategic planning to escape three major constraints for a successful metropolitan development:
    - *Time:* from 4-5 year long political cycles to longer term thinking
    - *Boundaries:* a purpose for collaboration across municipal boundaries
    - *Silos:* Integrated system approach that engages all governments
 However, it is important to note that spatial planning/development is usually not the first form of co-operation.

### **In terms of public transport development in the metropolitan region...**

- **Success factors for metropolitan public transport.** Assessing different good practices of metropolitan public transport solutions the following success factors can be identified:
  - A good legal framework is necessary, that provides clear responsibilities and decentralization, periodic evaluation and improvement and is linked to stable and transparent funding.

- A long-term strategy that guides implementation measures
- Good governance and professional institutions
- Joint management structures and coordination (in regard to planning, investment, operation, customer focus) across administrative borders
- Trustful partnerships between authorities and operators

### **4.3 Benefits for the City of Vienna**

#### **Metropolitan governance as a topic of high relevance and urgency for the Vienna agglomeration**

The workshop “Integrated planning in metropolitan agglomerations of the Centroe countries” was not merely conceived as a seminar for the demonstration of Viennese know-how or as a platform for one-way knowledge transfer, but rather focused on a topic that is of high relevance for all cities of the Centroe area, including Vienna. Over the past 15 years Vienna and its agglomeration have witnessed considerable population growth which led to increased pressure on the housing and labour markets, increased commuter traffic and transport flows – and many other challenges that cannot be solved within the realms predetermined by traditional administrative borders. The issue of metropolitan governance and cooperation has therefore seen a renaissance in public and expert debate, with comprehensive new policy solutions still lacking.

Against this background, the CapaCity workshop in Brno provided representatives from the public administrations of Vienna and Lower Austria, but also experts from institutions of interregional cooperation (SUM, VOR etc.) with insights into existing metropolitan governance schemes throughout Europe, thus serving as an inspiration to develop proactive approaches towards a more functional, opportunity-driven design of agglomeration policy. At the same time the workshop provided a platform for good-practice exchange from within the Centroe region, including examples of a first successful implementation of the new ITI funding scheme of the European Union – which might be interesting for Vienna in the future, too.

### **Towards a clearer picture about the benefits of a transnational mobility agenda**

At a wider, cross-border level, the debate at the workshop brought up the issue of a better coordinated transport infrastructure and public transport policy – a topic that used to be high on the agenda of Vienna e.g. in the context of earlier Centrope cooperation, but recently suffered from a lack of political commitment, concrete implementation activities – and feasible results. Given the increase in commuter traffic (often combined with an unfavourable modal split), the issue will need to be addressed with more energy in the near future in order to ensure a sustainable development of the metropolitan region. The workshop and the general debate about the reasonability of existing cooperation structures (“INAT working group”) may serve as a starting point of a renewed deliberation process about the Centrope mobility agenda and the benefits (and concrete use cases) of a common transnational approach.

## 5 Next Steps

- **Focused continuation of INAT:** In the context of the Centrope project substantial work has been done to assess the mobility and transport infrastructure needs of the region. INAT (Infrastructure Needs Assessment Tool) has been the instrument for the reflexion and the definition of transport infrastructure investments with high priority and the elaboration and joint debate of a catalogue of measures in the field of mobility management. Therefore the Centrope Steering Committee in its session concluding the CapaCity meeting proposed to continue and focus the work of INAT.
  - In November 2016 the Political Board of Centrope will consult about this procedure.
- **INAT as co-operation platform.** INAT will continue to act as a platform for cross-regional exchange on all questions relating to infrastructure development and mobility in the Centrope region.
  - With the beginning of 2017 the main responsibility for the Centrope mobility agenda will be taken over by Vienna (Municipal Department 18).
- **Co-operation agenda.** Back in 2012 the Political Board of Centrope adopted the "Strategic Framework for the Transport and Infrastructure Development in the Centrope region". This co-operation agenda is the point of reference for future activities in terms of mobility and transport planning and will be updated regularly under the aegis of the urban planning department of the City of Vienna (MA 18) together with respective partner bodies in Lower Austria and Burgenland.
  - As a result of the CapaCity workshop in Bnro, MA 18 is currently conducting a survey among the Centrope partners about their ideas and preferences regarding topics to be addressed as part of the Centrope mobility agenda – thus for further meetings 2017 ff. a concrete programmatic framework for debate and common initiatives can be developed.

## Annex

## List of Participants - Workshop

**Integrated planning in metropolitan agglomerations of the Centrope countries**

**Date:** 4-5 October 2016

**Place:** Mayors Lounge, Old Town Hall, Mečová 5, Brno

No.	Surname and Name	Institution	4 <sup>th</sup> October	5 <sup>th</sup> October
1	Astaloš Lubomir			
2	Bartik Herbert	Europaforum Wien		
3	Bezek Martin	Bratislava Self-governing Region		
4	Buchberger Emil	Amt der NÖ Landesregierung		
5	Buchtová Martina	Brno City Municipality		
6	Dinka Marek	Bratislava Municipality		
7	Fryesk Michal	Regional Authority of South Moravia		
8	Grohmann Paul	City of Vienna. Urban Development		
9	Hacker Andreas	SUM Stadt-Umland-Management Süd		
10	Hakel Martin	Bratislava Self-governing Region		
11	Hansy Hermann	NÖ Regional GmbH		

No.	Surname and Name	Institution	4 <sup>th</sup> October	5 <sup>th</sup> October
12	Havlík Květoslav	KORDIS JMK, spol. s r.o.	—	—
13	Holeček Jan	Brno City Municipality	<i>[Signature]</i>	—
14	Chmelař Roman	Brno City Municipality	<i>[Signature]</i>	<i>[Signature]</i>
15	Jauck Martina	<i>[Signature]</i>	—	<i>[Signature]</i>
16	Jesenský Peter	Bratislava Self-governing Region	—	<i>[Signature]</i>
17	Jurčíková Alexandra	Bratislava Self-governing Region	—	<i>[Signature]</i>
18	Kalová Eva	Brno City Municipality	<i>[Signature]</i>	<i>[Signature]</i>
19	Klein Hannes	Amt der Burgenländischen Landesreg	<i>[Signature]</i>	<i>[Signature]</i>
20	Klepáček Josef	Brno City Municipality	—	<i>[Signature]</i>
21	Lutter Johannes	Europaforum Wien	<i>[Signature]</i>	<i>[Signature]</i>
22	Minařík Ivo	Regional Authority of South Moravia	—	<i>[Signature]</i>
23	Moonen Tim	The Business of London	<i>[Signature]</i>	<i>[Signature]</i>
24	Müller Rainer	TINA Vienna GmbH	<i>[Signature]</i>	<i>[Signature]</i>
25	Németh Béla	Raaberbahn AG / GYSEV Zrt	<i>[Signature]</i>	<i>[Signature]</i>
26	Ortner Simon	Amt der NÖ Landesregierung	<i>[Signature]</i>	<i>[Signature]</i>
27	Pacasová Martina	Brno City Municipality	<i>[Signature]</i>	<i>[Signature]</i>

No.	Surname and Name	Institution	4 <sup>th</sup> October	5 <sup>th</sup> October
28.	Paulíková Šarka	Regional Authority of South Moravia	<i>Paulíková</i>	—
29.	Pichler Ulrike	Amt der Burgenländischen Landesreg	<i>Pichler</i>	<i>Pichler</i>
30.	<del>Polgar Tibor</del> <i>GNL (GEMENOS)</i>	West Pannon Regional and Economic Development Non-profit Ltd.	<i>Polgar</i>	—
31.	Rauter Andreas	Verkehrsverbund Ost-Region	<i>Rauter</i>	<i>A. Rauter</i>
32.	Reichard Hannes	Amt der NO Landesregierung.	<i>Reichard</i>	<i>H. Reichard</i>
33.	Schaaffkamp Christoph	KCW GmbH Berlin	—	<i>C. Schaaffkamp</i>
34.	Stöckl Walther	<i>Stöckl von MAREK (GEMENOS)</i>	<i>Stöckl</i>	<i>Stöckl</i>
35.	Styan Stanislav	Integrated Transport of Bratislava	<i>Styan</i>	<i>Styan</i>
36.	Szokolay Örs	CEURINA - Central European Urban Research and Innovation	<i>Szokolay</i>	—
37.	Šašinka Petr	Brno City Municipality	<i>Šašinka</i>	—
38.	Škaroupka Dan	Brno City Municipality	—	<i>Škaroupka</i>
39.	Tašký Roman	Trnava Self-governing Region	—	<i>Tašký</i>
40.	Telepak Gregory	Magistrat der Stadt Wien	—	<i>Telepak</i>
41.	Tosics Ivan	Metropolitan Research Institute	<i>Tosics</i>	<i>Tosics</i>
42.	Troper Reinhard	Magistrat der Stadt Wien	<i>Troper</i>	<i>Troper</i>

No.	Surname and Name	Institution	4 <sup>th</sup> October	5 <sup>th</sup> October
43.	Zežůlková Marie	Brno City Municipality		—
44	Zvara Jan	Brno City Municipality	—	—
45.	Kacer Jaroslav	Brno City Municipality		—
46.	FRANZEK RICHAL	JMK		
47	BAŘEK RICHAL	RMB		—
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58				

# Integrated metropolitan development

Evidence, strategies and models from European cities

Dr Tim Moonen  
The Business of Cities

October 2016, Brno

**GOLD IV  
2016**

Fourth Global Report  
on Decentralization and Local Democracy

# **CO-CREATING THE URBAN FUTURE**

THE AGENDA OF METROPOLISES,  
CITIES AND TERRITORIES



**BROOKINGS**



# Metropolitan areas: Cities outgrow their boundaries

**Metropolitans Areas offer:**



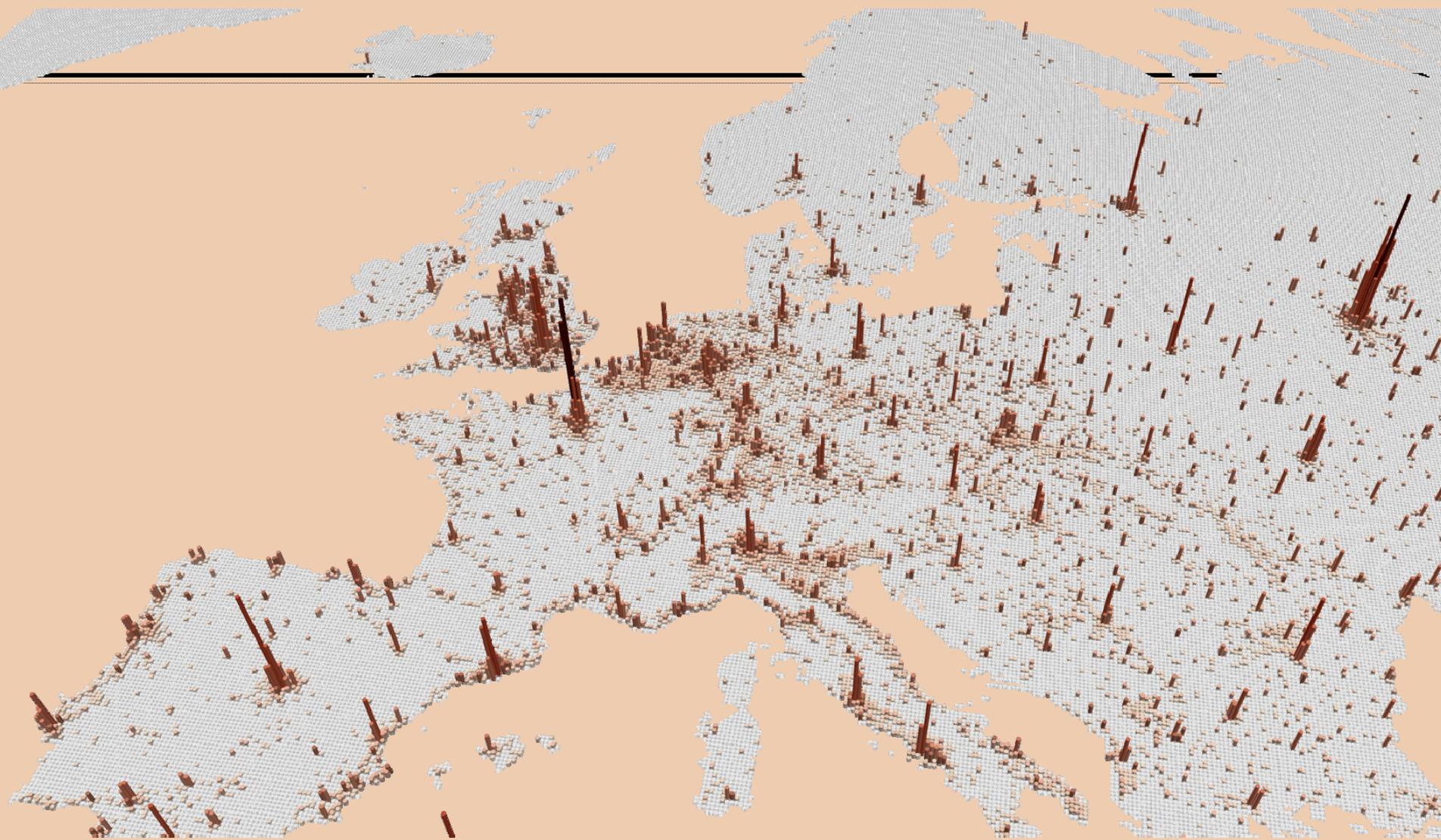
**But only if they are organised.**

**Growth management or growth mis-management.**

# The Overview

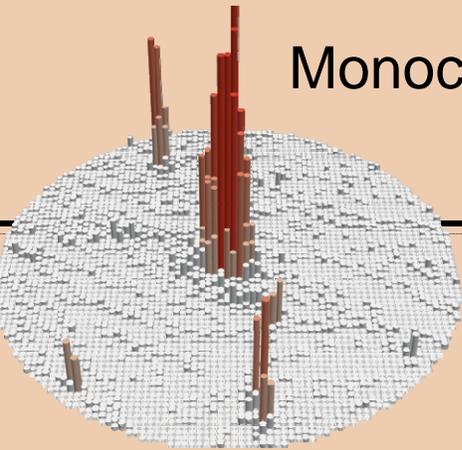
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1. Usually the choice is not between growing or not growing but between managed or unmanaged growth.
2. Managed metropolitan growth means disruption, but does have positive outcomes
3. Metropolitan planning is often trumped by:
  - politics
  - fiscal systems
  - regulation
  - transport investment
  - land-use deals
  - incentives
  - the preferences of capital
  - slow processes.
4. Most metropolitan planning is not like the textbooks say.
5. Leadership is often essential to promoting change, integrating plans and championing projects
6. No city does this perfectly..... even Singapore



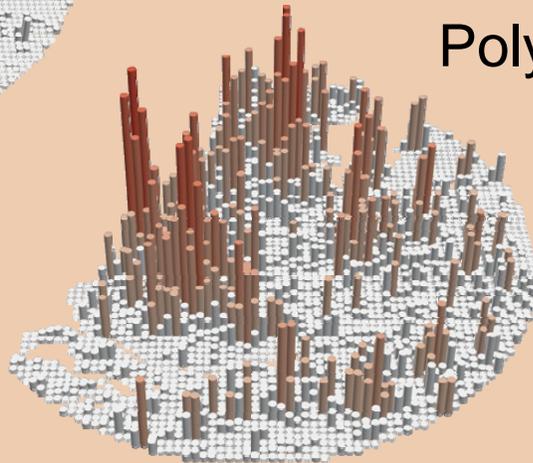
# Types of metropolitan area

Monocentric



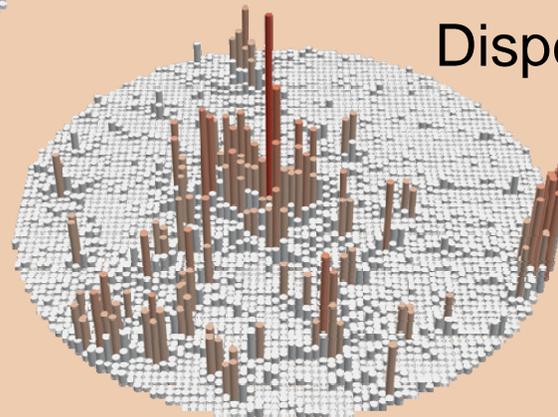
**Bucharest**

Polycentric



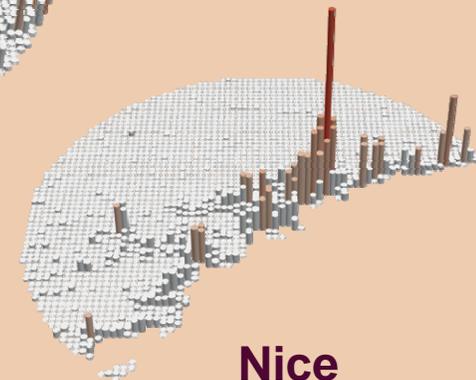
**Amsterdam/  
Randstad**

Dispersed



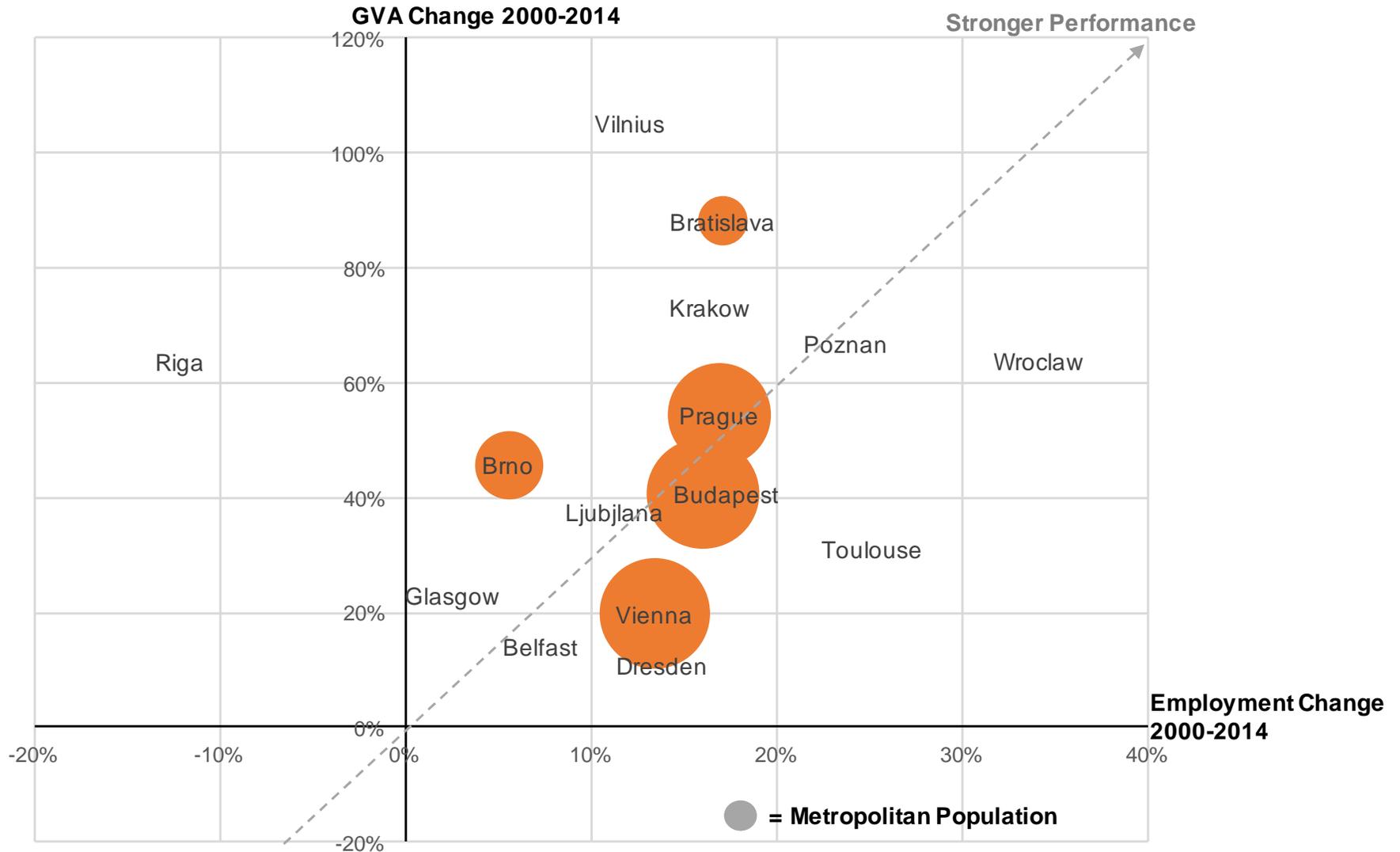
**Katowice/  
Krakow**

Linear



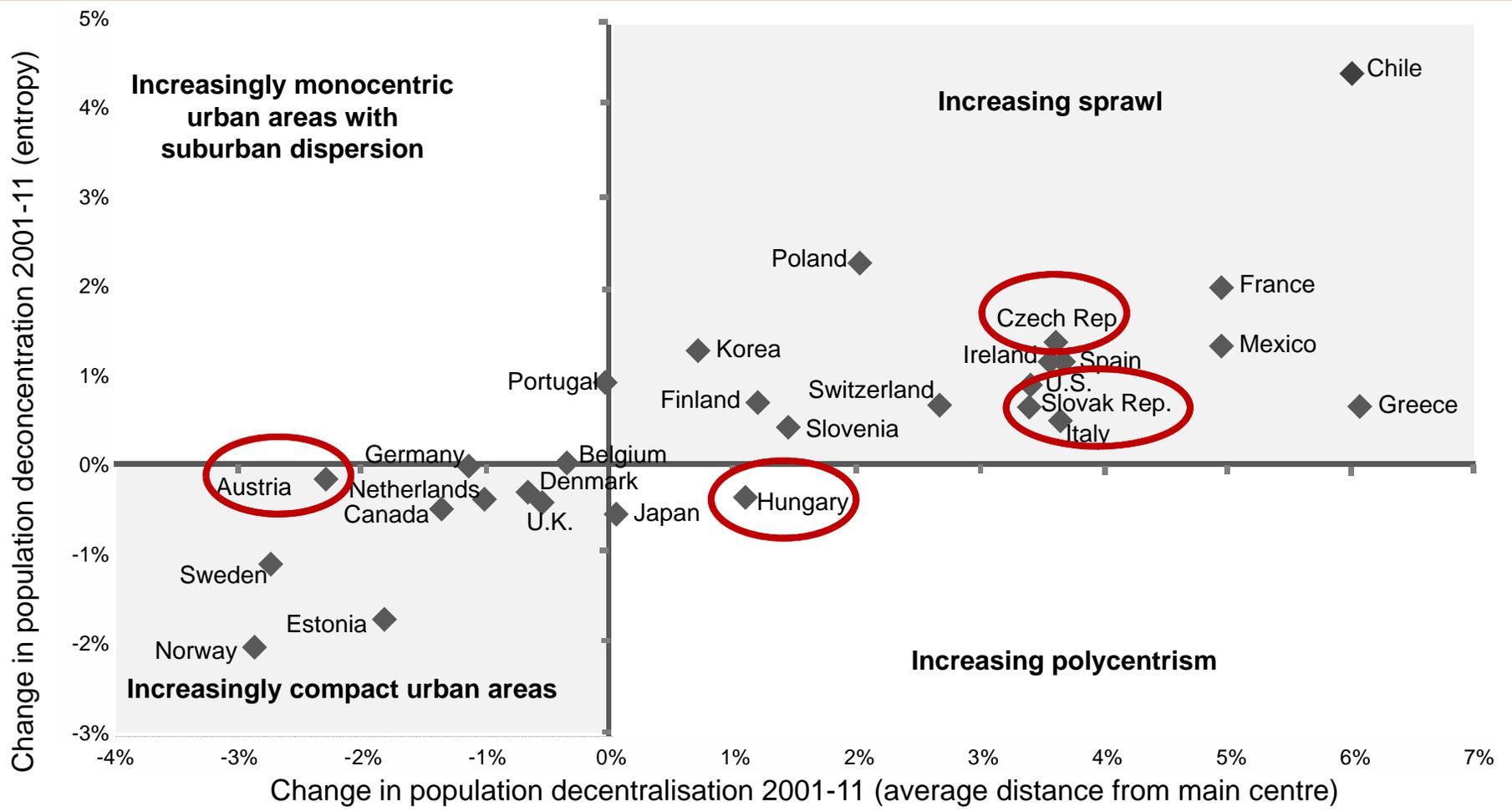
**Nice**

# Economic change since 2000



# Sprawl vs densification in metropolitan areas

## Change in centralisation and concentration in metropolitan areas, 2001-11



Source: Paolo Veneri, OECD

## Most cities:

- do NOT have the right boundaries.
- do NOT raise enough tax
- do NOT control the main levers of development.
- do NOT have integrated land-use/transport planning
- do NOT have responsive higher tiers of government.
- do NOT have mandates to address long term issues.
- do NOT have non-cynical voters and media

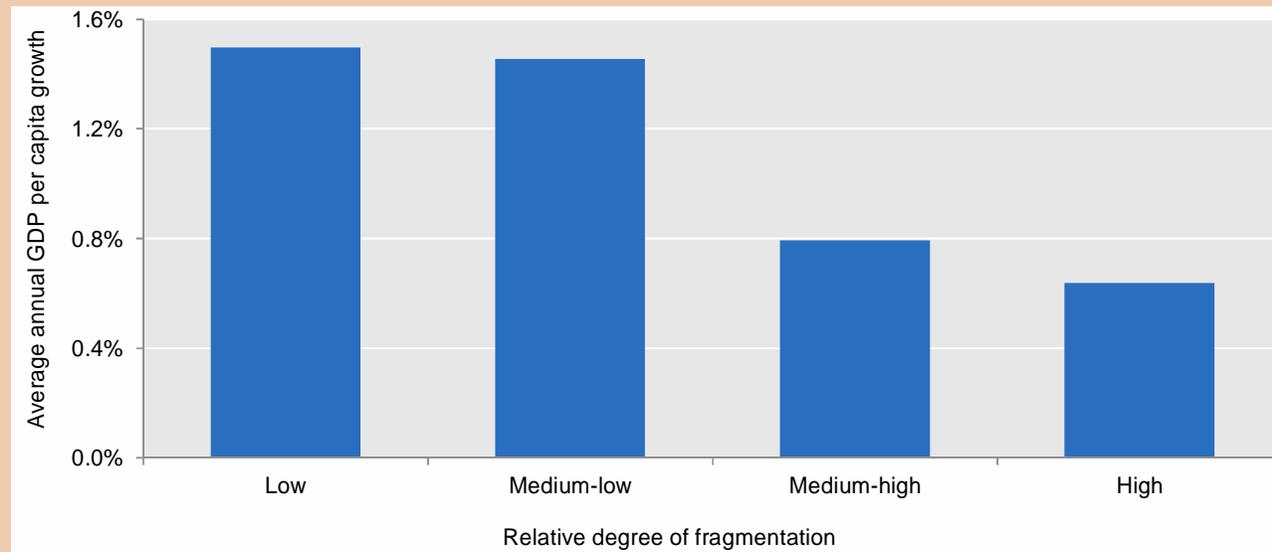
# Opportunity costs of ignoring metropolitan dynamics

Organise the metropolitan space or suffer from:

- **lack of scale** and critical mass needed to succeed
- co-ordination and capacity problems
- **internal competition** and waste
- incoherent messages
- missed opportunities

Figure 2.7. **Less fragmented metropolitan areas have experienced higher growth**

Annual average GDP per capita growth, 2000-10



Source: Ahrend, R. and A.C. Lembcke (2015b), “Economic and demographic trends in cities”, *OECD*

# Metropolis Off or On ?

Metropolis Off		Metropolis On	
Madrid	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Barcelona
Milan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Turin
Berlin	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hamburg
Birmingham	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Manchester
Marseille	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Lyon
Brussels	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Antwerp

# Comparing the options

Sectoral policies lead



Integrated planning

Autonomous bodies



Cross cutting objectives

Hierarchical system



Networked governance

Spatial variation



Spatial cohesion

Low co-ordination



High co-ordination

Tax and transfer payments



Financial innovation and leverage

Metropolis Off

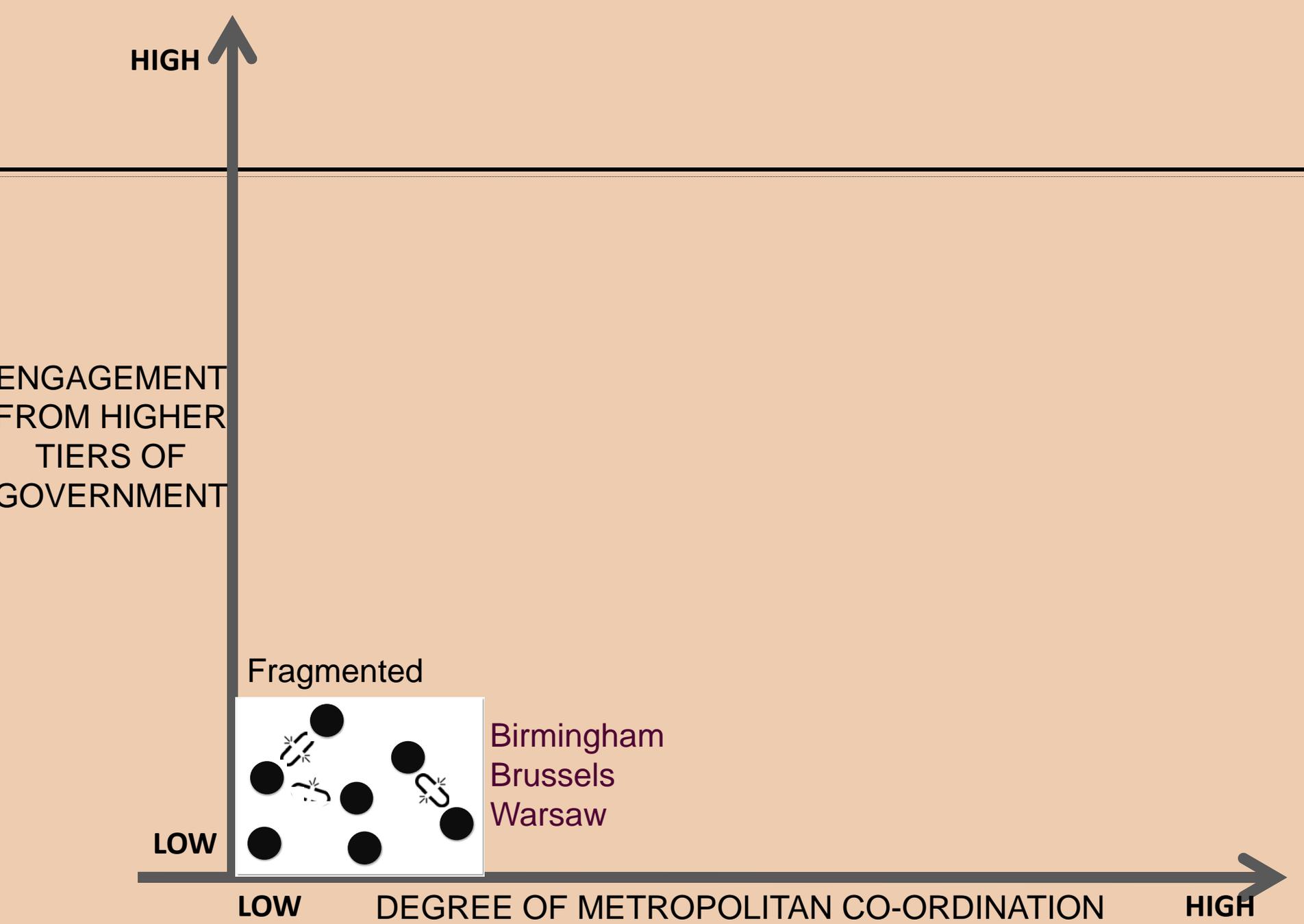


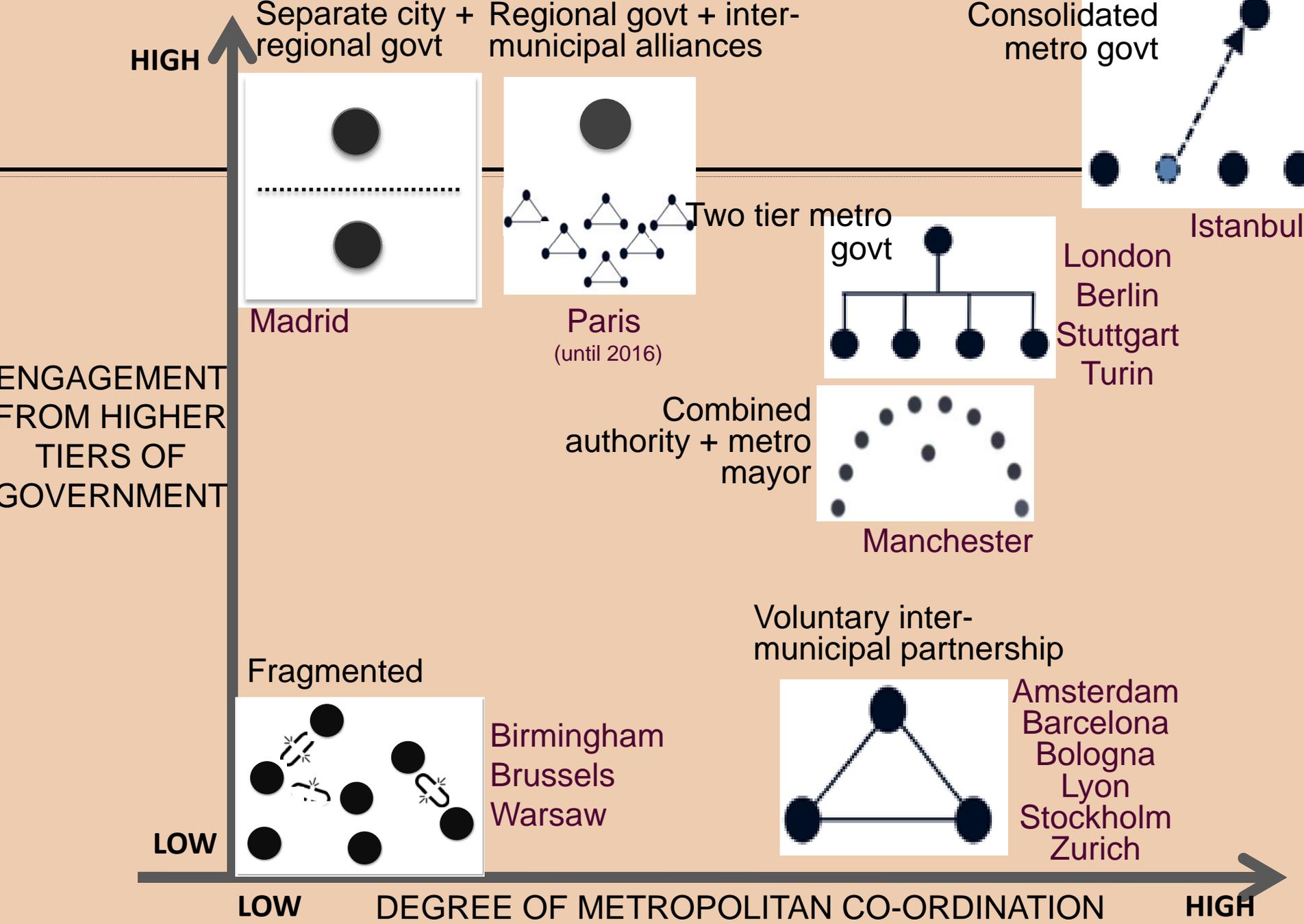
Metropolis On



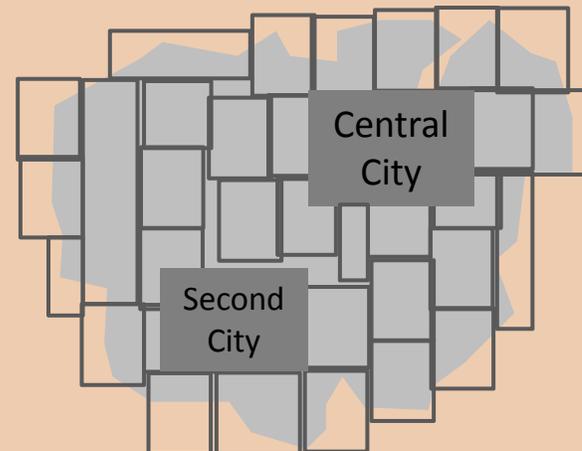
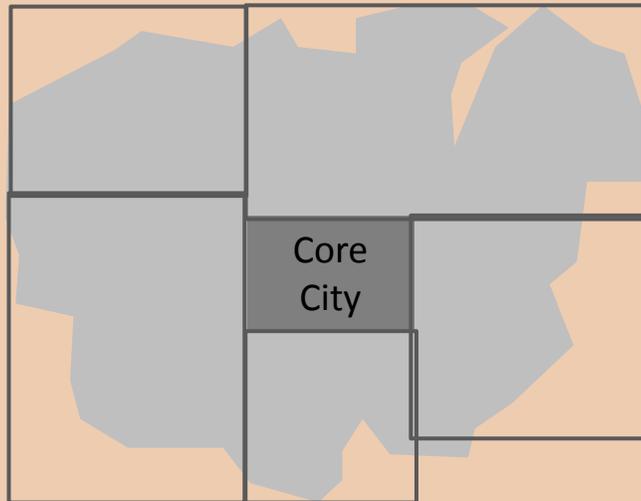
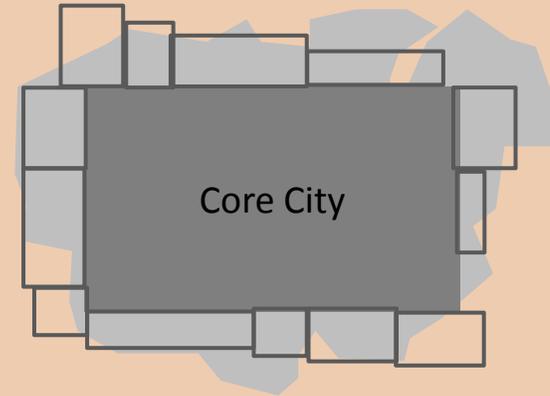
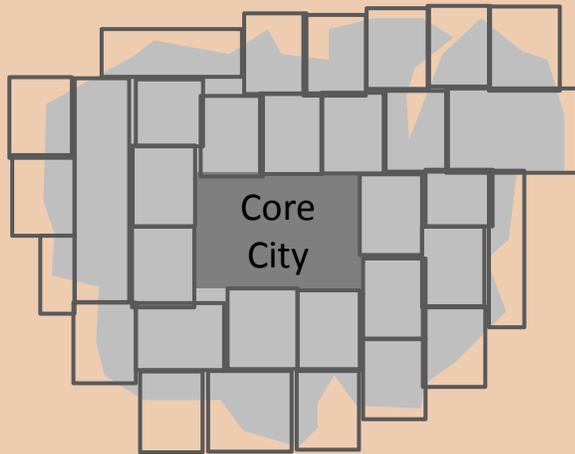
# Metropolitan models



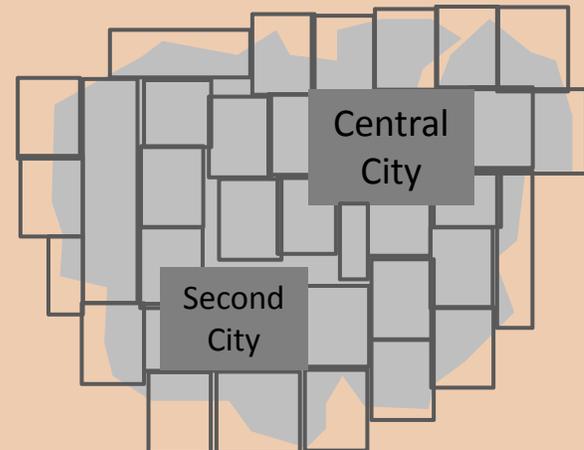
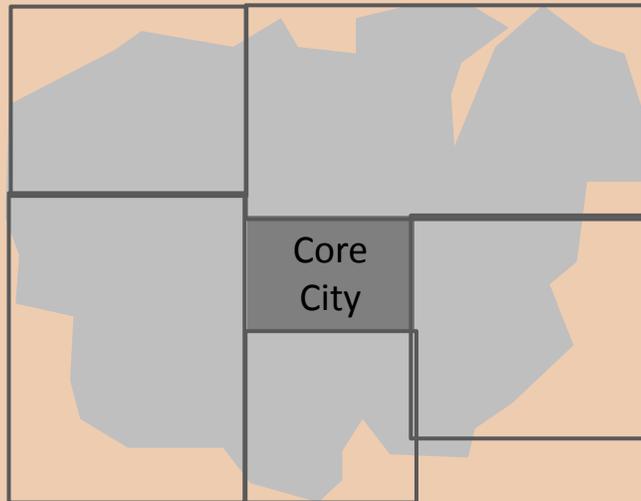
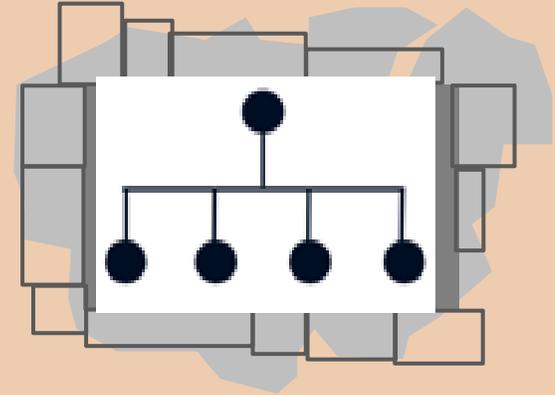
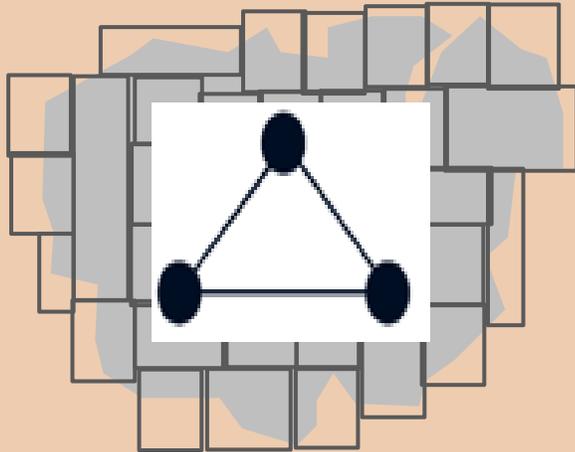




# Different types of metropolitan geography



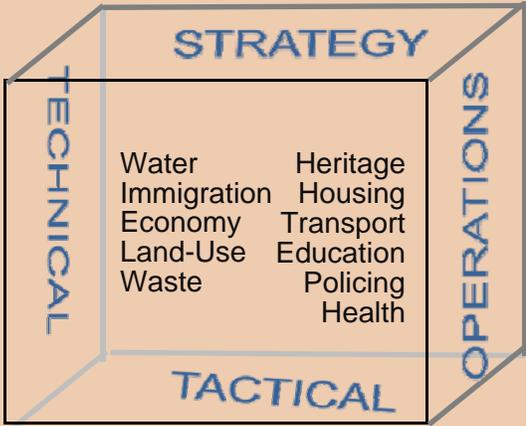
# Different types of metropolitan geography



Supra-national governments

National government

State government



Partnership with non-governmental sectors

Inter-governmental co-ordination

Whole of government approach

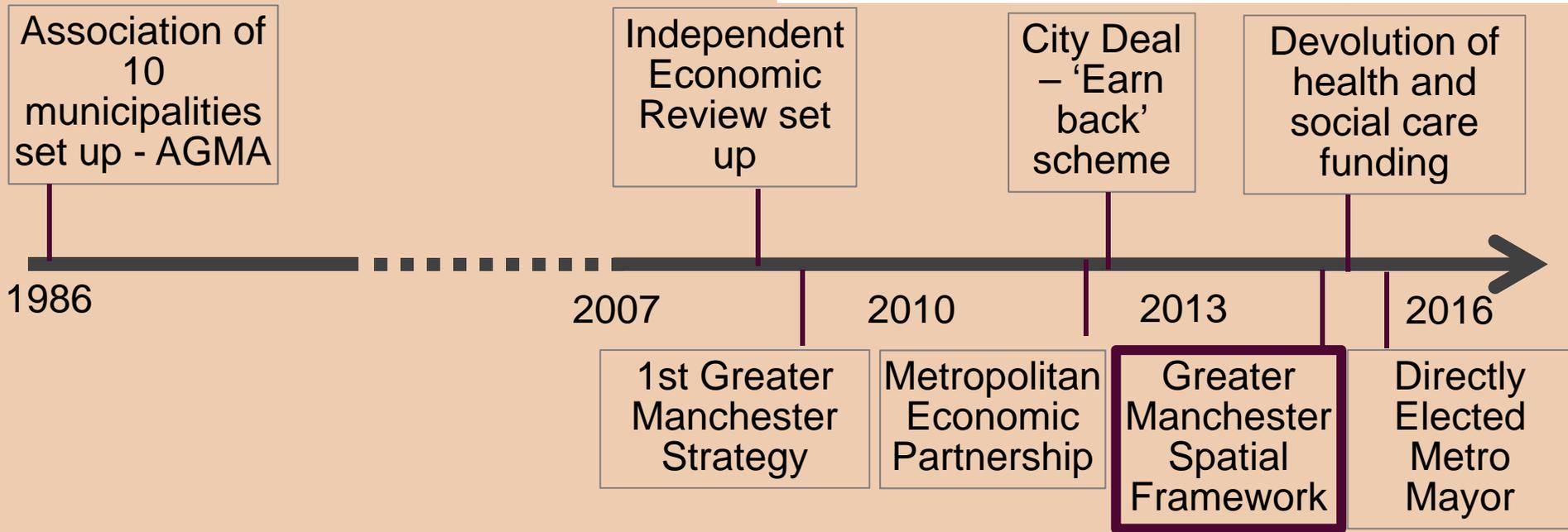
# Summary points

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- Many different models. What matters is degree of negotiated collaboration.
- Adequate and predictable revenues and transfers are key
- Recognition and new laws from higher tiers of government are usually necessary.
- Quick wins, success stories and momentum.

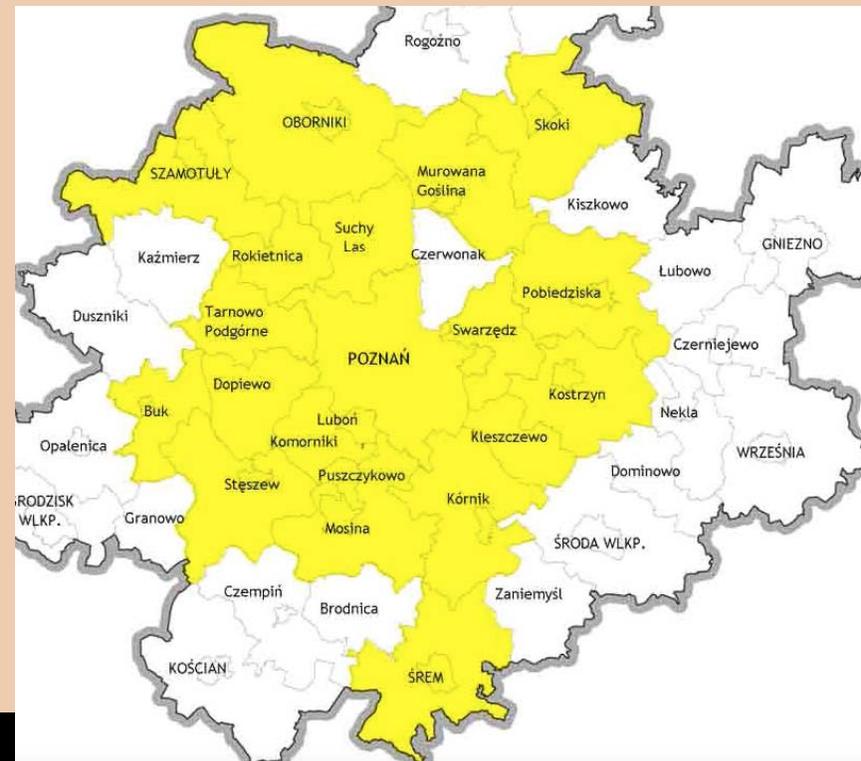
# Examples of bottom-up metropolitan co-operation

# Greater Manchester



# Poznan

- From informal collaboration (2007) to statutory planning (2012)
- Why? EU financing, public services, investment appeal
- Focus on strongest assets:
  - Sport, Universities, Tourism, Conferences
- Challenges: implementation, incentives



# Spatial planning, Transport planning and Strategic planning



# Ingredients of effective spatial planning and transport planning

---

## Organisation

- Spatial planning associations that (i) are legally binding, (ii) have compulsory membership
  - A higher tier government that takes up public projects
- Metropolitan or high-level bodies that simplify rather than duplicate
  - planning and programming higher level transport funds
- Independent public company.

## Agreement and alignment

- Involving minimum two layers of government
- General conformity at lower level, accountability at higher level
- Data collection - common evidence base.

# Why metropolitan strategic planning?



To escape 3 constraints:

## 1) Time

From 4-5 year long political cycles -> longer-term thinking.

## 2) Boundaries

A purpose for collaboration across municipal borders

## 3) Silos

Integrated systems approach that engages all governments

# What does strategic planning allow a metropolitan area to do?

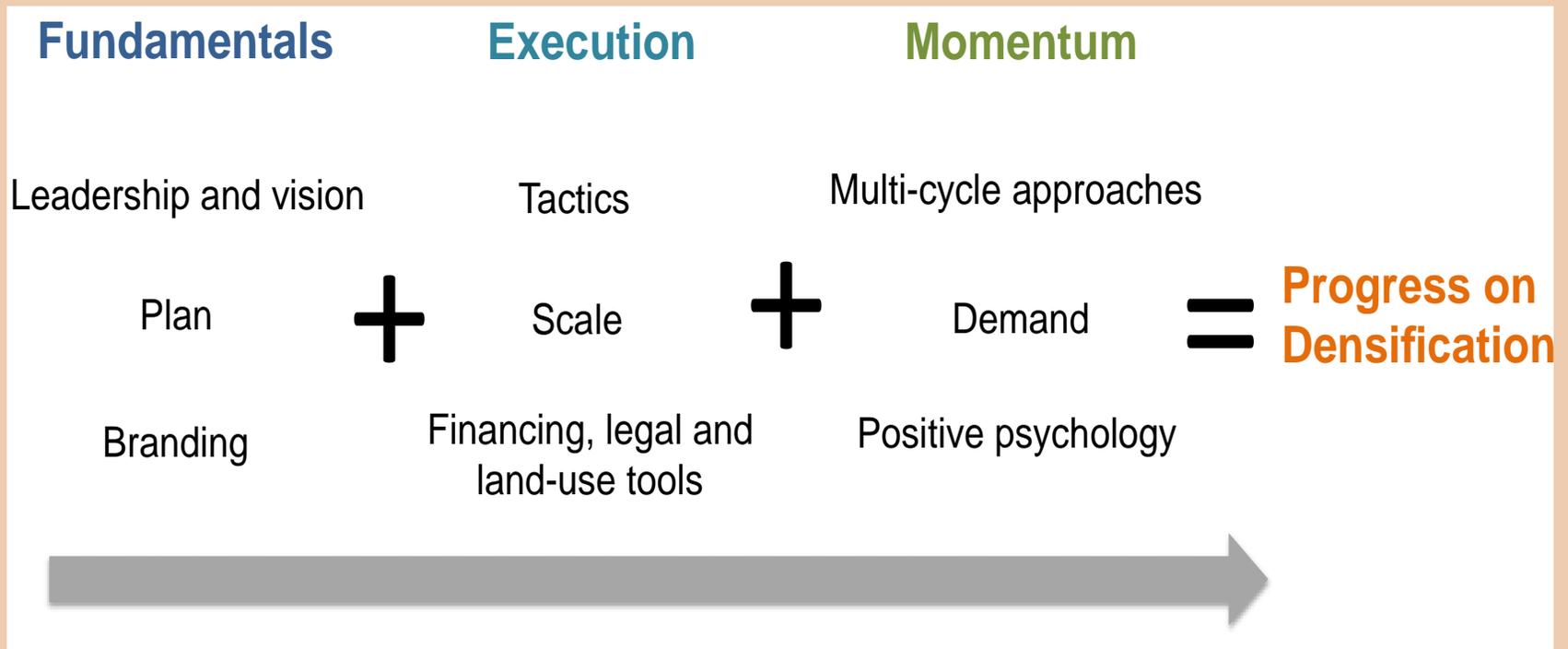
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1. **Show relationships** between spaces, scales and sectors
2. **Aggregate** different efforts and organisations
3. **Influence** – guide other planning processes.
4. **Advocate** - for investment in priority initiatives.
5. **Engage** – national governments and citizens
6. **Leverage** – participation from non governmental players.
7. **Make decisions** – choose between competing scenarios
8. **Communicate** with citizens, stakeholders and markets.

# The relationship between spatial and strategic planning

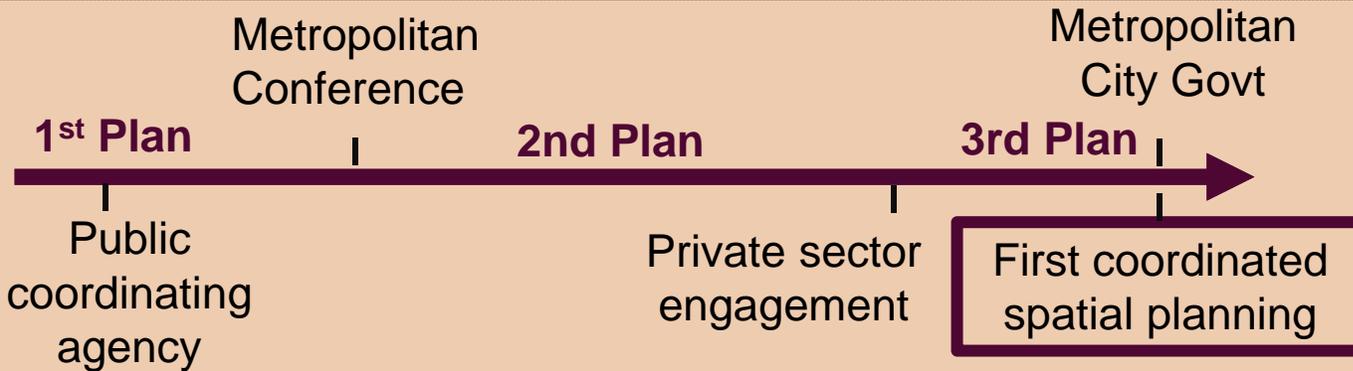
Strategic planning has to make choices between places (housing, employment, HE, innovation)

Usually = the promotion of density through multiple cycles



But spatial development not usually the first form of co-operation

# Example: Turin



Strategy	Strategic themes of strategy	Specific initiatives
<b>Metropolitan Plan 1</b> (1998-2006)	Identity, Promotion and Internationalisation	Torino World Design Capital Winter Olympics
<b>Metropolitan Plan 2</b> (2006-2011)	Economic development, knowledge.	Torino Wireless
<b>Metropolitan Plan 3</b> (2015 – 2025)	Social inequality, opportunity, regional co-operation.	Integrated Metropolitan Mobility; Destination Torino (new investment agency).

# Glasgow

Glasgow + 7 local authorities

## 1<sup>st</sup> Cycle (1996-2010)

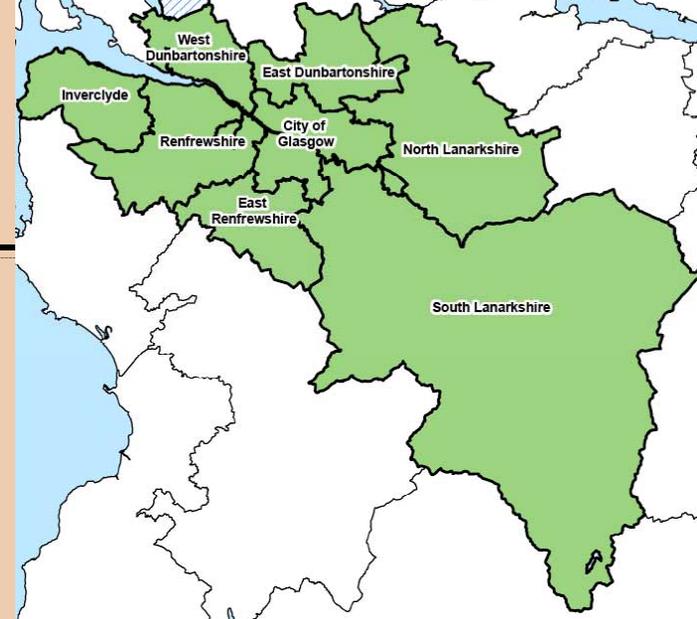
- Joint Committee
- Strategic Futures Group
- Strategic Development Plan to re-position the city-region
- City centre, Unis, waterfront

## 2<sup>nd</sup> Cycle

2015 City Deal - £1.1bn

- major infrastructure projects
- sector growth
- labour market adjustments.

New Joint Cabinet to co-ordinate investments



# Different types of strategic planning in Europe

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Loose vs Tight

Fast vs Slow

Continuous vs Episodic

**Huge forces of entropy working against integrated planning**

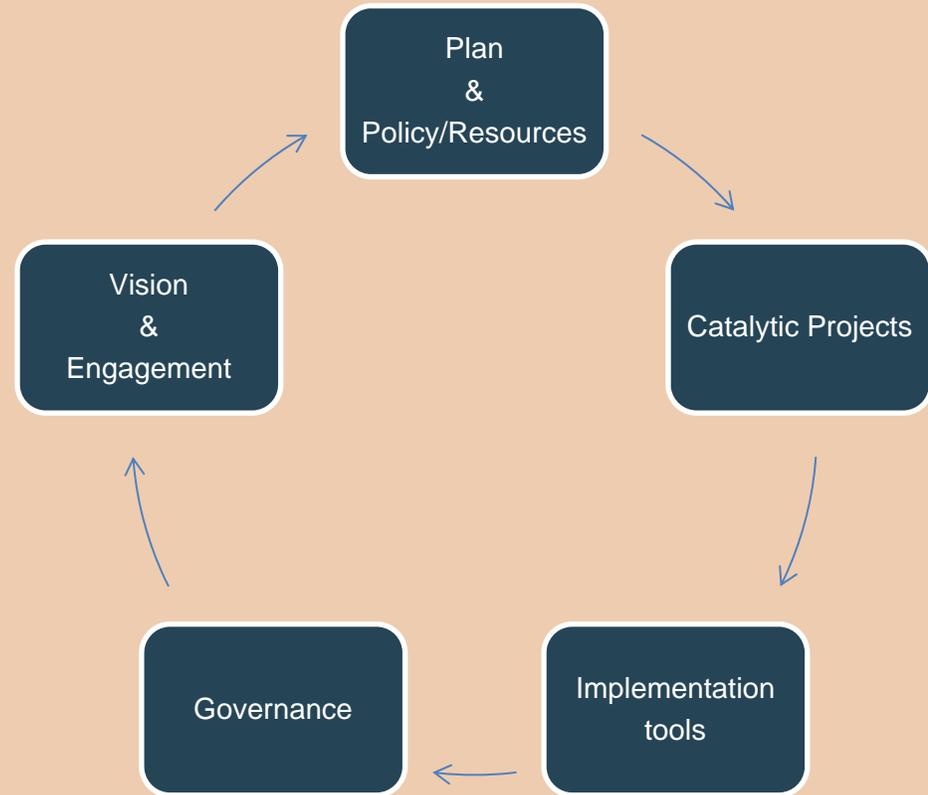
# Why does integrated metropolitan planning fail?

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- ✗ No intention to implement.
- ✗ Lack of leadership and cross region working
- ✗ No communication and conviction
- ✗ Failure to assess local assets and distinctiveness
- ✗ No assessment of demand side opportunities
- ✗ No responsibility to deliver amongst competent bodies
- ✗ Lack of tools to implement at scale
- ✗ Lack of investment, capacity/resources
- ✗ Failure to solve problems as they arise
- ✗ No support from higher tiers of government or neighbours

# How does integrated metropolitan planning succeed?

- ✓ Coalitions around long term vision.
- ✓ Prioritisation.
- ✓ Persuasion.
- ✓ New sources of investment.
- ✓ Spatial lens for integration.
- ✓ Creates and captures value



# Conclusion



# 7 factors in progress towards Integrated Metropolitan Development



See the big global trends.



Get National Government on side.



Think and act for long term and big impact.



Focus on existing assets and real competition



A leadership role for all leaders.



Clear mechanisms of affiliation.



Manage and shape growth actively

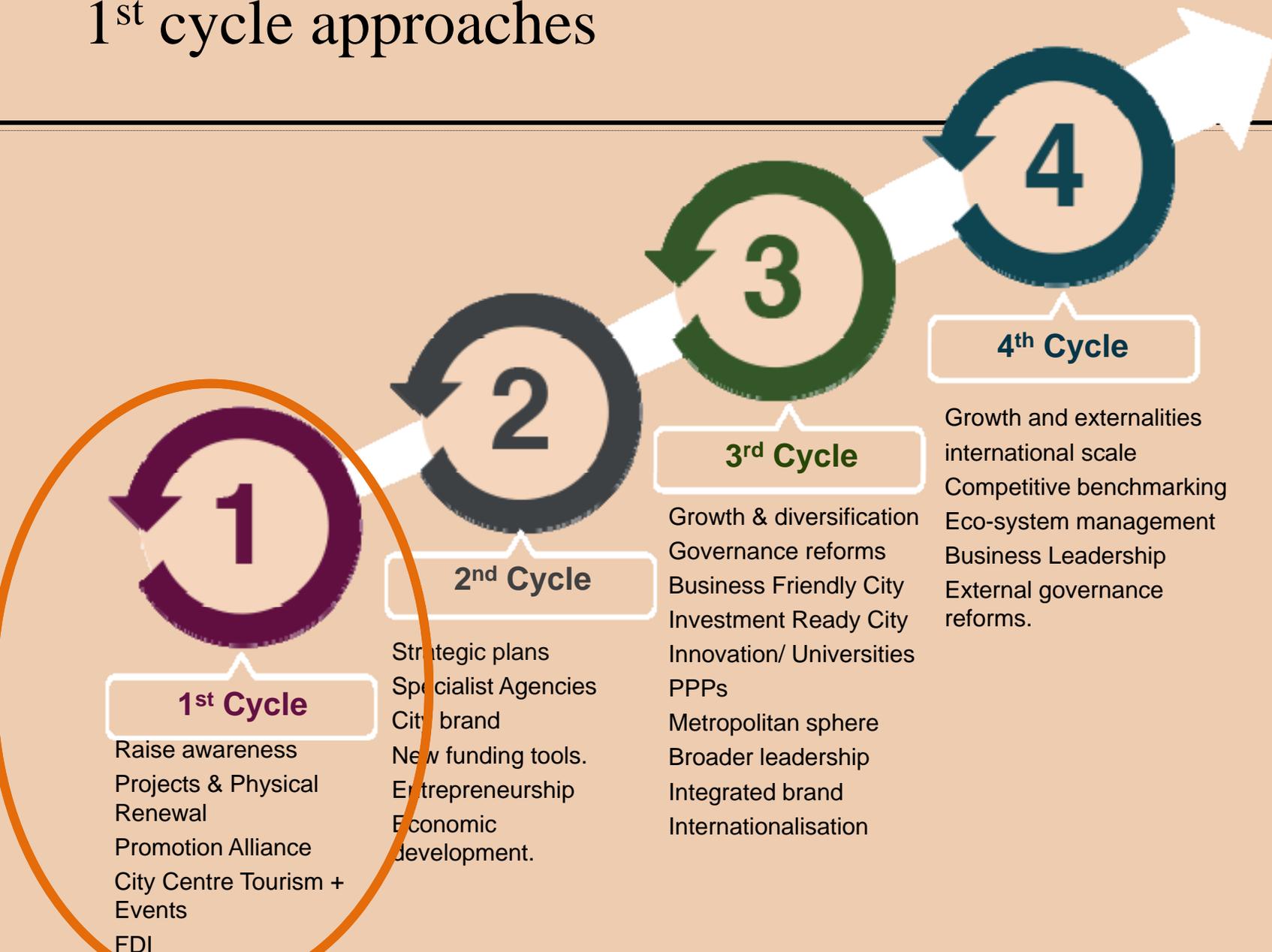


# Successful reforms rely on...

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- a **long-term** process of co-operation supported by leadership and incentives from higher tiers of government
- **incremental** adjustment of governance structures
- Buy-in fostered by **concrete projects** and initiatives.
- Strong **advocates** (personalities or institutions)
- **financial** solutions and appropriate investment resources.
- **Incentives** and compensations for those opposed
- Robust **research** and unbiased expertise to build the case.

# 1<sup>st</sup> cycle approaches



# Getting metropolitan co-operation off the ground

---

## **Highlight the costs of co-ordination failure**

- transport costs, high access costs, perverse incentives, reduced growth and competitiveness

## **Use catalytic projects**

- Events, infrastructure, public space, festivals
- benefits in 2+ locations, building confidence and appetite

## **Improve the quality of central place**

- rationalise land uses, improve opportunities for innovation economy, visitor economy.

## **Business/civic leadership and cluster leadership**

---

**Thank you**

# **Metropolitan areas: problems and prospects in the cities of Central Europe**

**Iván Tosics  
Metropolitan Research Institute  
Budapest**

**Integrated planning in metropolitan  
agglomerations of the Centrope countries**

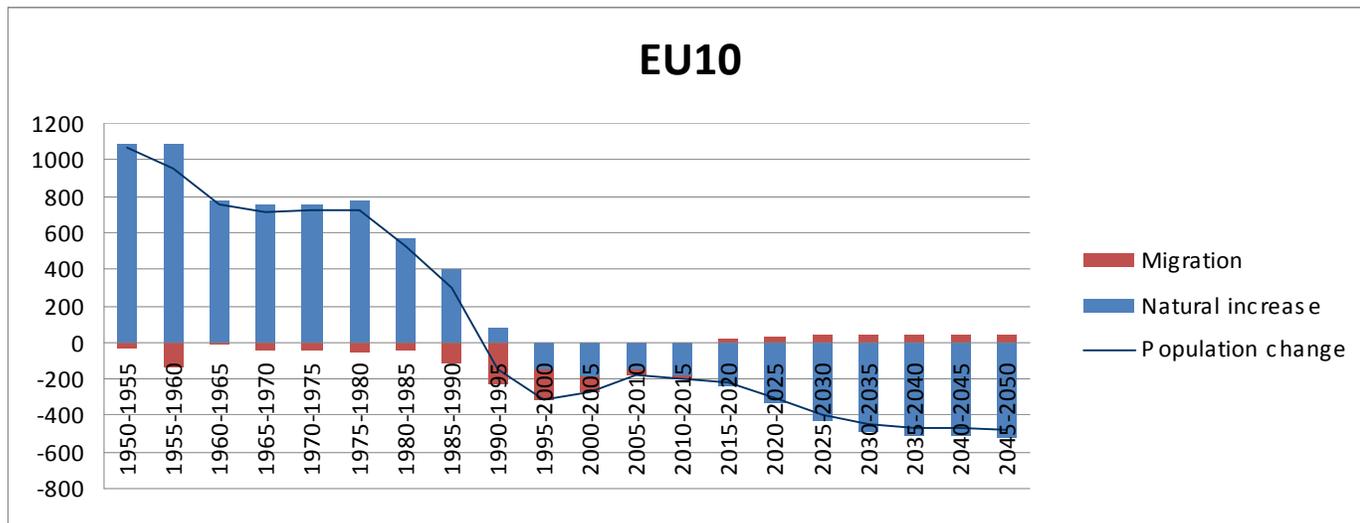
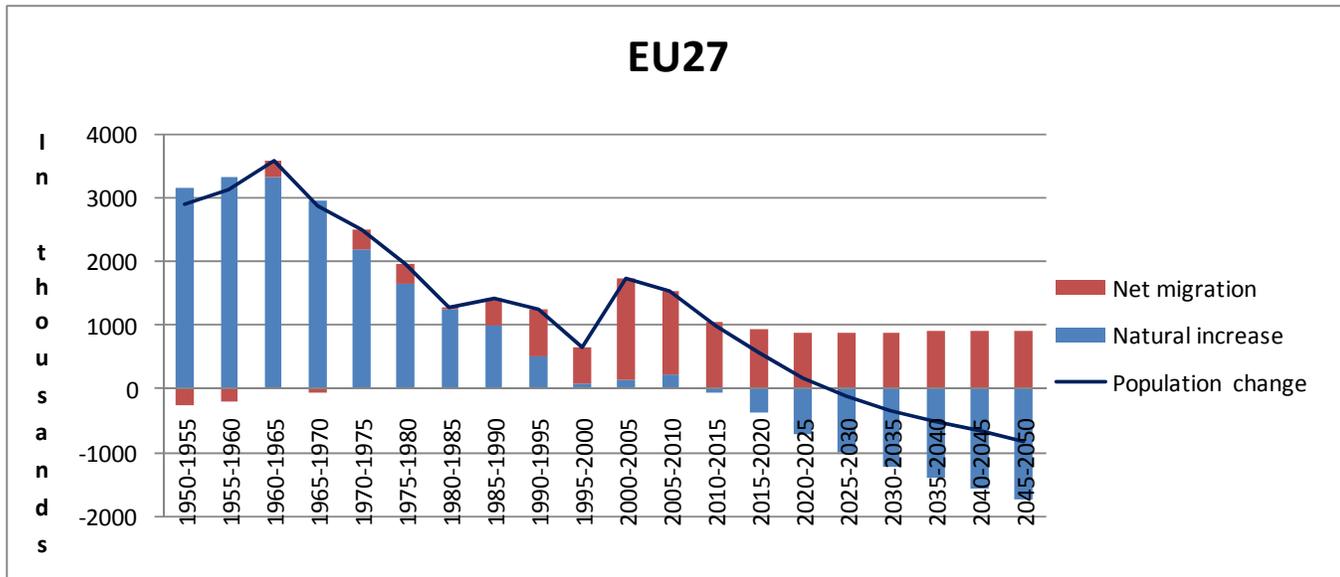
**Brno**

**4 October 2016**

# THE STRUCTURE OF THE PRESENTATION

- I. The European demographic challenge
- II. Outdated European local administrative structures
- III. Metropolitan areas around European cities
- IV. EU Cohesion Policy and metropolitan areas
- V. Institutional and political barriers to metropolisation in Centroe countries
- VI. Summary

# I. THE DEMOGRAPHIC CHALLENGE



Source:  
United Nations 2008

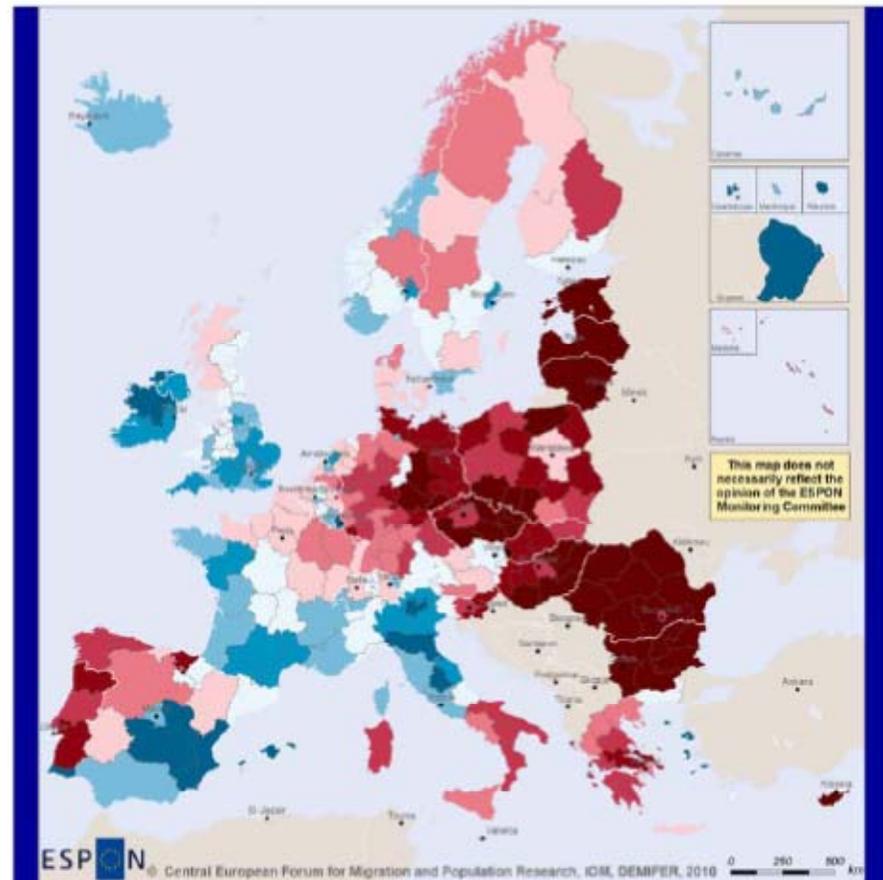
# HOW REGIONS ARE AFFECTED?

## Population Change 2005-2050, STQ Scenario

Source: The ESPON 2013 Programme DEMIFER (Demographic and migratory flows affecting European regions and cities) Reference scenarios, 2010:28)

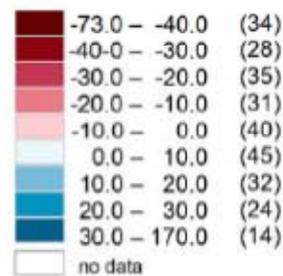
STQ Scenario: Status quo scenario: the demographic trends remain the same as currently

The map below displays an East-West gap in demographic terms



Regional level: NUTS 3  
Source: ESPON 2013 Database 2010  
Origin of data: Eurostat, NSIs, Eurostat, 2009-2010  
© EuroGeographics Association for administrative boundaries.

Change in regional populations in 2005-2050, in %, 'Status Quo' (STQ) scenario



# FAVOURABLE CONSEQUENCES OF DEMOGRAPHIC CHANGES

## Favourable consequences:

- ◎ In growing areas
  - ◎ Longer life expectancy
  - ◎ Multi-cultural mixture of population groups
- ◎ In shrinking areas
  - ◎ Decreasing density in many urban areas
  - ◎ Higher possible level of GDP/capita

# NEGATIVE CONSEQUENCES OF SHRINKING

- **Labour market deficiencies**

- ⦿ Diminishing labor force (up to 50 million 'disappearing' workforce by 2050)
- ⦿ Growing demand for skilled workers and lowering demand for the unskilled ones

- **Fiscal imbalance**

- ⦿ Extra costs of pensions and elderly care is predicted to amount to 4-8% of the GDP by 2050, resulting in the need for tax increase
- ⦿ Need for pension reforms (increase in the retirement age, pre-savings and decreasing indexation)

Not the demographic change as such means a problem, rather the economic and social consequences of it.

# INCUSION PROBLEMS

## ◎ **Third country migration: inclusion problems**

- ◎ Economic aspects: unclear effects on wage and employment levels, temporary easing of welfare system pressures
- ◎ Social and political issues: difficulties of integration, growing problems with multiculturalism and spatial segregation

Thus external migration is not a final solution for the natural demographic decline of Europe – it can not replace fully the missing labour force and can do little to reduce the future fiscal burden

# TERRITORIAL IMBALANCIES

- **Territorial imbalance, development gap**
  - ◎ Overcrowded cities and regions in some parts of Europe while emptying cities and regions in other parts
  - ◎ Population dynamics mostly coincide with economic factors thus sharp increase/decline is parallel with economic prosperity/stagnation
  - ◎ Member States with lower financial capacity and high share of emptying regions can easily find themselves in financial trouble



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DE MEUTER

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50 km

RAPPEL HERHALING

STOP

AXE ROUGE

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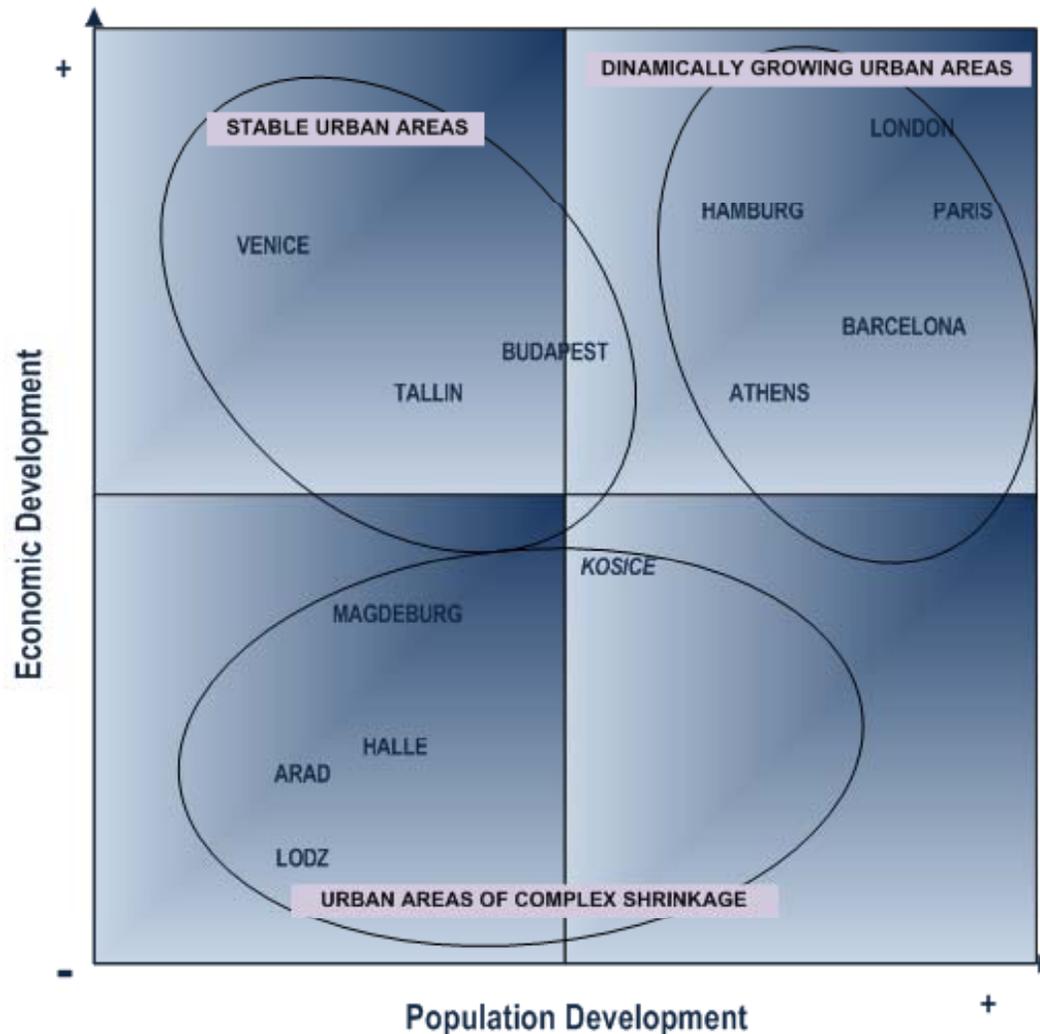
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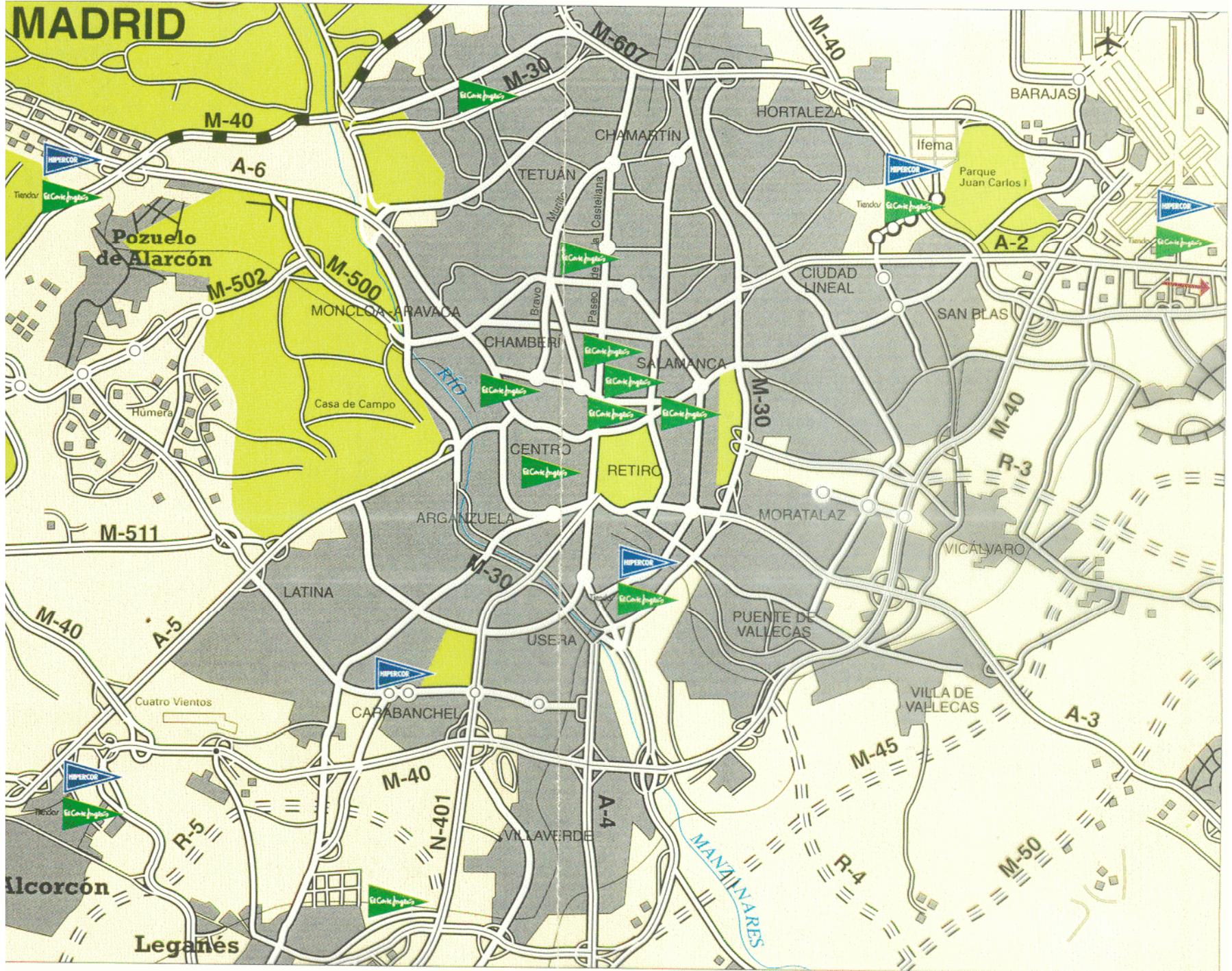
# CLASSIFICATION OF CITIES – DEMOGRAPHIC AND ECONOMIC PARAMETERS



# TYPES OF URBAN AREAS – DYNAMIC GROWTH

- Characterized by intense population growth (mostly coinciding with strong economic power)
- Major cities of Western, Southern and Northern Europe
- ◎ Major urban problems caused by demographic growth:
  - ◎ Social tensions
  - ◎ Growing spatial segregation
  - ◎ Growing need for additional infrastructure

# MADRID









# TYPES OF URBAN AREAS – STABLE CITIES

- Characterized by more or less stable (gradually slightly growing/shrinking) population and more or less stable economic background
- Mostly capitals of CEE countries, middle sized regional centres all over Europe
- ◎ Major problems:
  - ◎ Quick ageing of population
  - ◎ Decreasing level of fertility
  - ◎ Shrinking workforce
  - ◎ Spatial disparity





LOCUTORI - INTER

LOCUTORIO

8221771V

2868 CF1

1493 BRT

# TYPES OF URBAN AREAS – SHRINKING CITIES

- ⦿ Characterized by rapid population decline combined with economic stagnation or decline
- ⦿ Cities of the new Member States (except for capitals and cities in the western part of the countries), most of the cities of the former East-Germany, smaller cities in remote regions all over Europe
- ⦿ Major problems caused by combined demographic and economic decline (complex shrinkage):
  - ⦿ rapid decrease of the skilled workforce that could be the engine of the future economic development
  - ⦿ fast ageing of the population
  - ⦿ relative oversupply of infrastructure reflecting the earlier, more fortunate phase of development





George-Beck-Straße

## **II. European urban areas: outdated administrative structures**

- In Europe the administrative system of municipalities is historically rooted and does not correspond to the present realities of urban life
- Europe has 21st century economy, 20th century governments, 19th century territorial systems

# Analysis: areas with different functions around cities

Morphologic area (MUA): built up continuously

Functional Urban Area (FUA): day to day connections

Larger economic area: the territory which can be reached within one hour from the airport

# Exploring and measuring functional areas around cities

Two databases:

- ESPON research determining MUA and FUA areas around all medium and larger European cities
- recent OECD attempt to determine metropolitan (FUA) areas around larger cities in the OECD countries

No common understanding/definition exists for all cities on what a FUA is.

CITIES	Admin city (million)	MUA/city	FUA/city
London	7,43	1,1	1,8
Berlin	3,44	1,1	1,2
Madrid	3,26	1,5	1,6
Paris	2,18	4,4	5,1
Lisbon	0,53	4,4	4,9
Manchester	0,44	5,0	5,8
Warsaw	1,69	1,2	1,7
Vienna	1,60	1,0	1,6
Budapest	1,70	1,2	1,5
Prague	1,17	1,0	1,4
Brno	0,38	1,0	1,4
Bratislava	0,43	1,0	1,7
AVERAGE (40 cities)	42.63 mill	1,7	2,3

Sources: ESPON, 2007: Study on Urban Functions. ESPON Study 1.4.3 IGEAT, Brussels. Final Report March 2007 [www.espon.eu](http://www.espon.eu) City population: <http://www.citypopulation.de>

# Fragmented governance of urban areas

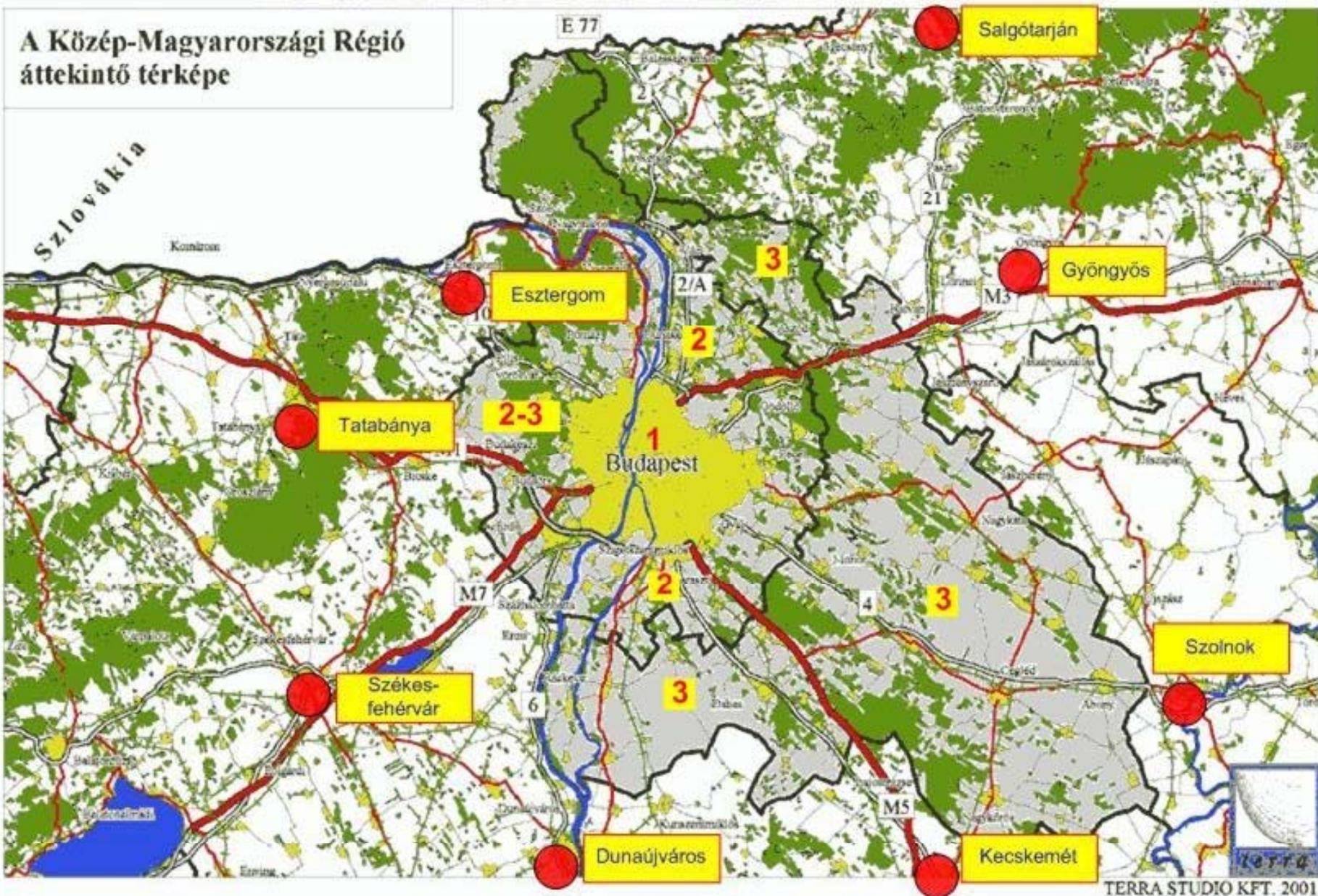
Continuous urban areas are +70% larger in population number than the administrative city (limited power of the city mayors)

Functional urban areas are +130% larger in population number than the administrative city

Both are important – but different – challenges to European urban development

# KÖZÉP-MAGYARORSZÁGI RÉGIÓ STRATÉGIAI TERV

## A Közép-Magyarországi Régió áttekintő térképe



# Territorial levels around Budapest

	Popula- tion (million)	Administrative status	Functional importance
<b>Budapest municipality</b>	1.7	local government	
<b>Agglomeration of Budapest</b>	2.5	none (statistical unit)	job market, housing market, infrastructure
<b>Region of Budapest</b>	2.9	NUTS II planning level	none
<b>Economic area of Budapest</b>	4.0	none	economic area (investors)

# III. ANALYSIS OF THE METROPOLITAN AREAS AROUND EUROPEAN CITIES

Functions and institutional forms of collaboration around 40 European cities explored by EUROCITIES, Metropolitan Areas In Action (MAIA ) survey :

- **content/functions** of cooperation: from loose talks through single or more functions till strong joint multi-functional planning
- **institutional forms** of cooperation: from no form or statistical unit through weak delegated council till strong (elected or delegated) council
- **spatial dimension** of collaboration compared to FUA

# Metropolitan functions and organizations: European examples

<b>Functions Institution</b>	<b>Networking</b>	<b>Some functions</b>	<b>Strong planning</b>
<b>No organization</b>	Brussels, Brno	Vienna	
<b>Delegated organization</b>	Bratislava	Amsterdam	Frankfurt
<b>Elected organization</b>			Stuttgart

City, size	Areas around the city	Functions of the different areas	Legal background	Note
Stuttgart (0,6 mill)	1. Stuttgart Region (2,7 mill) 178 municipalities	1. Land use planning, the organisation of public transport and the promotion of the economy	1. Stuttgart Region (Parliament with 91 delegates) and the Stuttgart Region Association and agencies	<p>In Germany, the Federal Ministry of Transport supports model projects of spatial planning called „Modellvorhaben der Raumordnung“, or “MORO”.</p> <p>In these model projects, new ideas and instruments of spatial planning are tested and scientifically monitored.</p>
	2. Stuttgart Metropolitan Region (5,3 mill)	2. Voluntarily tasks in the field of transport, economic development, climate change	2. Committee with 36 nominated delegates.	

# COMBINING THE OECD AND EUROCITIES APPROACH AND RESULTS

OECD: which is the territorial level to be the closest to the functional urban area (enough large for territorial integration)

EUROCITIES-MAIA: what kind of collaboration forms (functions, institutional form) exist on this territorial level

Size of the collaboration	1. Statistical unit	2. Networking, weak strategic planning	3. Single function	4. Multiple functions	5. Strong strategic, spatial planning of binding nature
<b>A) Smaller than FUA</b>	Budapest, Brussels	Ghent, Malmö, Vienna, Zurich.	Frankfurt, Helsinki, Katowice, Warsaw	Amsterdam, Rotterdam, Milan (Province)	Lille, Lyon, Rennes, Strasbourg, Milan (future Metropolitan City)
<b>B) FUA</b>	Berlin, Ghent, Linköpping, Lisbon, Strasbourg, Vienna, Warsaw	Amsterdam, Birmingham LEP, Bratislava (Region), Brno, Brussels, Göteborg, Katowice, Lyon, Malmö, Sofia, Terrassa,		Helsinki, Madrid (Region), Munich, Manchester, Oslo, Preston, Stockholm (county), Tampere (region)	
<b>C) Somewhat larger than FUA</b>	Sofia	Brabantstad, Zurich	Brussels	The Hague, Torino (Province), Helsinki (Region)	Stuttgart
<b>D) Much larger than FUA (larger economic zone)</b>	Birmingham Budapest	Amsterdam, Bratislava, Frankfurt, Ghent, Göteborg, Hamburg, Katowice, Lille, Linköpping, Lyon, Malmö, Oslo, Rennes, Stockholm, Strasbourg, Stuttgart, Tampere, Vienna, Zurich	Rotterdam – The Hague	Katowice (Region), Lisbon (Region),	Berlin, Malmö (region)

# Conclusions of research results

- there are big variations regarding the types of collaborations on the MUA/**FUA**/Business zone levels around European cities
- on FUA level: most often **only informal collaborations** exist; the strong collaborations usually **do not cover the full FUA** territory
- this „**metropolitan area mismatch**” is a serious problem, making difficult to solve the basic challenges of sustainable urban development

# Options for change

Two options to create stronger, more binding forms of cooperation on the functional urban area level:

- to strengthen in **functional sense** (give more power) the existing weak collaborations on FUA level, i.e. moving from B-2, B-3, B-4 towards B-5
- to expand in **territorial sense** the existing strong collaborations to better cover the whole area of the FUA, i.e. moving from A-5 towards B-5

# How to do it in practice?

It is difficult to establish a new general administrative level for metropolitan areas; the resulting new level would not fit the already overcrowded system of administrative levels.

Alternative solutions:

- collect some competencies down from the upper regional level and some competencies up from below, from the municipalities;
- dissolve the existing administrative level around the large cities and merge them with the city into a metropolitan unit, while keep this level unchanged in other areas.

# Conditions to achieve changes

Stronger metropolitan collaboration requires :

- the existence of **top-down national framework** that initiates (in some cases obliges) the formation of cooperation across the administrative boundaries.
- the spreading out of **bottom-up initiatives**, in the form of cooperation agreements between political leaders of settlements belonging to the same functional urban area.

Thus both top-down policies/frameworks and bottom-up cooperation efforts are needed. On that basis potentially also some institutionalization (administration or organization) can be achieved.

# Who should do what?

- **Larger cities** have to play initiating role towards FUA level cooperation
- The **national level** has crucial tasks in strengthening the metropolitan cooperations around larger cities (good examples of national policies/initiatives can be found e.g. in Belgium, Finland, France, Germany, Italy, Netherlands, Norway, Poland, Switzerland)

The **EU level** has to stimulate the development of national policies and frameworks for metropolitan areas and to motivate cities to actively build bottom-up collaborations.

- with new tools stimulating metropolitan cooperation as basis for urban development
- in the process of the approval of the Partnership Agreements with the member states

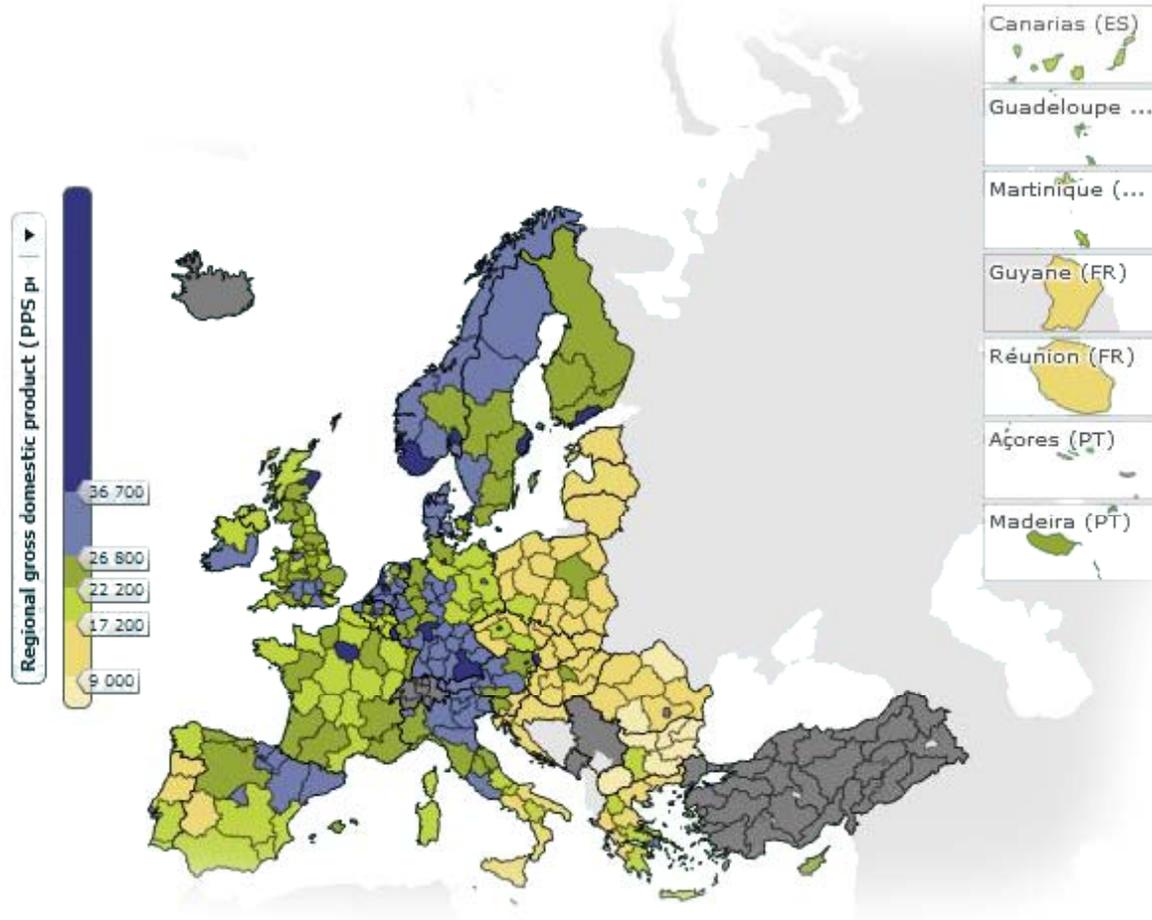
The existing European Territorial Cooperation Programmes (URBACT, INTERREG, ESPON) could also be better used to increase the attention towards functional urban areas

# IV. EU cohesion policy and metropolitan areas

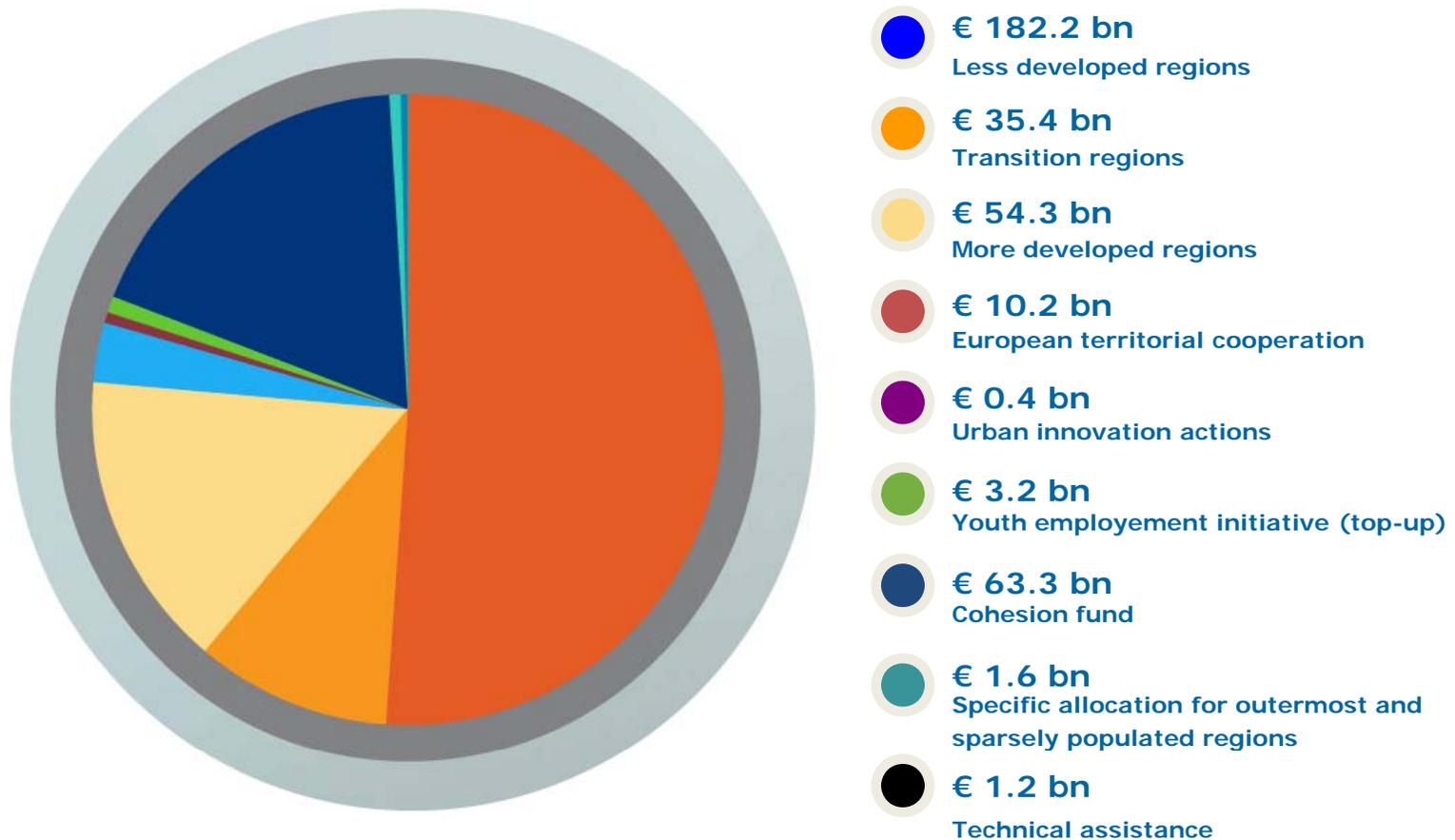
- 2004: post-socialist countries became **new member states'**
- EU accession opened up of a **huge pot of money** for development
- Even more important: **new system of planning** with compulsory elements to assure **integration between policy areas** and **participation of affected people**
- **EU Cohesion Policy**: 1/3 of EU budget, concentrated heavily on poorer countries

# The European Union is diverse ...

GDP/capita

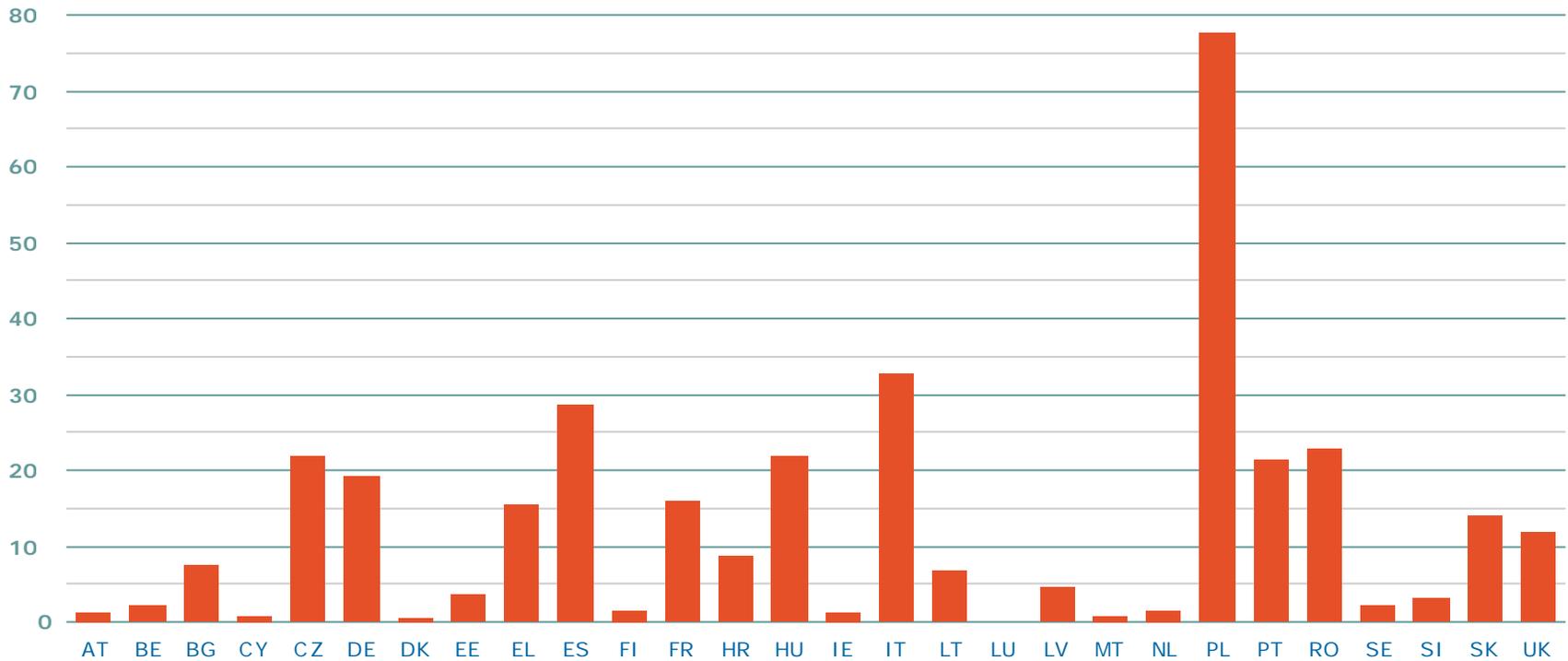


# Cohesion Policy Funding 2014-2020 (€ 351.8 bn)



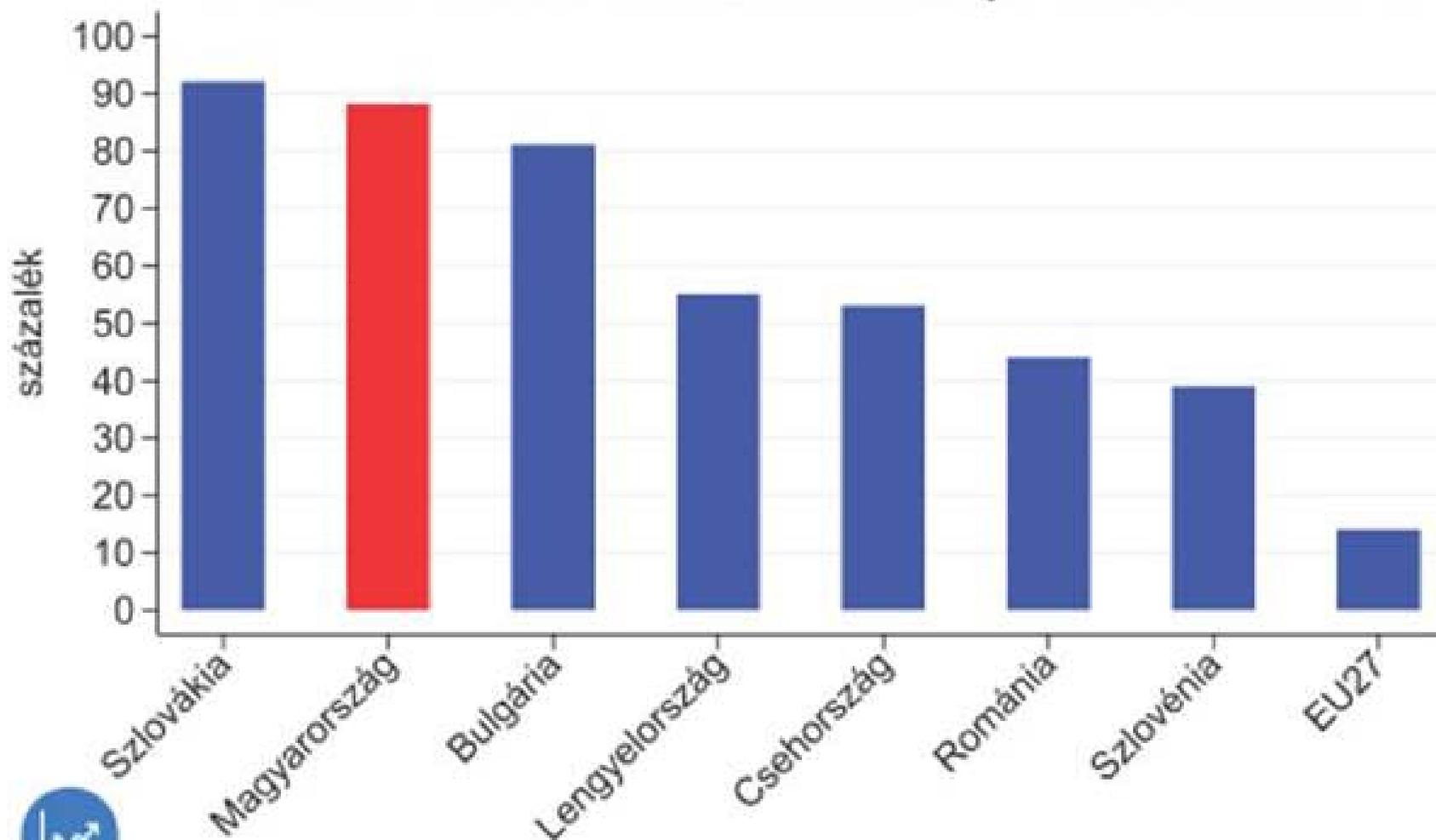
# Budget allocations per Member State (2014-2020)

Total EU allocations of cohesion policy 2014-2020\* (billion €, current prices)



\* breakdown by category of allocations subject to transfers between categories at the request of the Member States

## Az EU-támogatások (nemzeti társfinanszírozással) a közsféra beruházásainak arányában, 2010-2012



Forrás: Európai Bizottság.

# EU Cohesion Policy: a promising attempt towards more integrated urban development

Early 2010s: the raising (and partial failure) of a locally lead integrated approach to sustainable urban development.

Suggested method: ringfencing financing for integrated development with Integrated Territorial Investment (ITI) as compulsory tool for it.

ITI was promising from many aspects:

- to put strategic thinking ahead of project based actions,
- to support functional area approaches both on neighbourhood and on city-region level as opposed to the administrative territories,
- to push for integration between policy fields and between funds,
- to acknowledge the local/metropolitan level as direct client in Structural Funds policy (delegation)

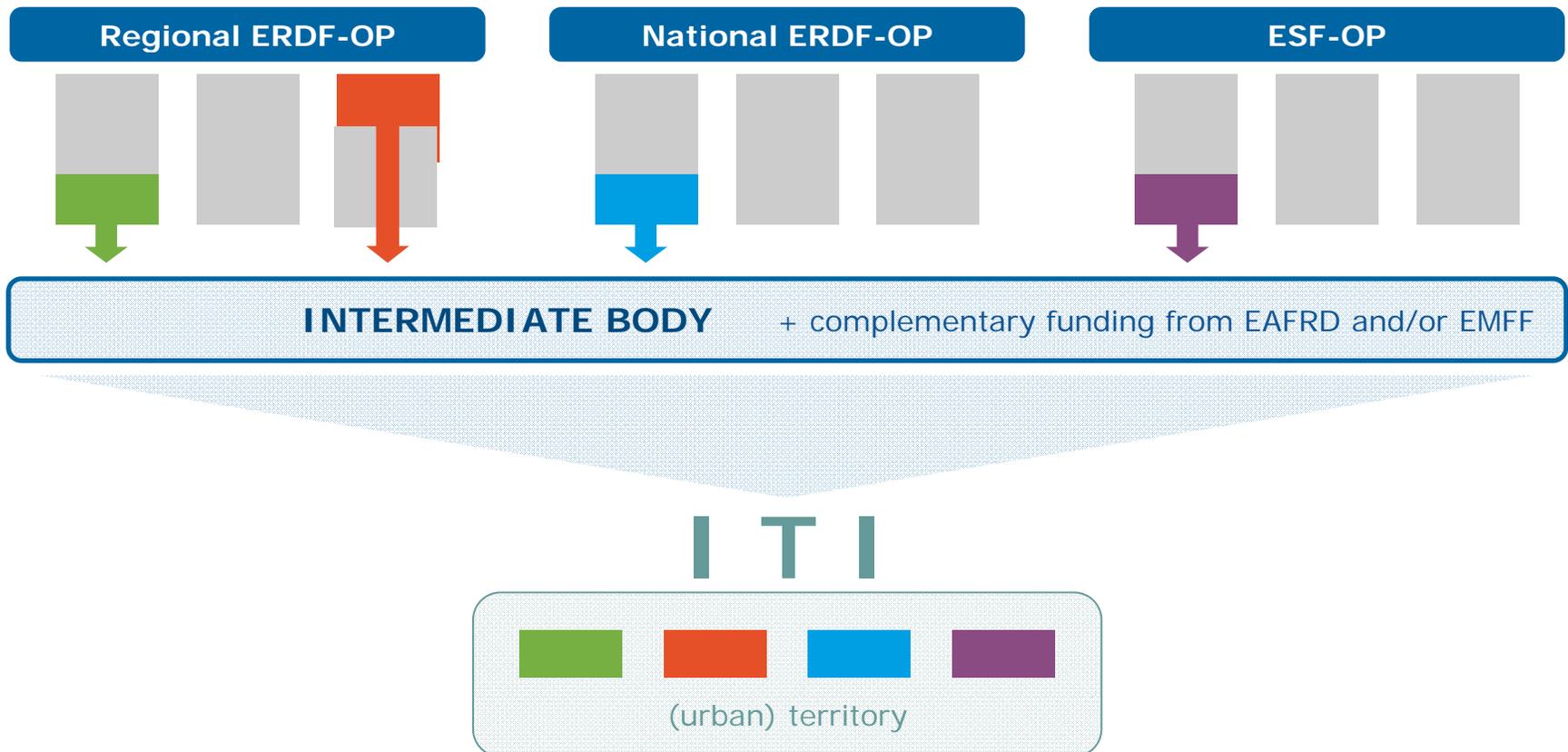
No wonder that many cities became excited and raised high expectations (getting block grant) towards the post-2014 Structural Funds.

## Sustainable urban development: A priority for 2014-2020

**At least 5% of European Regional Development Fund (ERDF) should be invested in integrated sustainable urban development at national level**

- **Integrated urban development strategies** developed by cities to be implemented as Integrated Territorial Investment (ITI), a multi-thematic priority axis or a specific Operational programme.
- Projects are selected by the cities in line with the strategies.
- Urban-rural linkages have to be taken into account.
- Use of community-led local development approaches possible (CLLD): consulting local citizens' organisations.

## ITI: Combination of funds and programmes



# The idea: integrated urban development in functional urban areas

Old: fixed action space

Central states

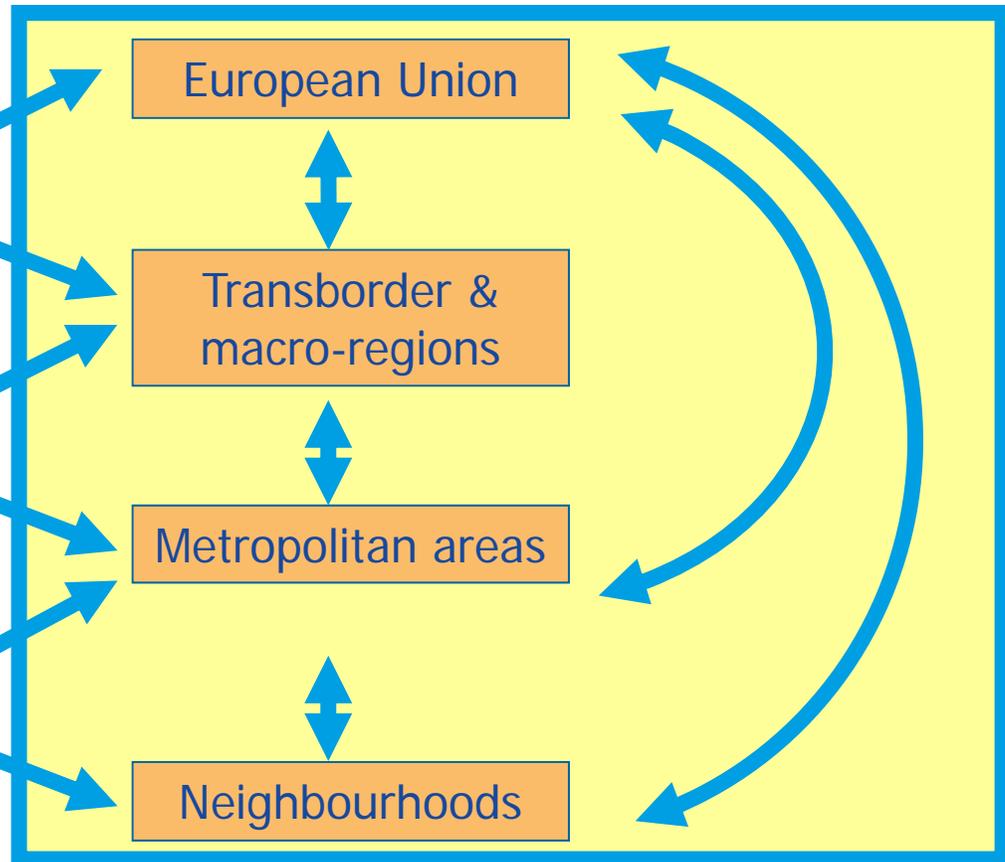


Provinces



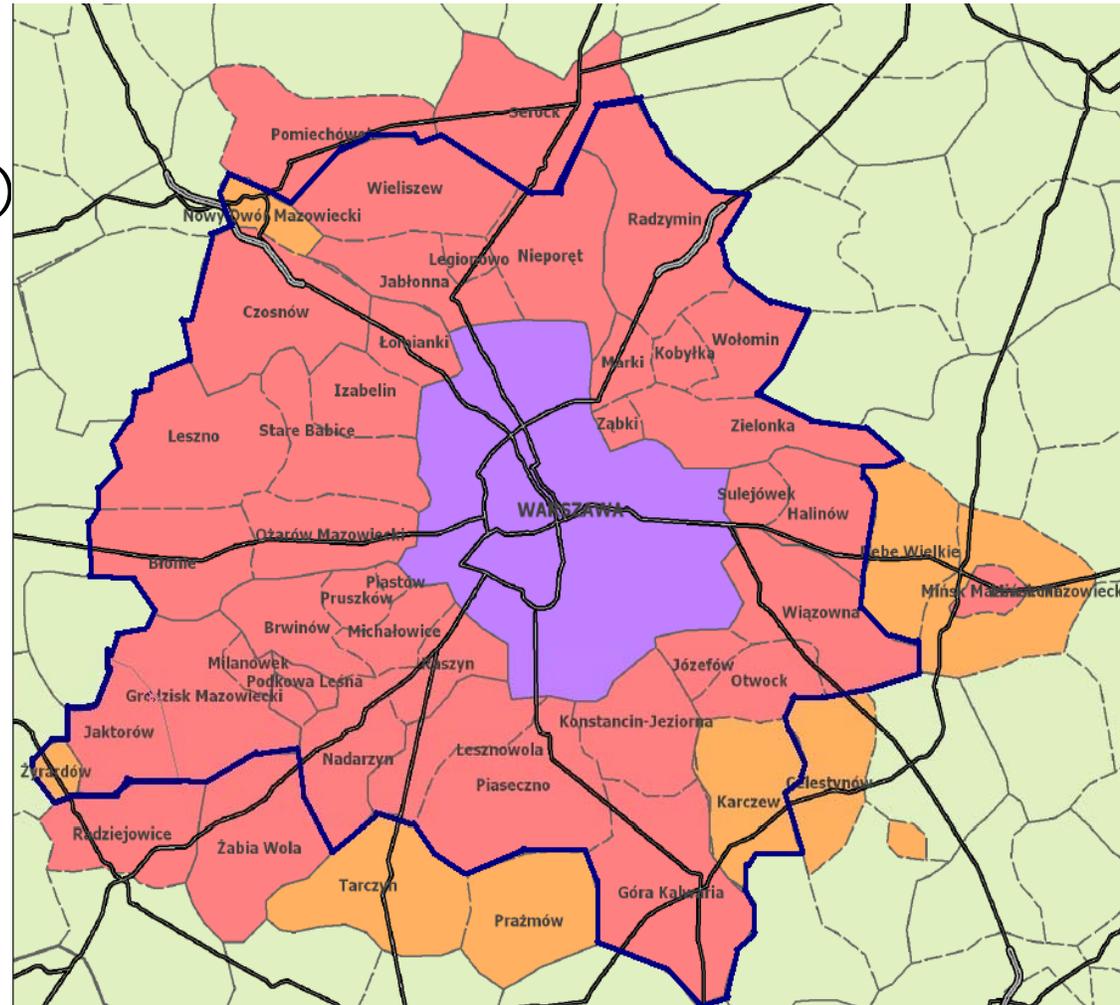
Administrative cities

New: flexible action space



# ITI – Territorial definition of the Warsaw Functional Area

- surface: 2.932 sqkm.  
(8% of the surface of the region)
- population:  
2.656.917 inhabitants  
(50,3% of the population of  
the region)
- **40 communes –  
including Warsaw**  
(within 11 counties)



# Unwilling Member States, cautious Commission, hesitating Parliament

The brave proposals of the Commission have been substantially “watered down” during the 2010-2012 debates with the Member States

- the broad application of multi-fund financing was unrealistic as not even the Commission itself could achieve better cooperation between ERDF and ESF
- the delegation to the city level was a wish of the EC and EP but the national and regional level was completely against it
- the simplification was only a dream: the Commission was pushed by the Court of Auditors into more control with ever more administrative conditionalities: ERDF – ESF; thematic concentration, transition regions
- the new ideas for integrated approach would have needed clear explanations but the Commission was in serious delay with documents helping to operationalize ITI

As a consequence the resulting regulation-compromise proved to be too weak to achieve the originally aimed strong position of the European cities

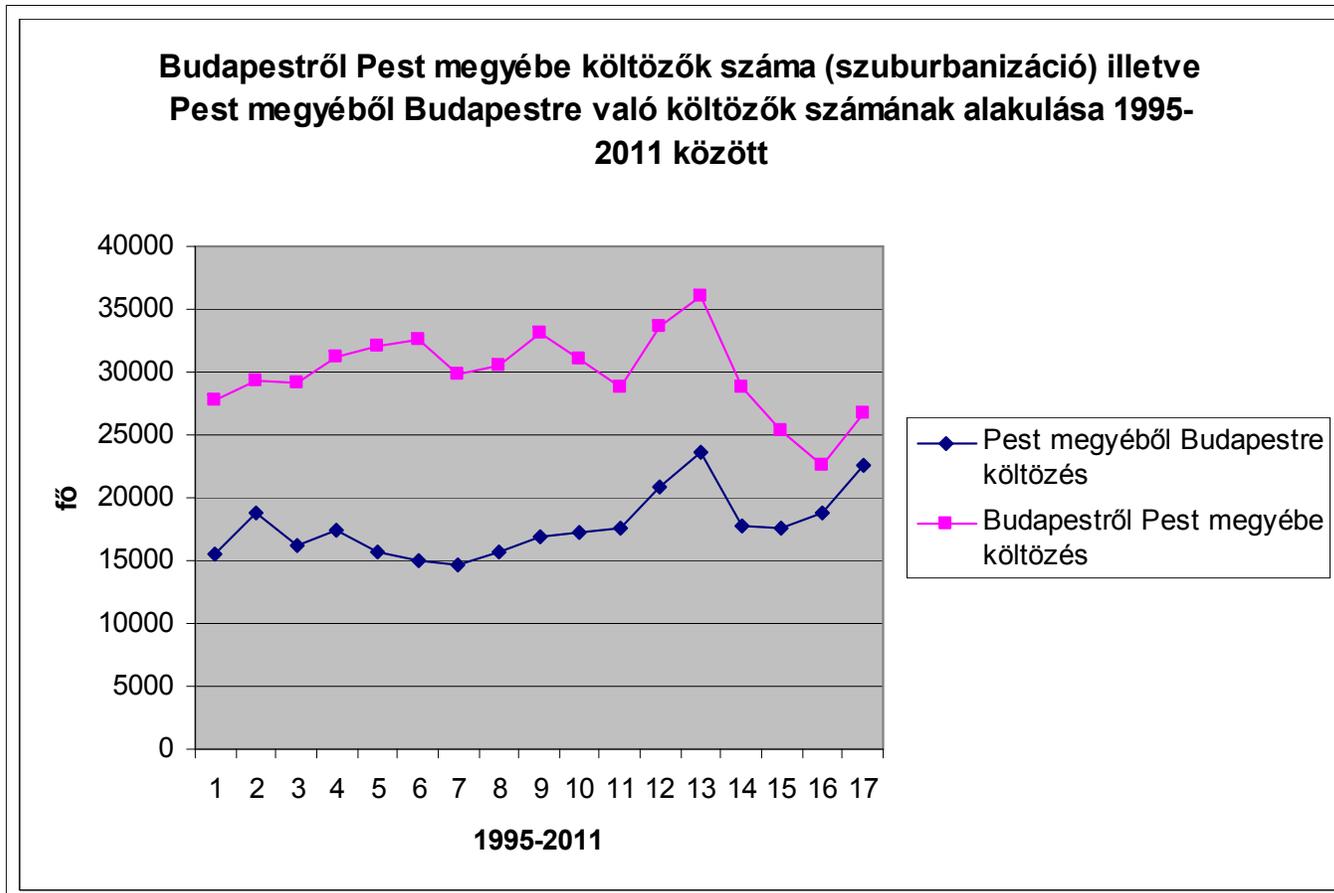
# V. Institutional and political barriers to metropolisation in Centrope countries

- All large cities of the Centrope countries can deliver shiny brochures about dynamic metropolitan development
- In reality progress is limited to economic development, due to the activities of private economic actors
- most of the conditions mentioned by Tim Moonen (leadership, incentives from higher tiers of government, evolving governance structures, strong and cooperative personalities, institutions, research and expertise) are weak or missing.

# Stakeholders' perceptions on metropolitan development (Polyce research)

- **Bratislava:** environmental, infrastructural and institutional dimensions met with heavy criticism (especially sustainability of land use, green mobility, quality of public services)
- **Budapest:** institutional endowments as most unfavourable and devastating for local development capacities, mismanagement and overlapping political competences, corruption
- **Prague:** poor institutional capacities, problems with administration, lack of citizen participation, lack of will and ability to cooperate, widespread clientelism and corruption

# Szuburbanizáció Budapest térségében



Forrás: KSH adatok alapján szerkesztés: Schuchmann Júlia (PhD dolgozat)

# Planning in the Budapest metropolitan area

Large development differences between the city (1,7 mill), the agglomeration (800 th) and the periphery of the county (400 th)

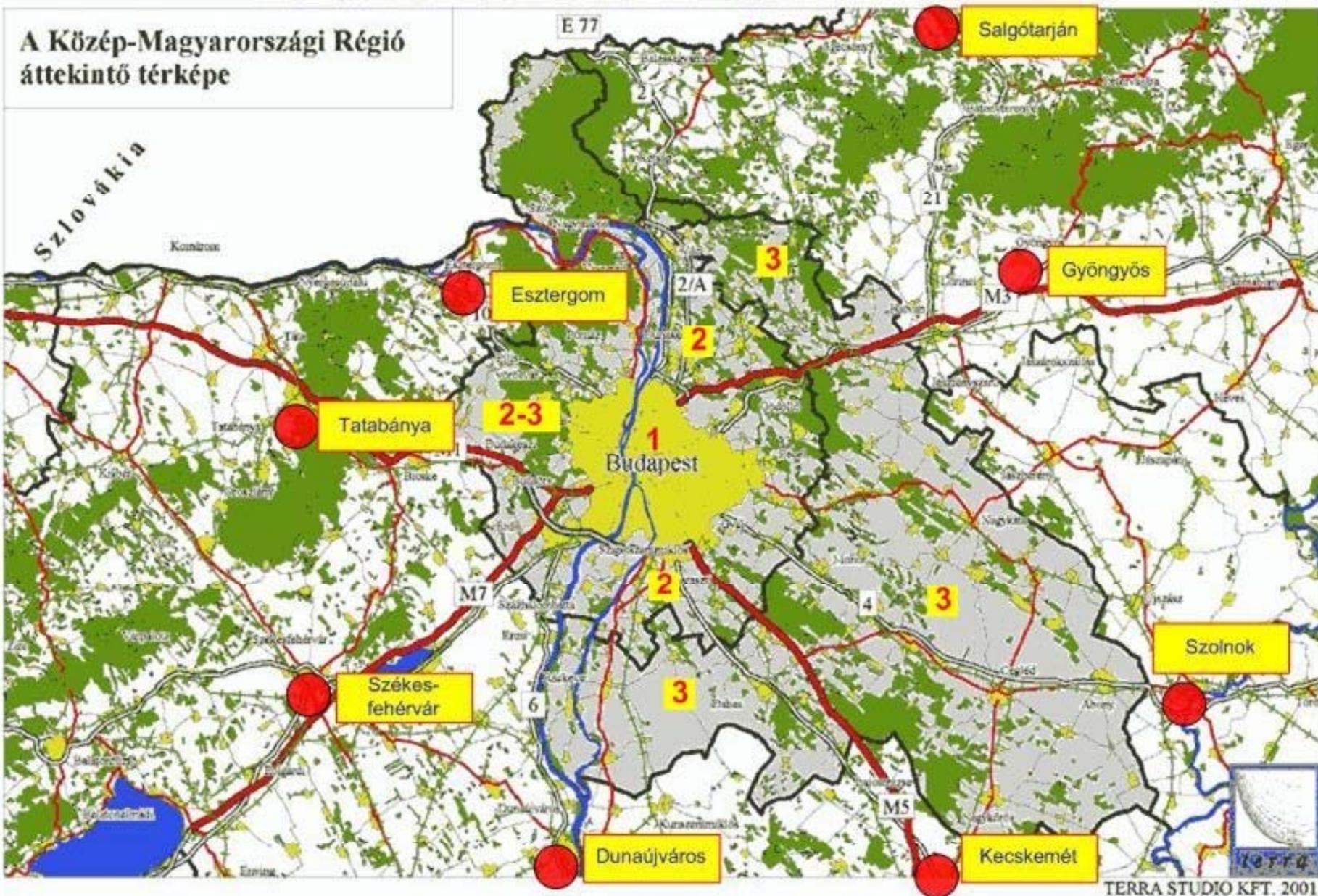
Development is largely determined by private market actors. The public sector is fragmented, local municipalities around Budapest have large independence.

Positive initiatives in the course of the 2000s:

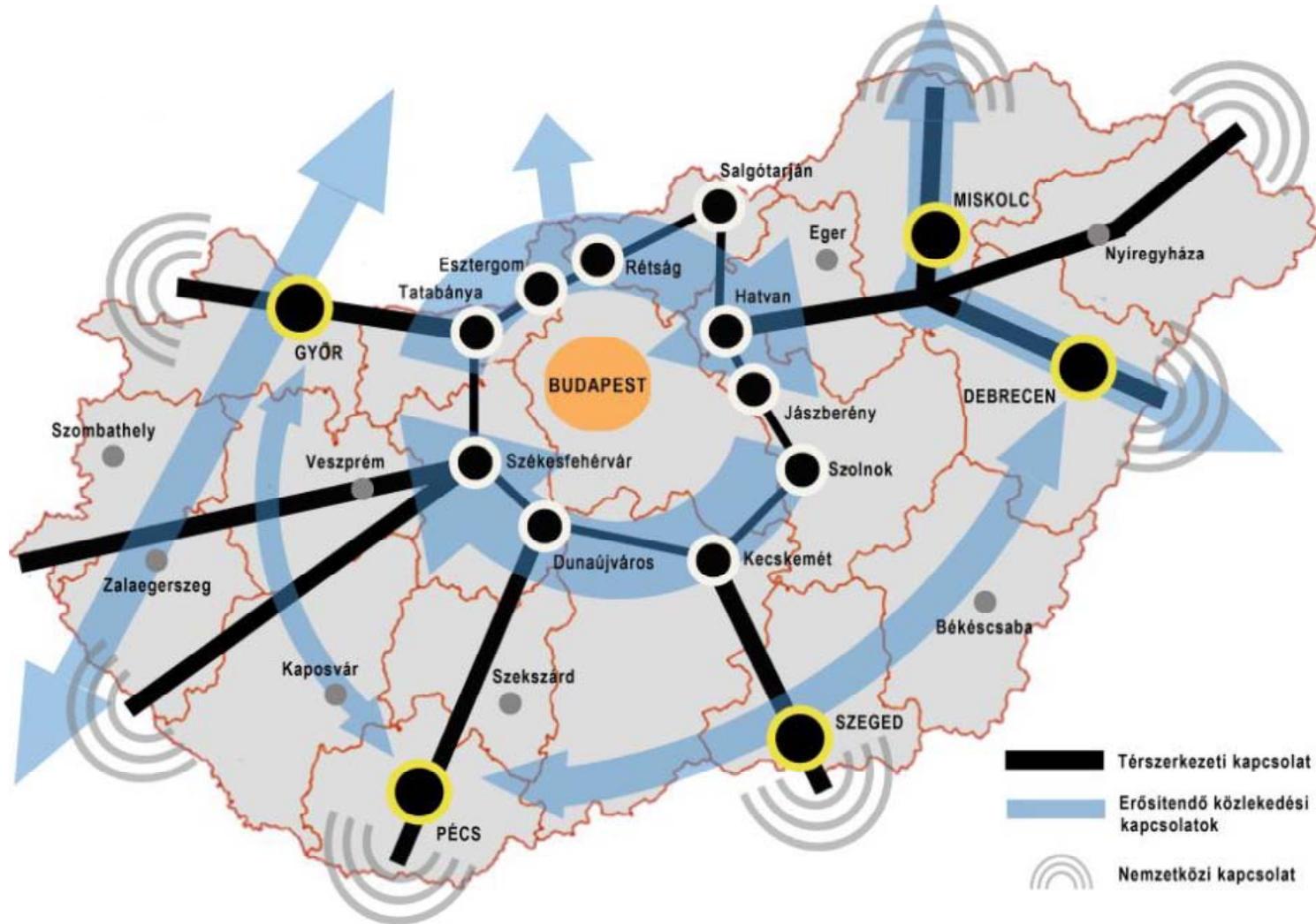
- Creation of Budapest Agglomerational Council (BAFT), supporting joint planning
- Establishment of Budapest Transport Association
- Creation of multi-functional territorial associations between neighbouring municipalities
- Budapest and Pest County together as NUTS 2 region

# KÖZÉP-MAGYARORSZÁGI RÉGIÓ STRATÉGIAI TERV

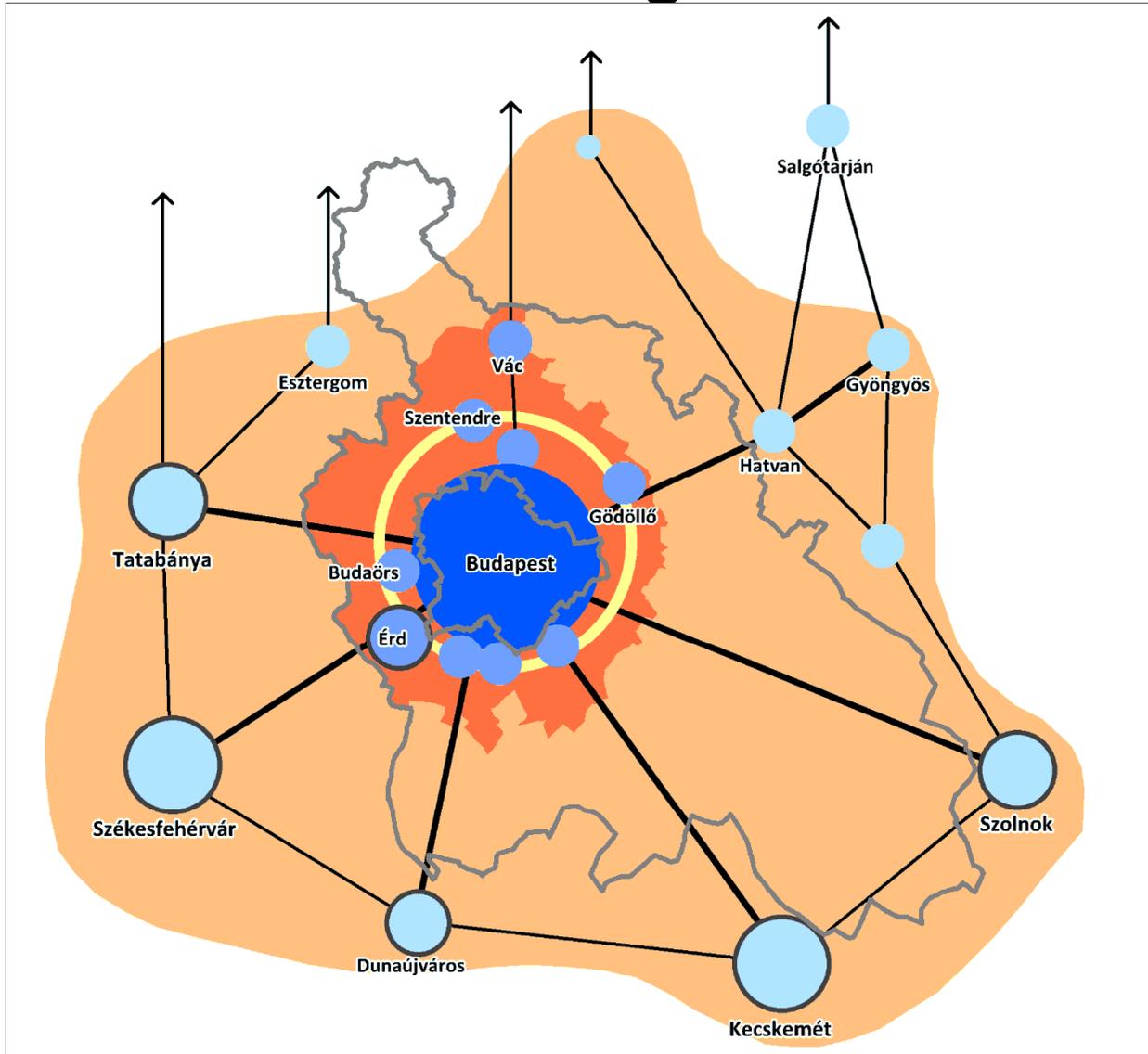
## A Közép-Magyarországi Régió áttekintő térképe



# Stratégiai kapcsolatok szerkezete



# Együttműködés kialakítása a metropolisz térségben



# Since 2010: dissolution of all cooperation mechanisms

- The 7 NUTS 2 regions have lost importance (development councils dissolved), the 19 counties became actors of territorial development (without capacities)
- Multi-functional territorial associations have been dissolved and replaced by administrative units
- All agglomerational institutions (BAFT, Budapest Transport Association) have been dissolved, replaced by ad-hoc agreements
- Early 2016: Budapest and Pest County separated, Central Hungarian Region to be dissolved in 2020

# Against metropolitan cooperation

- Regional planning and development has been terminated in Hungary, sectorial planning became dominant by strong and politically controlled ministries
- The elimination of all agglomerational and regional cooperation mechanisms in the Budapest area shows that politics is only interested in quick wins and not in long-term steering of difficult territorial mechanisms
- The most developed region of Hungary is now dominated by fight between territorial actors against each other; the national level is efficiently blackmailing the city with the scarce public money, and is in fact the main decision maker in all major development questions in the Budapest urban area.- the Budapest metropolitan area lost its independence

# Conclusion

- The cities of the Centrope countries have shown quick economic development in the last two decades
- In most of these cities (except for Vienna) this development has been dominated by private actors while the control of the public sphere has weakened (decentralization, privatization)
- Integrated metropolitan development would very much be needed also in the Centrope cities but the preconditions for it are largely missing – only EU planning might give some hope (until Cohesion Policy exists...)

# THANK YOU FOR YOUR ATTENTION!

Iván Tosics

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# Brno metropolitan area (BMA) in the context of strategic planning with an emphasis on ITI tool



Petr ŠAŠINKA  
City Strategy Office  
4<sup>th</sup> October 2016



# Strategic planning in the CZ – levels

**NUTS 5 level** – municipal level: Brno

**NUTS 3 level** – regional level: South Moravian Region

(**NUTS 2 level** – EU funding - „artificial“ level)

**National level** – National framework doesn't exist (only Strategy of the Regional Development of the CZ) – defining metropolitan areas (just the list, no delimitation)

only within  
administrative boundaries  
– given by legislation

**EU level** – ITI as a new spatial instrument has accelerated the communication and cooperation within the BMA

## Relevant european projects that Brno joined/is going to attend:

- URBACT II – Joining forces (2009)** – metropolitan governance + LAP
- MAIA study (2013)** – analyzing collaboration in metropolitan areas within Europe
- ESPON SPIMA (2016+)**
- ESPON ANNODES (2016+)**

## Legislative vacuum in metropolitan level in the CZ

**BUT** in Brno/BMA – gradual informal institutionalization (on the voluntary basis), city of Brno is the leader of the process

- ➔ **1st step:** to update functional urban delimitation of BMA (2013) + to establish a dialogue with municipalities in surroundings
- ➔ **2nd step:** to create Integrated strategy for the Brno Metropolitan Area (ITI) + to sign memorandum on cooperation (2014)
- ➔ **3rd step:** to implement projects in BMA in EU 2014-2020 programming period
- ➔ **4th step:** future (cooperation regardless of EU funding)...



# 1st step: to update functional urban delimitation of BMA

## Factors taken into account:

Commuting to work

Sources: Census 1991, 2001, 2011

Commuting to schools

Sources: Census 1991, 2001, 2011

Migration flows

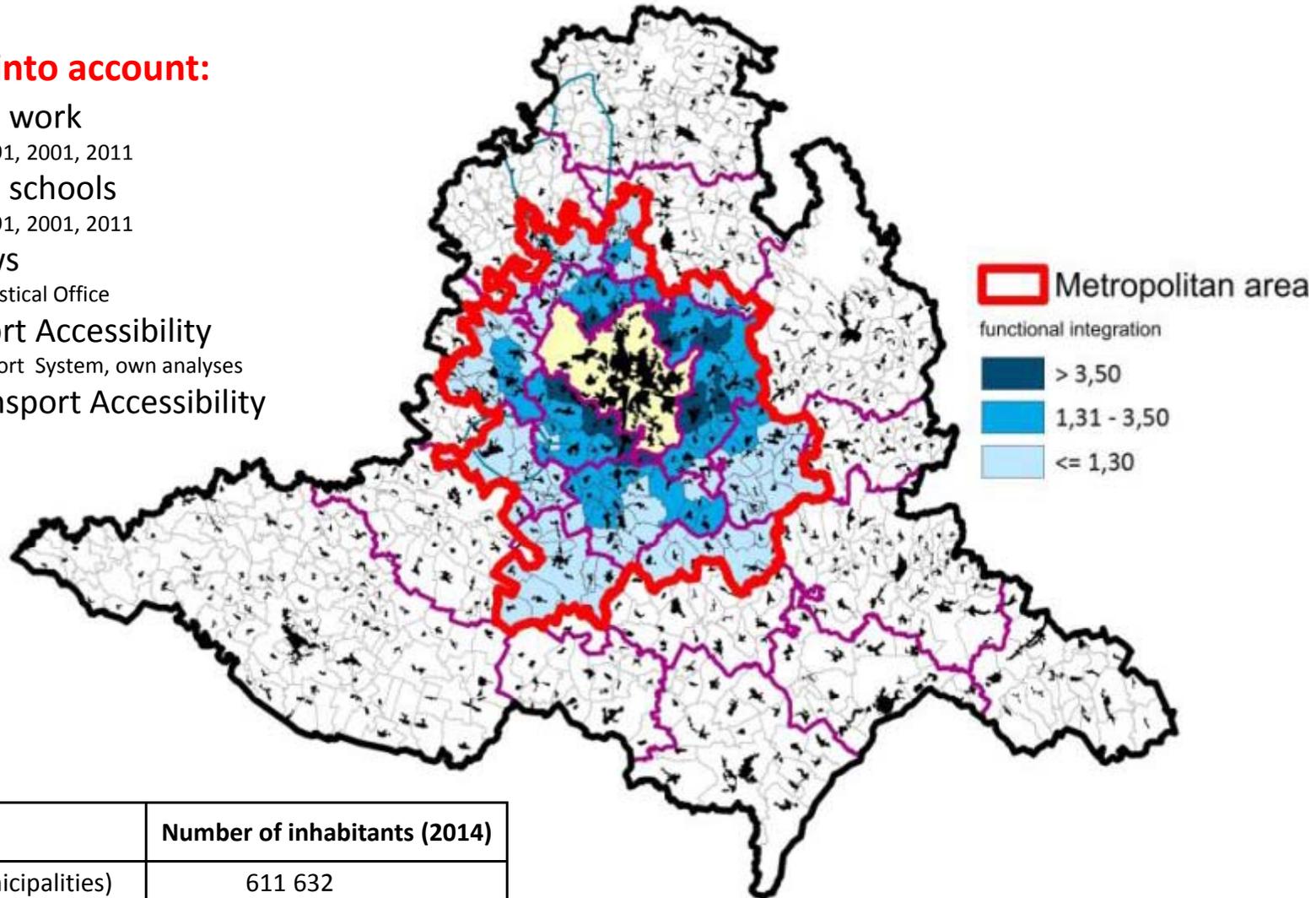
Sources: Czech Statistical Office

Public Transport Accessibility

Sources: Int. Transport System, own analyses

Individual Transport Accessibility

Sources: GIS Model



	Number of inhabitants (2014)
Total number (167 municipalities)	611 632
Municipalities without Brno	234 197
Brno	377 440

BMA: 52% of inhabitants and 72% of GDP (est.) of South Moravian Region

# 2nd step: to create Integrated strategy of BMA development

- purpose: to use ITI – intervention strategy (only for EU money) – methodologically led by Ministry of Local Development
- origin: 2014 – 2015
- December 2015: approved by General Assembly of Brno
- February 2016 – October 2016: evaluation process of all relevant ministries – minor changes > **unreasonably long duration!**
- during October 2016 strategy approved by all relevant ministries, then first specific calls for ITI will be announced

+ in parallel: memorandum on cooperation



## Horizontal integration

- **Spatial integration** – impact on key strategic projects mainly with agglomeration impact
- **Factual integration** – coordinated implementation of linked (related) activities, which are usually managed separately (as a result of the fragmentation of resources) – **principle of concentration**
- **Financial integration** – financing of integrated projects from various specific targets of Operational Programmes (or from various OPs)
- **Organizational integration** – a common coordinated approach of engagement the stakeholders of the territory based on the partnership principle.



## Vertical integration (on example of field of transport)

- **Responsibility of national level:**
  - Highways: extension of D1 (in progress), the completion of R52 to Vienna and R43 to the north of the Czech Republic
  - Great City Ring Road: 32 % already built, another parts are planned, but quite slow progress
  - *Impact: increase of geopolitical importance of BMA, increasing the attractiveness for investments, transit traffic out of the city center*
  
- **Responsibility of regional level (NUTS 3 – South Moravian Region):**
  - II. and III. class roads: bypasses of municipalities in connection with a business zones
  - *Impact: better transport/commuting to work, enhancing quality of environment, easier connection of business zone with highway and airport*
  
- **Responsibility of local level (NUTS 5 – municipality – ITI):**
  - Transfer transportation terminals of public transport in selected localities of BMA
  - Telematics: advanced traffic management systems in the city
  - *Impact: implementation of sustainable urban mobility, improving an air quality in urban centers*

# 3rd step: to implement projects in BMA till 2020

**ITI for Brno Metropolitan Area**  
Total allocation – cca 0,2 bil. €

**Individual projects**

**CLLD**

**OP Environment**

**Integrated regional OP**

**OP Transport**

**OP R&D and education**

**OP Entrepreneurship  
and Innovation for  
Competitiveness**

**OP Employment**

**The total allocation for the Czech Republic during EU 2014-2020: cca 22 bil. €, 7 ITI areas: 1,1 bil. €**

*Key elements of our integrated strategy:*

- **Strengths and Opportunities:**
  - „Hi-tech“ dimension of strategic planning
  - Synergies and Concentration – strategic projects
  - „Metropolitan envelope“
- **Weaknesses and Threats:**
  - **Limited choice of topics** – ITI tool can only finance topics intersection between the needs of BMA and possibilities of OPs – there is a need for cooperation in the implementation of important topics for the BMA but unsupported through ITI/ESIF
  - **Limited time horizon** – the implementation of integrated projects by the end of 2023
  - **Evaluation of the integrated topics/interventions only** – indicators related only to integrated measures (financed through ITI)

*If you had the possibility to make improvements in the strategy, what would these be?*

**Be more strict in concentration approach (choice of topics in order to support key strategic projects with impact on the whole BMA).**

**First negotiate finance allocation, then discuss the issues. Not vice versa (as was the case in CZ).**

# 4th step/steps: Future

Strategic + master/land use plan – closer cooperation, coherence

**Closer metropolitan cooperation within BMA regardless of EU funding – by using existing structures of ITI (steering committee, working groups)**

Institutionalization and governance of metropolitan areas in the CZ – by law

Thank you for your attention.

[sasinka.petr@brno.cz](mailto:sasinka.petr@brno.cz)



# BAUM

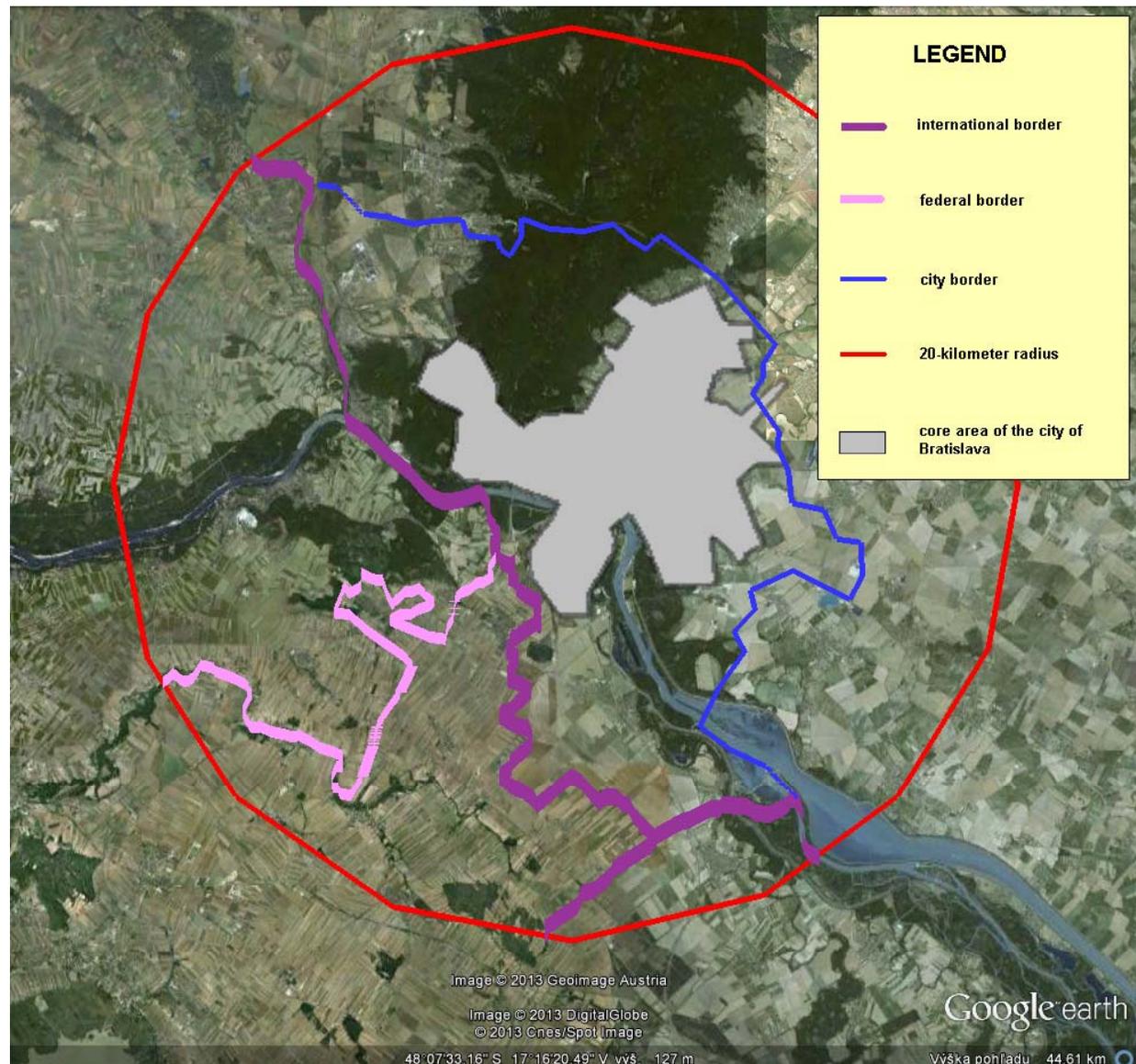
**Bratislava Umland Management – Bratislava Územný Manažment**

**Workshop „Integrated planning in metropolitan agglomerations“**

04. October 2016, Brno

# A crossborder metropolitan region

- international, federal and local borders
- 3 major language groups
- 4 different spatial planning systems





# Project BAUM



**BAUM**  
BRATISLAVA ÚZEMNÝ MANAŽMENT  
BRATISLAVA UMLANDMANAGEMENT

Koordinácia územného rozvoja Bratislavy a susedných rakúskych obcí  
Koordination der Raumentwicklung von Bratislava und den benachbarten österreichischen Gemeinden

**Harmonizovaná informačná základňa**  
**Gemeinsame Informationsbasis**

**B A U M**

**Urbanistická štúdia rozvoja prihraničného územia Bratislavy a susedných rakúskych obcí – BAUM**

Objednávateľ: Hlavné mesto SR Bratislava, Primaciálne nám. 1, 814 99 Bratislava  
Spracovateľ: GLOBAL design, s.r.o. Strojárska 1, 900 27 Bernolákovo  
Dátum: november 2014



**BAUM - RÄUMLICHES ENTWICKLUNGSKONZEPT**  
für die 14 österreichischen Gemeinden der  
Bratislava-Umland (BAUM) - Region

**BAUM**

Logos: RMB, BRATISLAVA, noe regional, BURGENLAND, BRATISLAVA

**RMB** **BRATISLAVA** **noe regional**

BAUM – Bratislava Umland Management – Bratislava Územný Manažment

**AKČNÝ PLÁN – AKTIONSPLAN**

V zmysle požiadavky, ktorá vyplýva z 3. stretnutia medzi riadiacim orgánom / spoločným technickým sekretariátom a projektovým partnerstvom projektu BAUM dňa 23.02.2015, sa má spoločný akčný plán venovať dvom zásadným bodom:  
Im Sinne des Protokolls vom 3. Treffen der BAUM-Projektpartner mit der Verwaltungsbehörde / dem Gemeinsamen technischen Sekretariat am 23. Februar 2015 in Wien sollte der Aktionsplan zwei relevante Punkte behandeln:

- 1. Realizovanie obsahu urbanistickej štúdie BAUM (ÚS BAUM):**  
1. Umsetzung der Städtebaulichen Studie BAUM (Studie BAUM)  
2. Zriadenie manažmentu územia a územia  
2. Errichtung eines Stadt-Umland-Managements
- 1. Realizovanie obsahu ÚS BAUM:** jednotlivé zámery z ÚS BAUM budú postupne konzultované v rámci pokračovania projektu BAUM. Na tom budú spolupracovať slovenskí a rakúski partneri, aby boli zohľadnené záujmy všetkých dotknutých partnerov na oboch stranách hranice. Tomuto zámeru má slúžiť vzájomné odvolovanie a spoločný manažment, ktorý zohľadní požiadavky všetkých dotknutých subjektov a vytvorí konsenzus ohľadne konečného technického a urbanisticko-architektonického stvrdenia jednotlivých zámerov. Pre optimalizáciu ďalšej spolupráce je potrebné hneď na začiatku jasne definovať, kto je zodpovedný za prípravu konkrétnych zámerov a ktoré konkrétne oblasti je potrebné v priebehu prípravy prediskutovať s partnerom (partnermi) a dotknutými subjektmi.
- 1. Umsetzung der Studie BAUM:** Die einzelnen Vorhaben der Studie BAUM werden schrittweise diskutiert - im Rahmen der Fortsetzung des Projektes BAUM. Zu diesem Zweck werden die slowakischen und österreichischen Partner zusammenarbeiten, um die Interessen von allen betroffenen Partnern an beiden Seiten der Grenze wahrzunehmen. Diesem Ziel sollen gegenseitige Abstimmungen und ein gemeinsames Management dienen, welches die Anforderungen der betroffenen Subjekte berücksichtigt und den Konsens über die endgültige technische bzw. städtebaulich-architektonische Gestaltung der einzelnen Vorhaben sichert. Für die Optimierung der weiteren Zusammenarbeit ist es notwendig, am Anfang klar zu definieren, wer für die Vorbereitung von konkreten Vorhaben zuständig ist und welche konkrete Bereiche im Laufe der Arbeiten mit dem Partner (den Partnern) und den betroffenen Subjekten zu besprechen sind.

## Plans for the future

- next project in program 2014-2020 (still hasn't started)
- main focus on: exchange of Information, cooperation, participation
- planned activities
  - common office – similar to Vienna
  - expert panel – good practice from the past
  - regional forum - mayors conference
  - urban walks – focused on crossborder themes

**Thank you for your attention**

elaborated by: Marek Dinka, Division of spatial planning, city of Bratislava

[www.bratislava.sk](http://www.bratislava.sk)



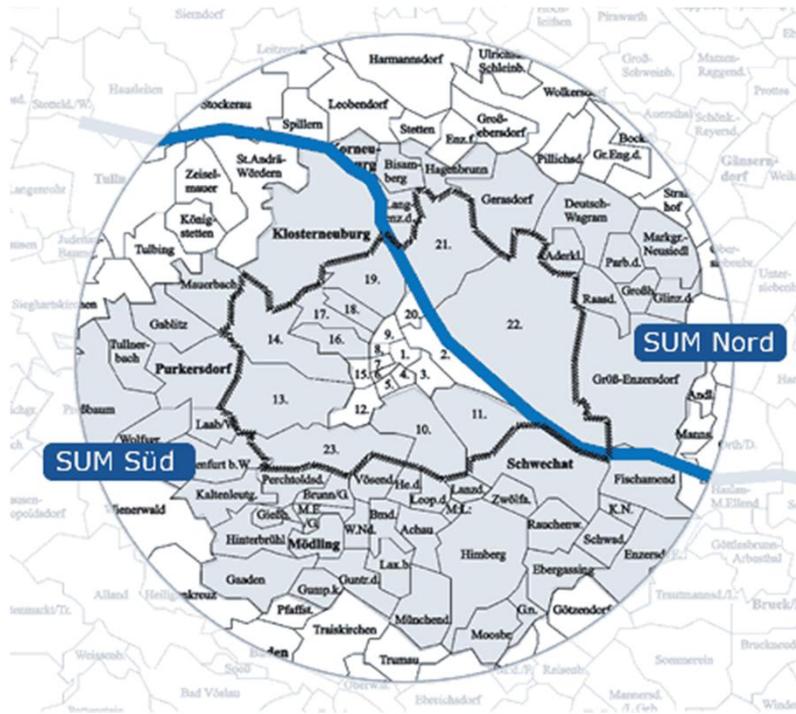
# Regional spatial planning

DI. Andreas Hacker  
Urban Region Management  
Vienna – Lower Austria





# The urban-region management



- Joint initiative of the provincial governments Vienna, Lower Austria
- Established 2006 (based on the former "Regionalmanagement Wien Umland", Lower Austria, 1998)
- „Political heads“ are the members of the provincial governments in charge of spatial planning, regional development
- Steering committee with administrative and political representatives
- aliquot financed by Vienna / Lower Austria

# The urban–region management

- n Cooperation and Intermediation
  - à activating the cooperation and harmonization of the involved Lower Austrian communities and Viennese districts and the two „Länder“ concerning regional planning matters as well as specific projects
  - à mediating controversial cross-border issues
- n Platform of Information
  - à serving as a platform for information about topics of regional relevance
  - à organising exchange of ideas among the stakeholders with a focus on establishing an all-inclusive vision of the agglomeration
- n Incentives and Management
  - à designing solutions for cross-border challenges together with the stakeholders to create added regional value

# Regional development in the Vienna Region – organisations, stakeholders....

- § The „Planungsgemeinschaft Ost (PGO)“ is platform of the federal states Vienna, Lower Austria and Burgenland to initiate and co-ordinate spatial-related activities. It was founded in 1978. It elaborates basic information, reports and concepts, mostly concerning the development of settlements, traffic and the preservation of green spaces.
- § The Verkehrsverbund Ost-Region Ges.m.b.H. (VOR) co-ordinates tariffs, time-tables and information of public transport (train, bus, tramway, underground) of the Eastern Region of Austria and the Viennese metropolitan area (1984).  
Share holders: Vienna, Lower Austria , Burgenland
- § The association „Verein Niederösterreich – Wien, gemeinsame Erholungsräume“ was founded in 1974, it aims at securing leisure related areas and at creating and financially subsidising leisure areas with supra-local importance.

# Regional development in the Vienna Region – organisations, stakeholders....

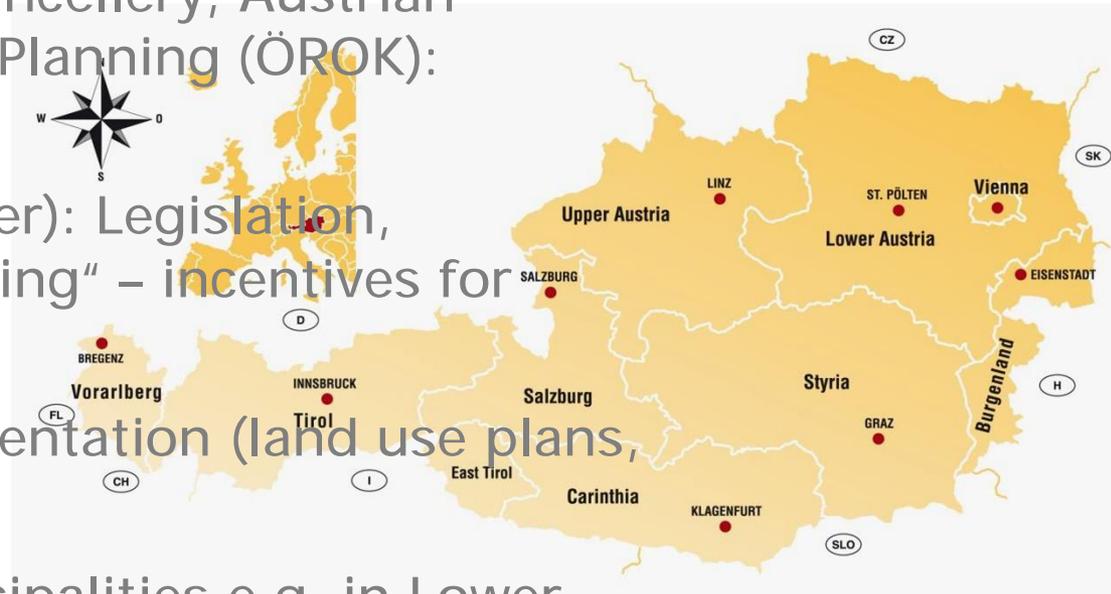




# General framework (some important facts)

Fragmented competences, for example:  
spatial planning

- Ø Republic / Federal Chancellery, Austrian Conference on Spatial Planning (ÖROK): Strategy
- Ø Provinces (Bundesländer): Legislation, „supervision – monitoring“ – incentives for regional cooperation
- Ø Municipalities: Implementation (land use plans, „planning authority)
- Ø 9 provinces, 573 municipalities e.g. in Lower Austria
- Ø Vienna is province and municipality





# General framework (some important facts)

## Communal finances

- Profit share on „federal“ tax revenue ( ~ 37% , depends on population)
- Communal tax revenues (rd 21%), „communal tax“ > 60 %, (depends on employees), real estate tax,..
- Different charges, (eg. water, waste management...), allocation of communal infrastructure (flats, recreation facilities..)

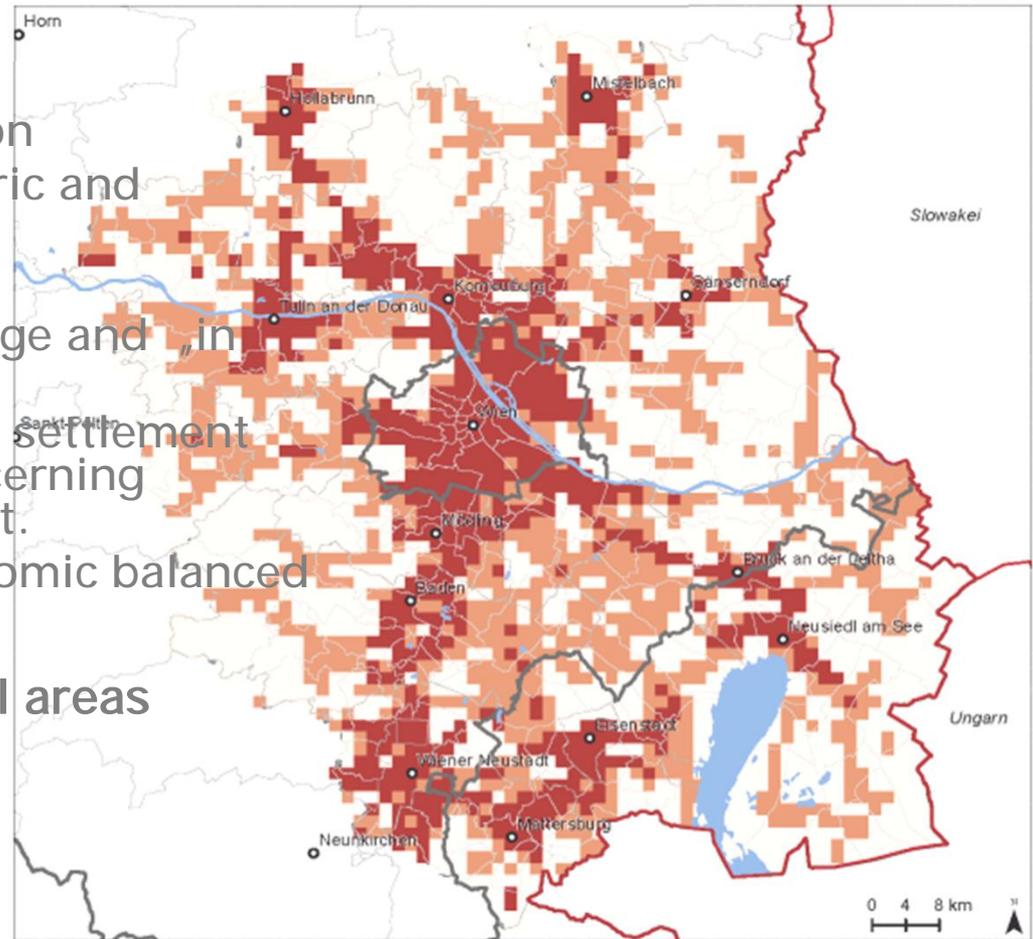


# Strategy for the spatial development of the „East Region“

A sustainable structured urban region

- o with development axes, poly centric and complementary facility areas
- o With strong centers
- o with moderate dynamic in the fringe and „in between“ areas
- o With compact and traffic reducing settlement structures, with good quality concerning infrastructure and public transport.
- o To promote an ecologic and economic balanced development:

Prior focus on the high potential areas





# Regional spatial planning – Regionale Leitplanung Bezirk Mödling

District Mödling / Lower Austria

Traffic Capacities „on the road“ (for motorized individual traffic) are limited.

Building land reserves for more than 14.000 inhabitants and 15.000 working places (based on determinations of the communal land use plans)

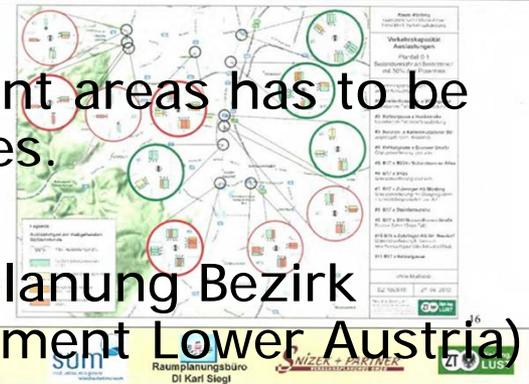


Therefore:

Development in municipalities, in development areas has to be harmonized with the regional traffic capacities.

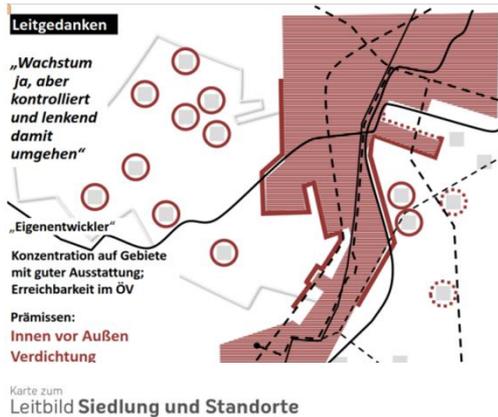
Ø New development strategy (Regionale Leitplanung Bezirk Mödling, 20 municipalities, planning departement Lower Austria)

Verkehrskapazität – VERKEHR AM BESTANDSNETZ  
Übersicht maximale Belastung mit 50% Potenzial  
Amt der NÖ Landesregierung  
Abteilungen RU7 und RU2

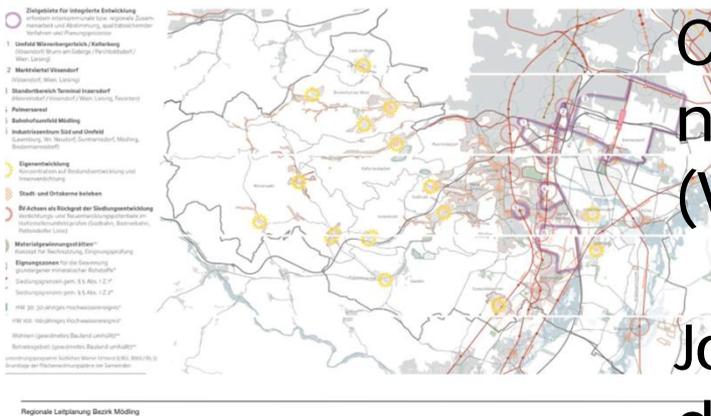




# Regional spatial planning – Regionale Leitplanung Bezirk Mödling



What is new:  
Province (Lower Austria) and 20 municipalities bundle their spatial planning strategies, competencies



Coordinated strategy with the neighbouring district Liesing (Vienna)

Joint intercommunal areas for development

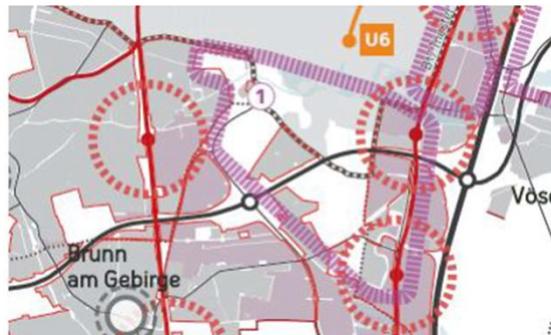


# Regional spatial planning – Regionale Leitplanung Bezirk Mödling

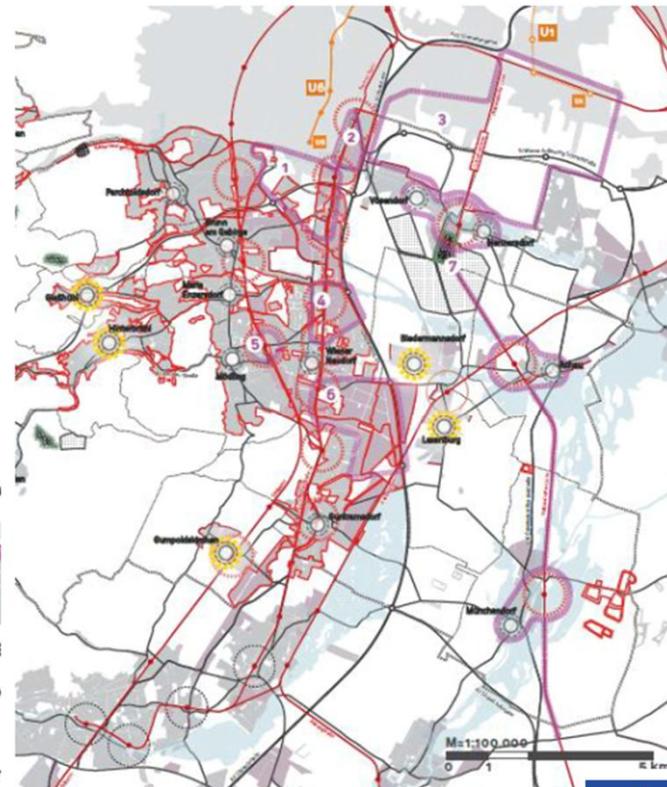
## VERBINDUNG ZUR REGIONALEN LEITPLANUNG

### Wirksame Ziele des Leitbildes

- Innenentwicklung forcieren
- Siedlungsentwicklung bei ÖV Achsen fördern
- Zielgebiet für integrierte Standortplanung



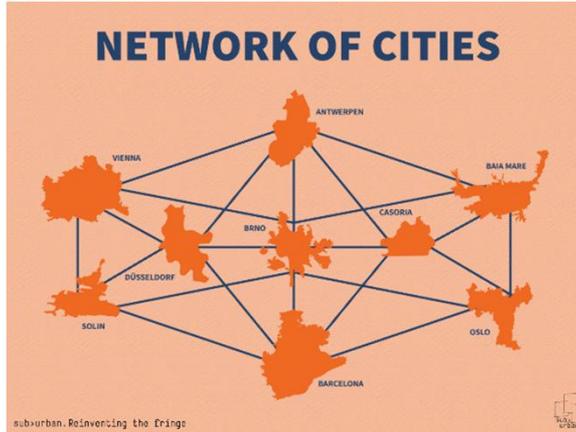
## Sub<urban





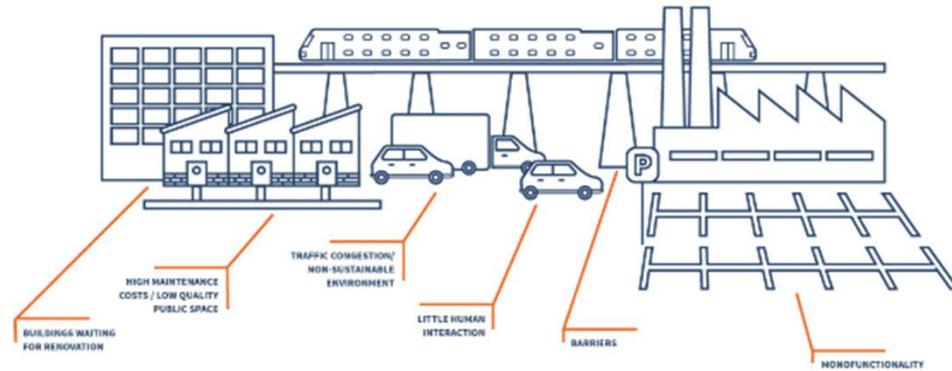


# Sub>urban, reinventing the fringe



## COMMON ISSUES

**WE ALL HAVE COMMON ISSUES**



suburban.Reinventing the fringe

### HOW: WE ARE NOT ALONE

IDENTIFY COMMON ISSUES



COLLABORATIVELY SEEK ANSWERS



### COMMON STRATEGIES:

1. Intensified use
2. Social inclusion
3. Relationship with the region
4. Transforming private space
5. Transforming planning

suburban.Reinventing the fringe



Thank you for your attention!

For further informations:  
[www.stadt-umland.at](http://www.stadt-umland.at)



# **The Future is built in (and to a certain extent around) Győr!**

**The case of a city  
on its way to hosting a green and smart Olympic event**

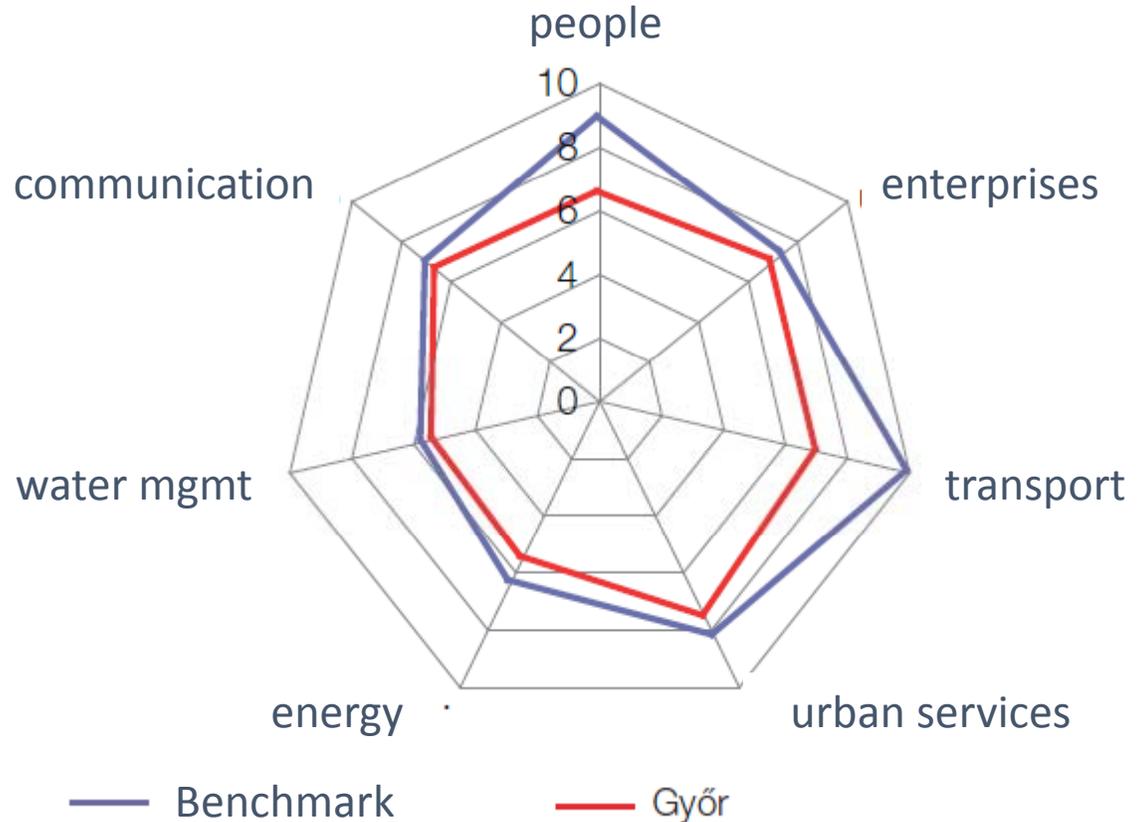


European Youth  
Olympic Festival  
Győr 2017



# Győr – the basics

- Location
- Population
- Development
- In a good place, stable trajectory



# Metropolis off: Győr leads, the region follows

- Intensive cooperation on issues crossing the borders
  - Transport
  - Primary education
  - Waste and water management
- Competition on compartmental issues
  - Housing
  - Enterprise/investment attraction
- Single-player field
  - Innovation, higher education, urban services, etc...

# Planning levels

- National-level sectoral strategies and development programmes
- Győr-Moson-Sopron County
  - Territorial Development Programme
- Győr City with County Rights
  - Territorial Development Concept
  - Integrated Territorial Development Strategy

Process cooperation,  
content separation



Strategic harmony  
Actions FFA

# Arrabona EGTC

- Two small-regions on both sides of the border:
  - HU: Győr, Mosonmagyaróvár
  - SK: Samorín, Dunajská Streda
- Permanent organisation
- Good platform for crossborder issue management
- Implementer and motivator, but no authority

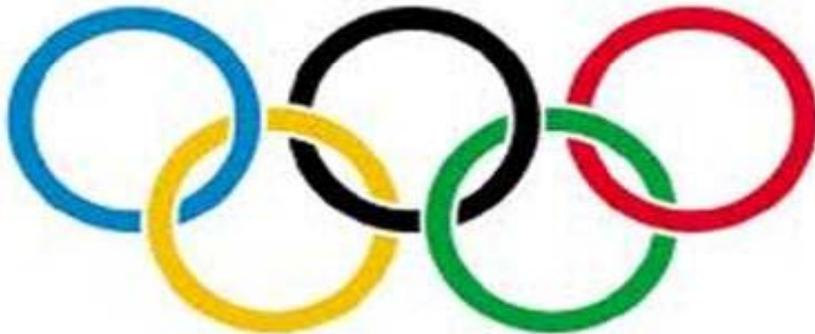
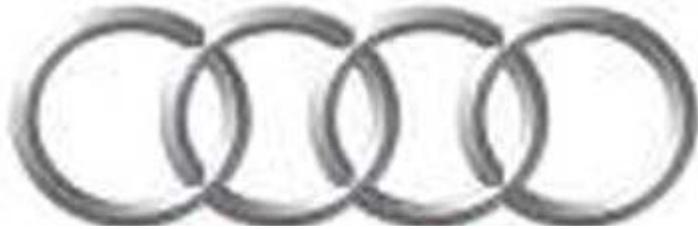
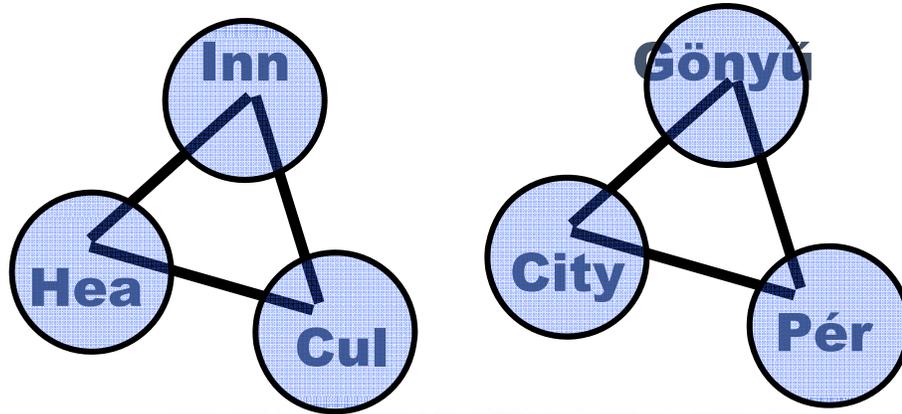
# Strategic harmony: What future is built in Győr?

- Key sectors
  - Given: automotive, innovation development
  - Develop: health industry, environment industry, logistics, knowledge industry, tourism, sport and cultural services
- „Győr Automotive District” acknowledged and approved from all sides
- County – emphasis on cooperation
- Győr – county position appears as strength

# Key development projects and directions



# Circles and strategies



City Brand

AUDI

1995-2010-2015---

EYOF

2017

# 5 circles

## European Youth Olympic Festival 2017

- 10 sports
- 3500 contestants
- 14-17 years
- 50 countries
- First official olympic event in Hungary



# AQUA Sports Centre



European Youth  
Olympic Festival  
Győr 2017



# Radnóti street Sports Complex



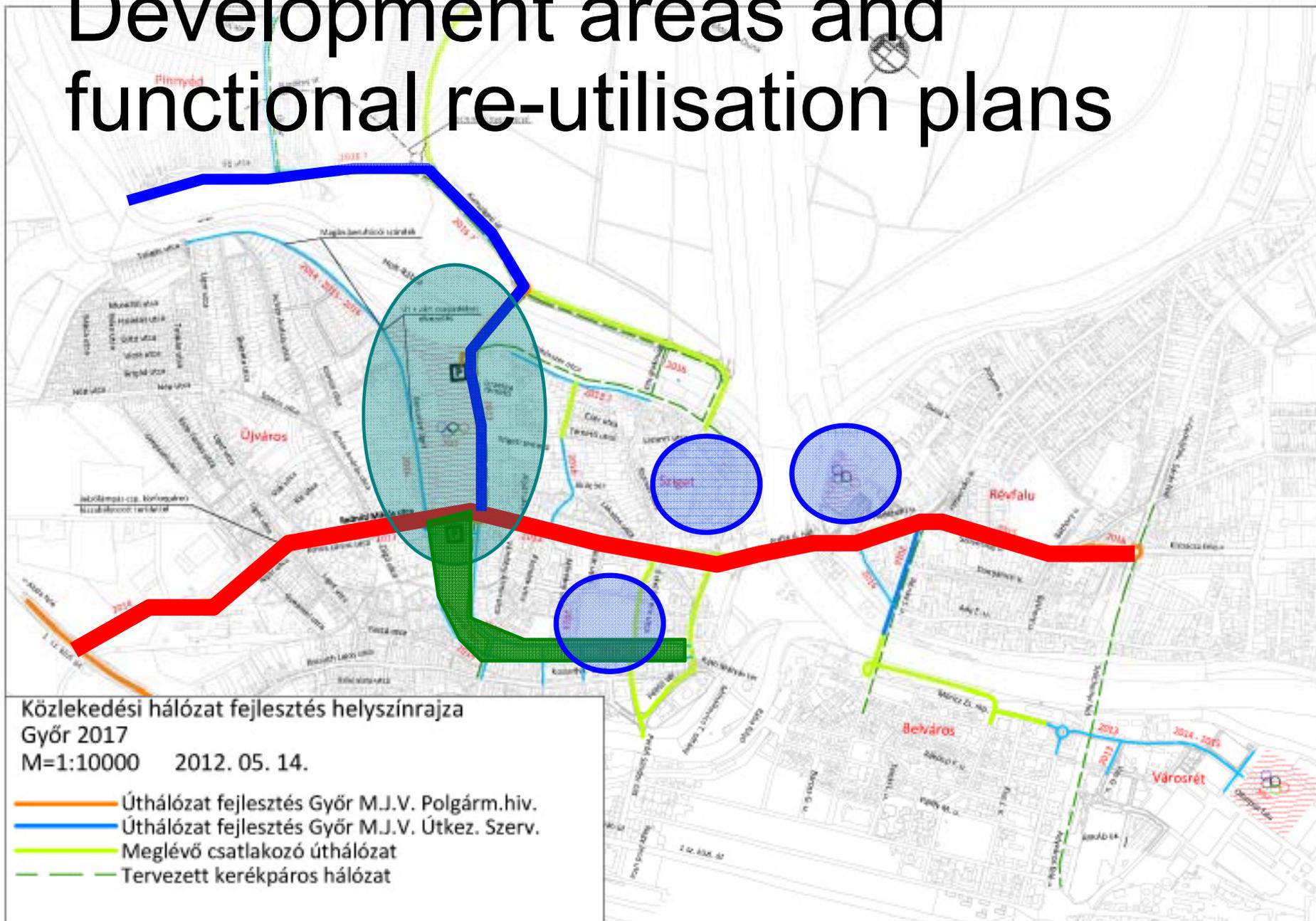
European Youth  
Olympic Festival  
Győr 2017



# AUDI Arena Győr



# Development areas and functional re-utilisation plans



# Smart city – piggybacking the EYOF

- Smart public lighting
  - Management and measurement
  - Systematic interactive communication
- Photovoltaic utilisation
  - Smart systems for buildings, areas and objects
- Smart building initiative
- Smart transport
  - Efficiency and management

# Smart transport – 0-emission & e-mobility



# 4 circles – Economic development & innovation

- Győr Automotive District
  - Spontaneous triple helix
  - Strong natural cluster
  - Manufacturing vs development – innovation paradox
- Széchenyi István University: Higher Education Industrial Cooperation Centre
  - Lifelong Learning
  - Innovation
  - Incubation
  - Startup boom
  - University city



# 3 circles – Logistics centre and intermodal node

- Győr city
  - Road and rail connection further development
  - E-NE ring to funnel trucks through SK out of residential areas
  - Public transport – suburban transport development (cooperation with agglomeration)
- Gönyű – port
  - Continuous development, more stable water levels
  - Intermodality – road, railroad, waterways
- Pér – airport
  - Functional development – large passenger flights can land
  - Cargo traffic is key (AUDI et al.)

Thank you for your attention!



# **Metropolitan transport & mobility systems in European cities**

Christoph Schaaffkamp  
Brno, 5<sup>th</sup> October 2016

# Challenges for metropolitan areas



emerging metropolitan areas, often beyond administrative borders

growing mobility needs

conflicting demands on usage of public space, environmental protection and decarbonisation and quality of life



**How to establish a stable, transparent, well functioning transport system - and the organisation behind it?**

# Agenda

Überschrift 1

Überschrift 2

Überschrift 3

Überschrift 4

Überschrift 5

Überschrift 6

Überschrift 7

Überschrift 8

## 2. Fundamental Solution Approaches (1/2)

### Zurich City: Coordinated development of public space

- Overall development strategy: e.g. public space, transport, recreation
- Involvement of citizens, concrete measures deduced from referenda
- Demanding goals regarding quality of life and environmental protection
- All municipal authorities involved in development of public space are coordinating their actions/measures on all levels
- Remaining challenge: (transportation) beyond city borders



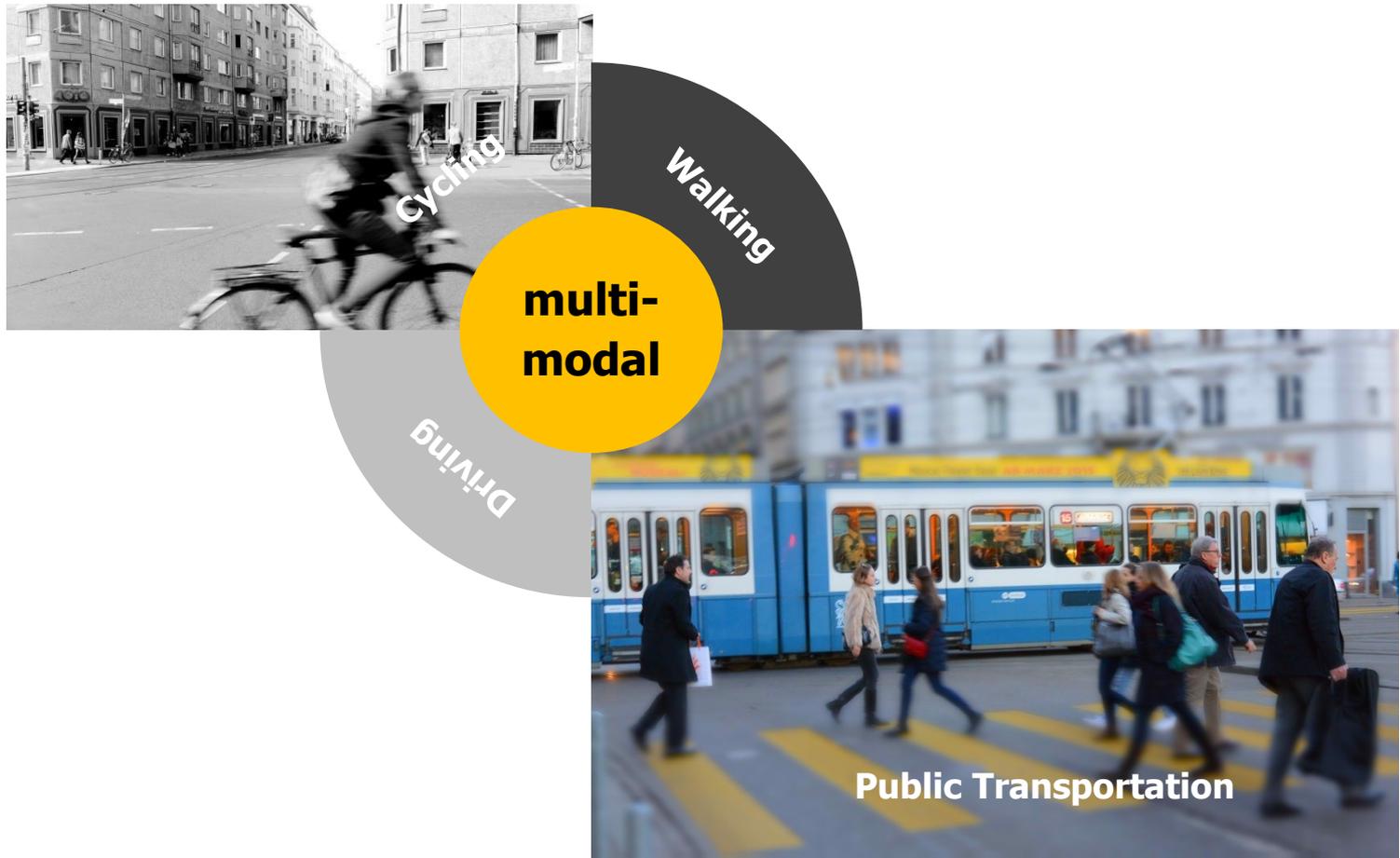
## 2. Fundamental Solution Approaches (2/2)

### **TfL: Organisation of all transport modes for the whole metropolitan area**



- TfL as traffic authority for all modes of transport in the entire London metropolitan area
- Planning and coordination of the overall system, PT companies as carriers
- Tendering and contract management of PT services
- Infrastructure development

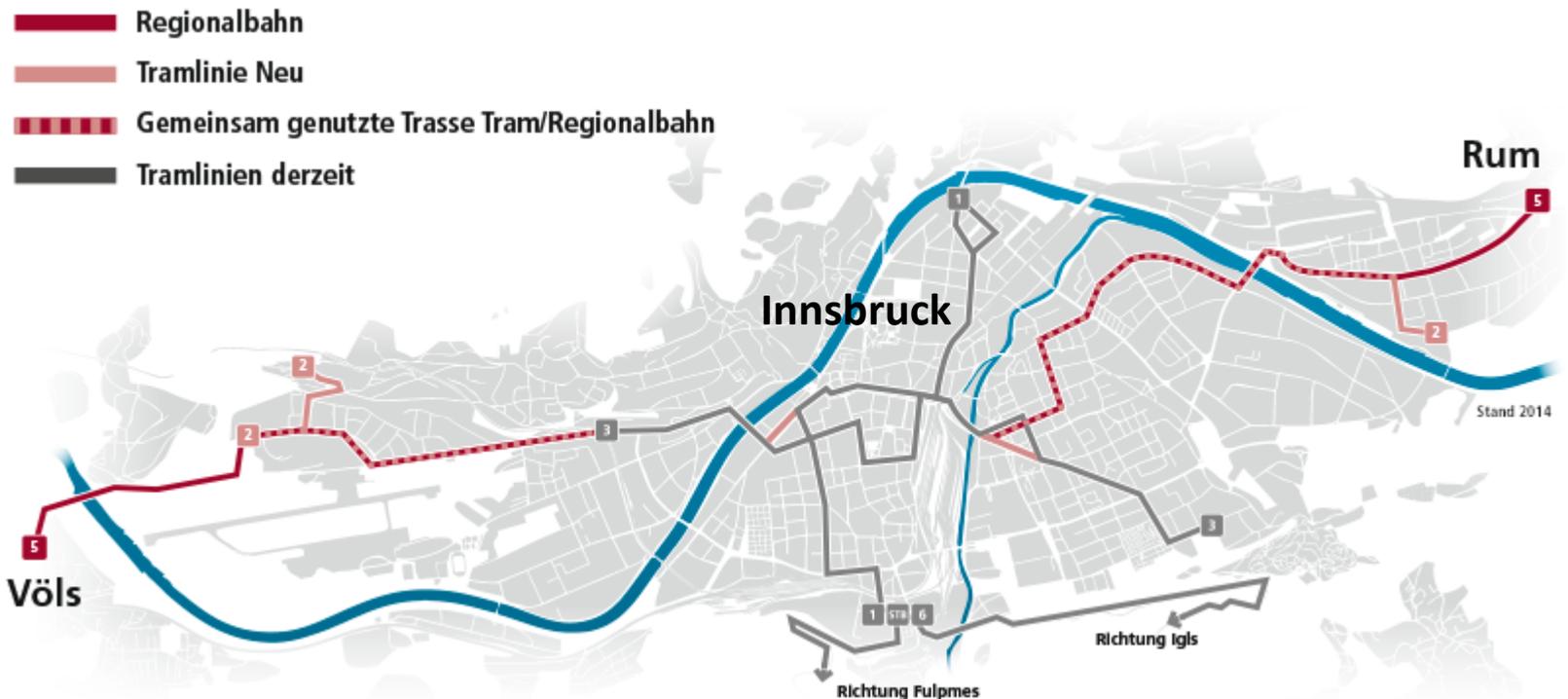
# Focus on Public Transport as Part of the Solution:



# 3. Solution Approaches for PT – Innsbruck (1/5)

## Innsbruck: Realignment of the PT network under unclear legal and financing frameworks

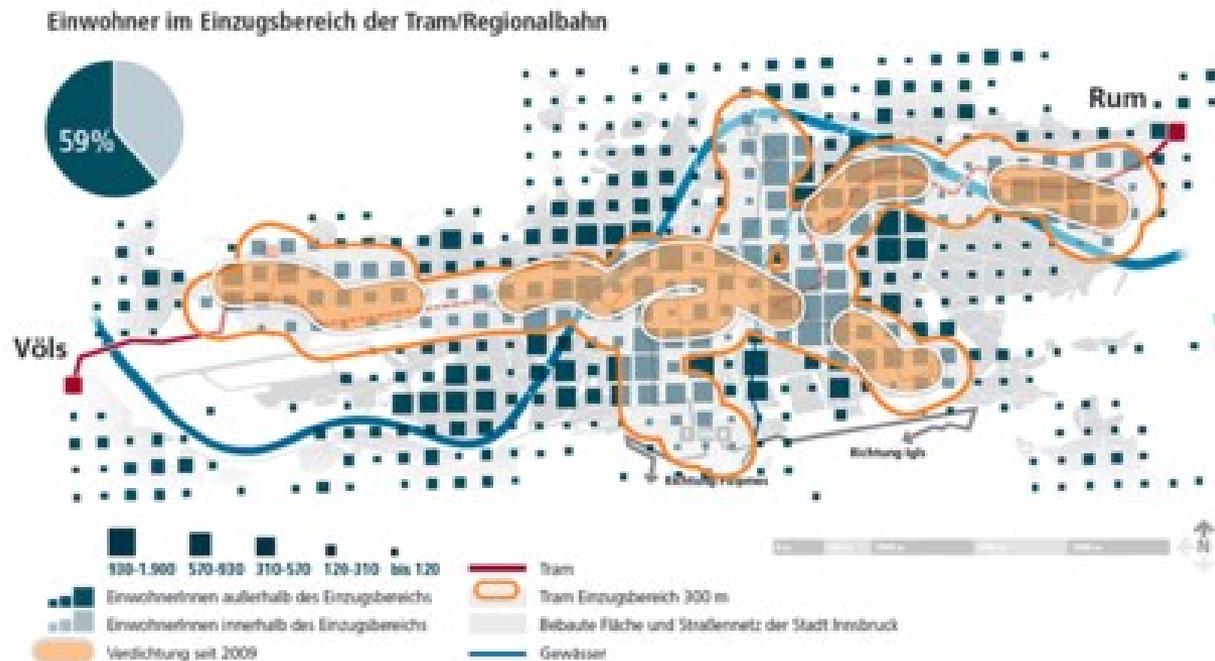
East-west lightrail through Innsbruck city, to Völs and Rum



### 3. Solution Approaches for PT – Innsbruck (2/5)

#### Innsbruck: Realignment of the PT network under unclear legal and financing frameworks

Meeting actual traffic demand better: Inhabitants



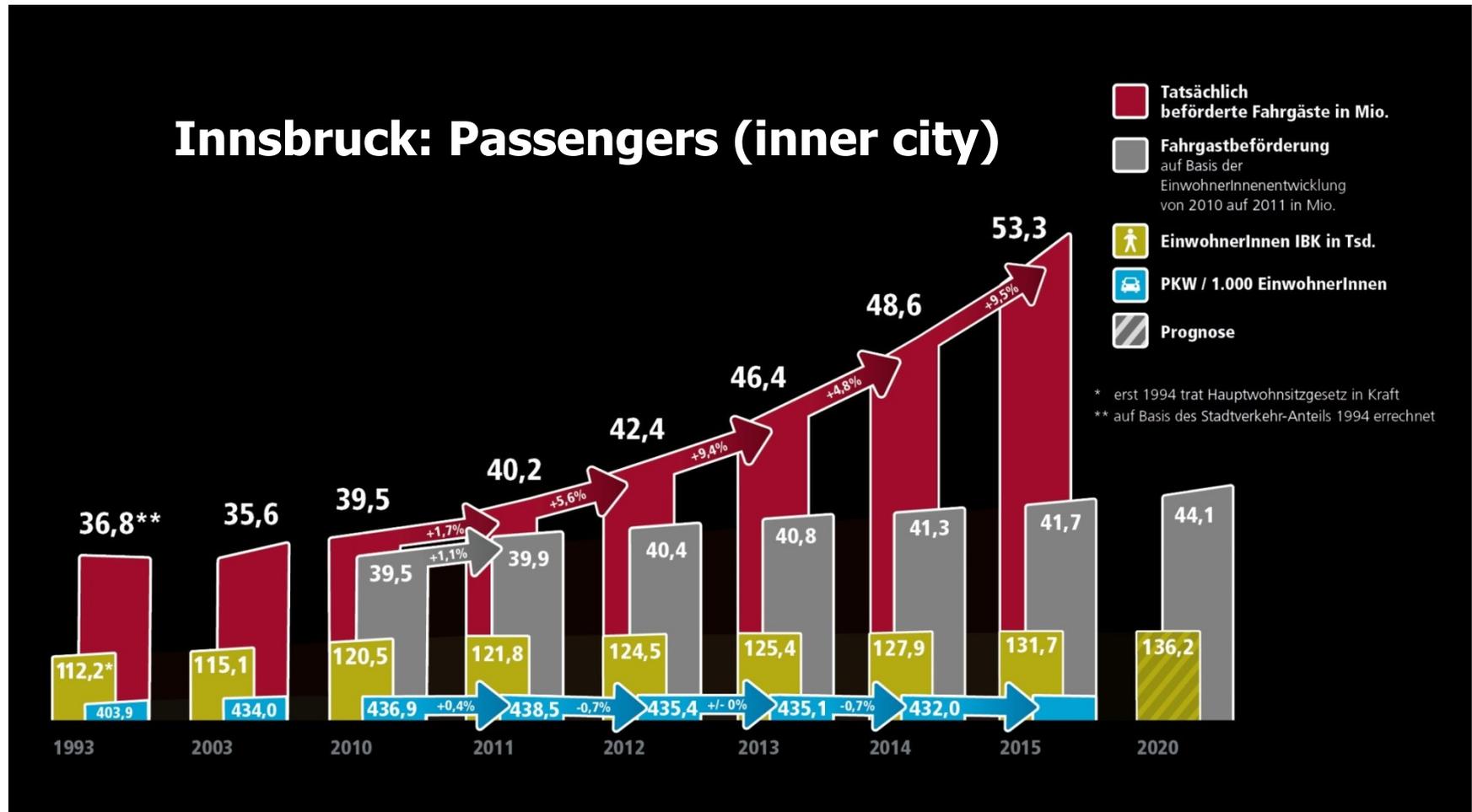
# 3. Solution Approaches for PT – Innsbruck (3/5)

## Innsbruck: Realignment of the PT network under unclear legal and financing frameworks

Meeting actual traffic demand better: Educational institutions



### 3. Solution Approaches for PT – Innsbruck (4/5)



### 3. Solution Approaches for PT – Innsbruck (5/5)

#### Innsbruck: Realignment of the PT network under unclear legal and financing frameworks

- New East-west lightrail through Innsbruck city to Völs and Rum, to meet actual traffic demand better
- Positive impact on transport system and quality of life in Innsbruck, connections with neighbouring boroughs
- Single agreement funding by Innsbruck, Tirol and Austria
- Challenging: Coordination between city and region – further complicated by legal unclarity regarding competent authority



**Project succes required immense coordination and persuasion effort, mainly due to unclear framework**

### 3. Solution Approaches for PT - Merseytravel



#### Merseytravel: Voluntary Quality Partnerships

- *Public Transport Executive (PTE)* of the entire metropolitan region Liverpool, main responsibilities:
  - *Local Transport planning*; national funds depending on quality of local transport plans and their implementation
  - Coordination services & between operators: non-hierarchical, through offer of infrastructure and services



**(Voluntary) Quality Partnerships work ...  
... but: Integrated Fare System not feasible so far**

### 3. Solution Approaches for PT – HVV Hamburg

#### **HVV Hamburg: 1 face to the customer by joint PT management**

- PT agency of the metropolitan region
- Ownership by the PTA: federal states of Hamburg, Lower Saxony and Schleswig Holstein, 8 boroughs
- Coordination of PT policy, planning, standards, contracting
- Partnership with operators
  - Cooperation contract
  - Special roles for ZVU („zentrale Verkehrsunternehmen“)

### 3. Solution Approaches for PT- ZVV Zurich



#### **ZVV Zurich: 1 competent authority for the whole Metropolitan region (Canton)**

- Coordination, management and ordering of all PT services, including railway & local PT services in Zurich & Winterthur
- Very high level of quality & supply
- High level of system cost is accepted, „value for money“
- Important role of responsible market companies („marktverantwortliche Unternehmen“, MVU)
- Trust and lasting relationships between PTA, PTE, operators

## 4. Problems arising (especially) in metropolitan areas from... (1/2)

- Complexity of transport systems and mobility needs, relations with other policy areas: public space, economic development
- Framework
  - Laws unfitting specific requirements of metropolitan areas
  - Insufficient (reliable) funding
- “Underorganisation”
  - Unclear, split and parallel, inappropriate responsibilities
  - Poor institutional setting and lack of professional capacity to coordinate and find “common ground” between the different needs and requirements of cities & regions

## 4. Problems arising (especially) in metropolitan areas from... (2/2)

- Too much and/or inflexible organisation
  - Fix organisational structures not adapting to their dynamic environment
  - Bureaucracy instead of innovation, trial & error opportunity
  - Loss of customer / passenger orientation
- Short-term thinking

## 5. Success Factors

- Good legal framework, dynamic (evaluation & improvement)
- Adequate funding of municipalities related with their responsibilities → reliable financial frameworks
- Good governance/ professional institutions → stable working conditions
- Longterm strategy related with budgets, funding
- Responsibilities coordinated or merged into joint management structures → Coordinated planning, investment and operation of PT systems based on passengers`/ citizens` needs
- Trustful partnerships and good/ frequent communication

## 6. Conclusions & Outlook

- Coordination needs to be organised (different solutions):
  - between cities and regions
  - regarding transport and other public space policy fields
  - between authorities, PT executives and operators
- Need for strategy & implementation
  - Development and implementation need time to show effects →  
Need for stable frameworks and financial bases
  - Need for good structures and contracts – and cooperation
- Need for acceptance by general public → Decentralisation, transparency, participation, ...
- Adequate solutions meet local needs → Decentralisation, individual set of instruments

# Contact us

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## PUMAS

Planning Sustainable Regional-Urban  
Mobility in the Alpine Space

The Austrian Pilot Activity

# Sustainable mobility planning in the Vienna-Schwechat- Airport Region

# Achievements

## Methodological

SUMP approach tested in a metropolitan-region setting

## Content

Joint vision and objectives

Contribution to implementation of actual improvements

Next steps secured

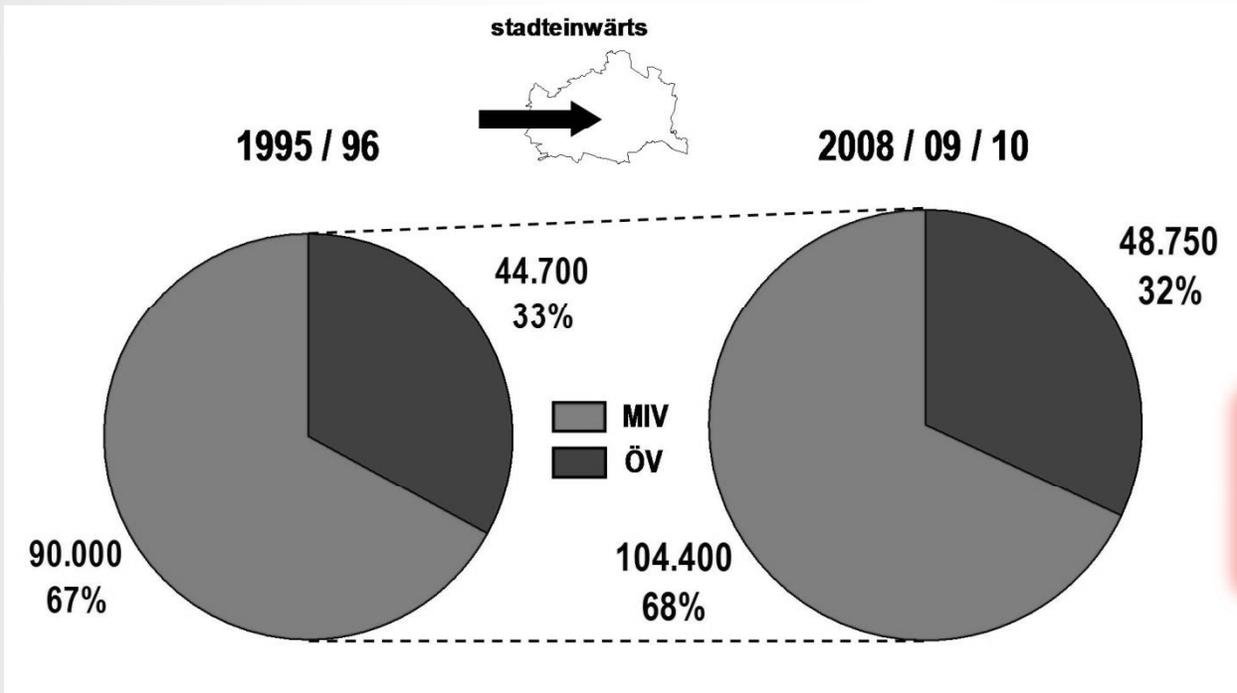
## Achievements



PUMAS Pilot Activity approach is highlighted in strategic documents of the three provinces governing parts of the Vienna Metropolitan Region

# The Impulse

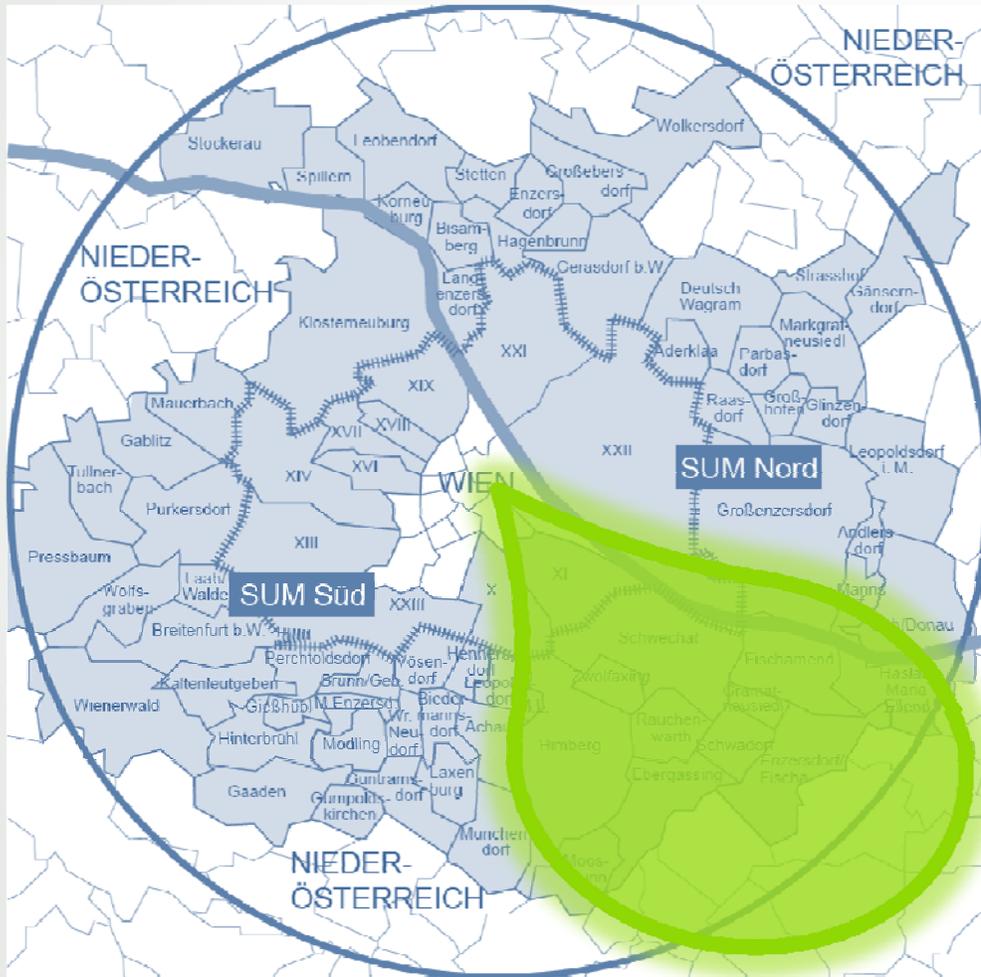
## Commuter traffic challenge



**Cooperation at level of provinces**

**Cooperation at level of municipalities**

# The Impulse



**Corridor planning**

# The Impulse

## PLANNING CYCLE FOR A SUSTAINABLE URBAN MOBILITY PLAN



Planning for people

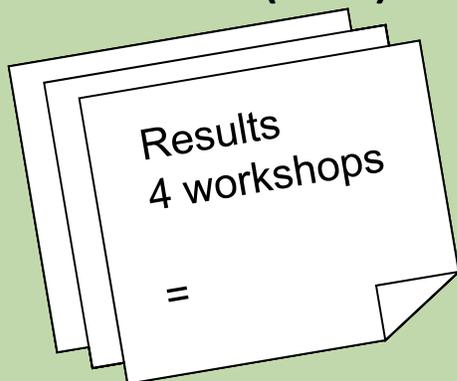
Modern methods

External reference

**SUMP Method**

# Implementation

## 1. Phase (2013)

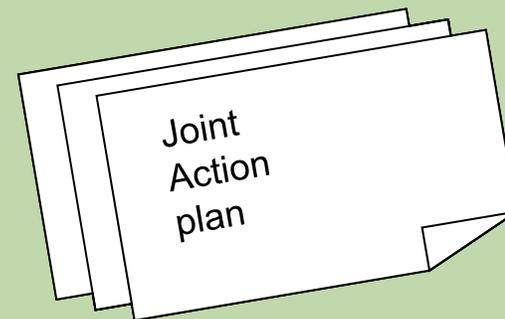


Shared vision and goals for the future  
of mobility in the Schwechat – Vienna  
– airport region



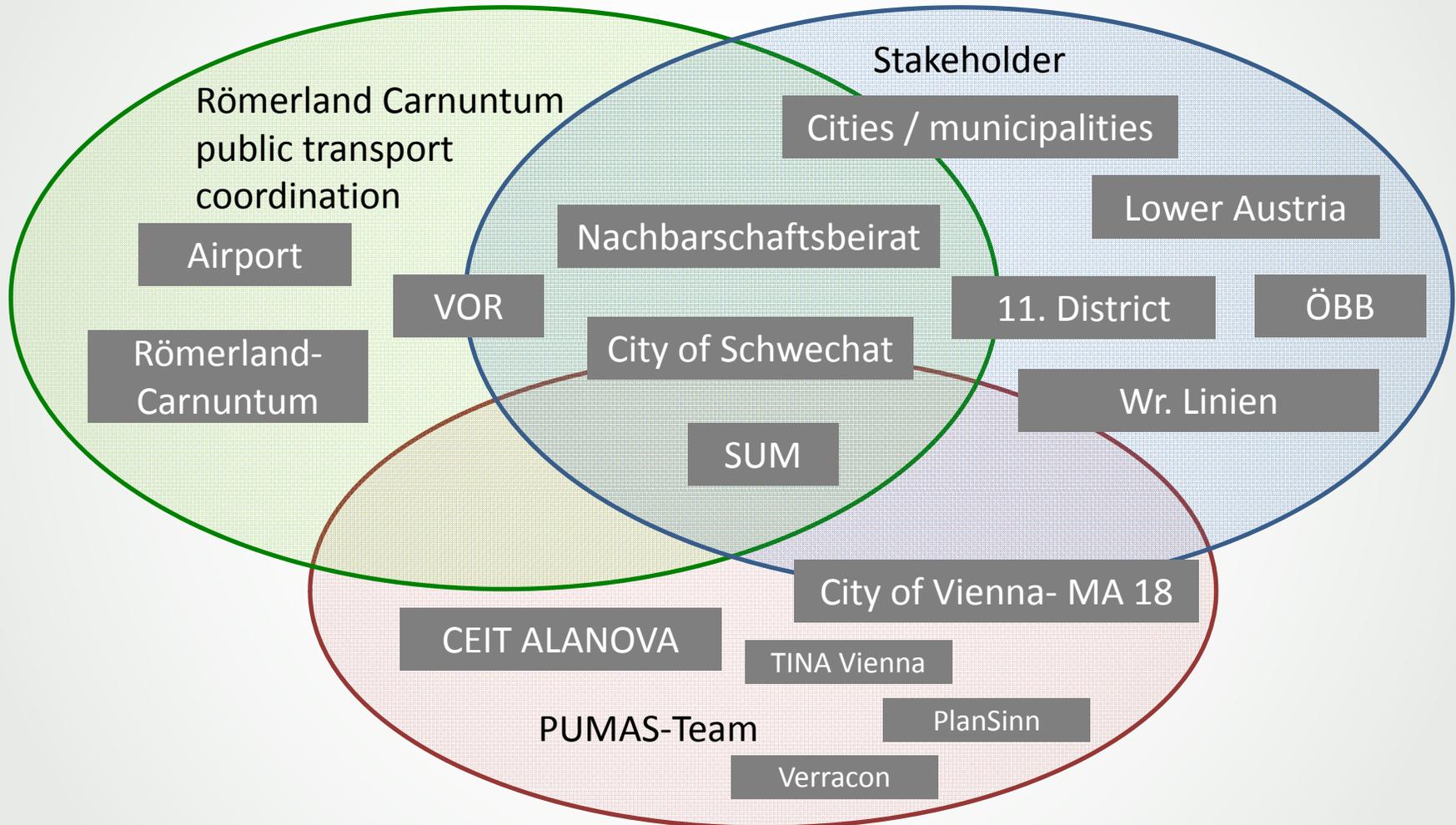
## 2. Phase (2014)

Development of measures to  
implement the vision



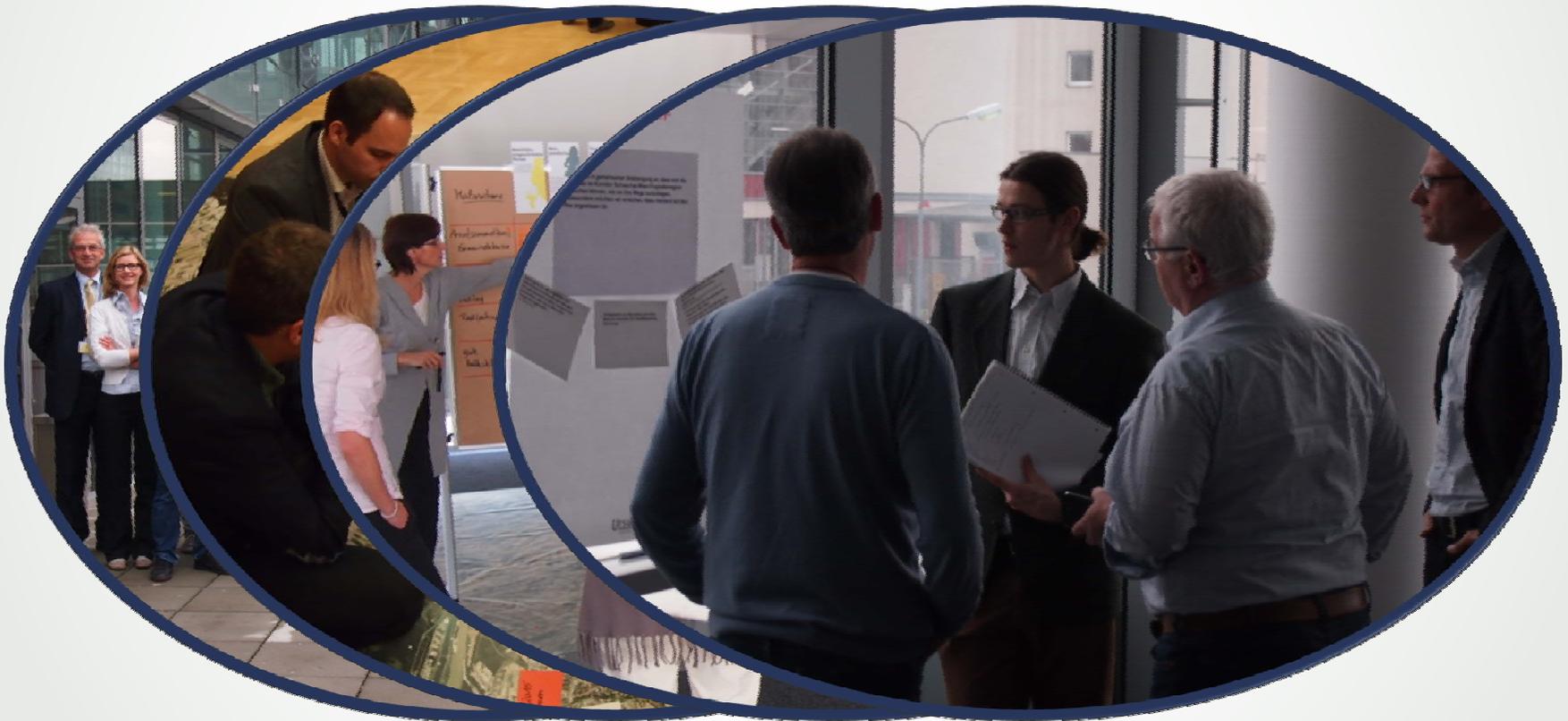
**Regional mobility concept**  
*Schwechat – Vienna – airport region*

## Success Factors >>> Joining Forces



# Success Factors >>> Unconventional Settings

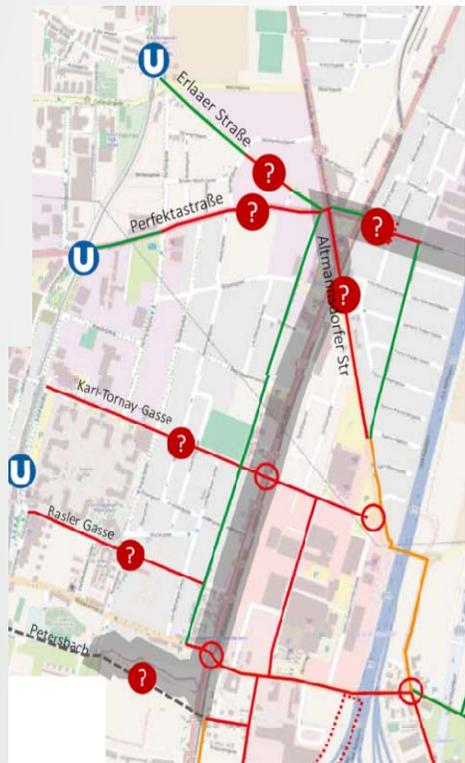
Moving towards a common vision



# Success Factors >>> Amplify Parallel Processes

## Planning the regional bike network

### Determining options

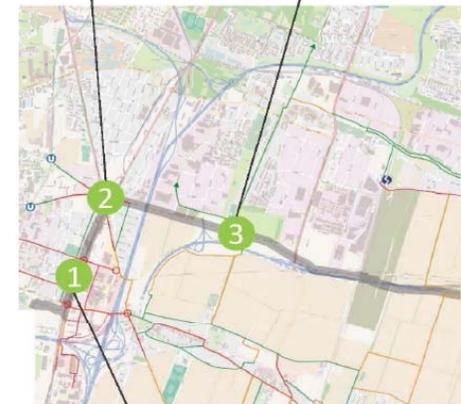


### Realitycheck



### Coordination of Plans

Bereich Altmannsdorfer Straße  
Bereich Vorarlberger Allee



Bereich Vösendorf/Siebenhirten

# Success Factors >>> Supply Expertise

## Promoting on-demand-public-transport

Enhancing awareness

Supply recommendations

Connect funding opportunities

Promote regional coordination

Assist with implementation  
Make it sustainable

**„Die Nachfrage steigt“**  
**EMA-Bus** | Innerörtliches Busangebot wird gut angenommen. „Unsere Erwartungen wurden übertroffen“, so FP-Gemeinderat Werner Herbert.

**Von Gerald Burggraf**

**ENZERSDORF** | Der vor rund einem Monat ins Leben gerufene Gemeindebus erfreut sich großer Beliebtheit – das berichtet der zuständige Gemeinderat Werner Herbert (FP) im Gespräch mit der NON.

War eine erste Evaluierung des EMA-Busses (EMA steht für Enzersdorf-Margarethen, Anm.) erst nach einem halben Jahre geplant, so machte es das große Interesse notwendig, bereits jetzt nachzubessern.

„Wir haben drei neue Sammelstellen eingerichtet, damit gibt es nun 24 im Gemeindegebiet plus die Bahnhöfe Fischamend und Götzensdorf“, so Herbert. Neu sind Sammelpunkte „Am Satzfeld“ in Margarethen sowie in der Lagerhausstraße und in der Franz-Binder-Gasse. „Unsere Erwartungen wurden weit übertroffen“, gesteht der FP-Mandatar.

**Fahrtenkarten als Weihnachtsgeschenk**

So habe die Gemeinde anfangs 50 „10er-Blöcke“ an Fahrkarten besorgt, vergangene Woche wurden bereits 200 weitere geliefert. „Einige Bürger meinten, dass das auch ein gutes Weihnachtsgeschenk sei. An diesen Ansatz haben wir noch gar nicht gedacht“, lacht Herbert. Doch das Interesse steige

stetig und werde es auch weiterhin tun, ist er überzeugt.

„Es war hier ein Bedarf gegeben. Wir haben punktgenau die Wünsche der Bevölkerung getroffen“, gibt sich Herbert zufrieden. Auch finanziell wirke sich das große Interesse positiv aus. „Umso mehr Fahrgäste, umso weniger muss die Gemeinde beisteuern“, betont er.

Auch EMA-Bus-Partner und Taxi-Unternehmer Andreas Buchinger ist zufrieden. „Wir haben derzeit zwölf Fahrten pro Tag“, erläutert er. Besonders gut frequentiert sind die Verbindungen untertags zum Bahnhof Götzensdorf oder Fahrten zwischen den Katastralgemeinden, etwa zum Einkaufen.



# Success Factors >>> Structure the Discussion

## Public transportation access to airport



## Summary

**Find strong regional players and bring them together**

**Surprise your stakeholders**

**Strengthen and amplify existing processes**

**Prepare for dynamic project planning**

**Be sensitive to details**

## PUMAS

Planning Sustainable Regional-Urban  
Mobility in the Alpine Space | The Austrian Pilot Activity

# SUSTAINABLE MOBILITY PLANNING IN THE VIENNA-SCHWECHAT- AIRPORT REGION



Gregory Telepak

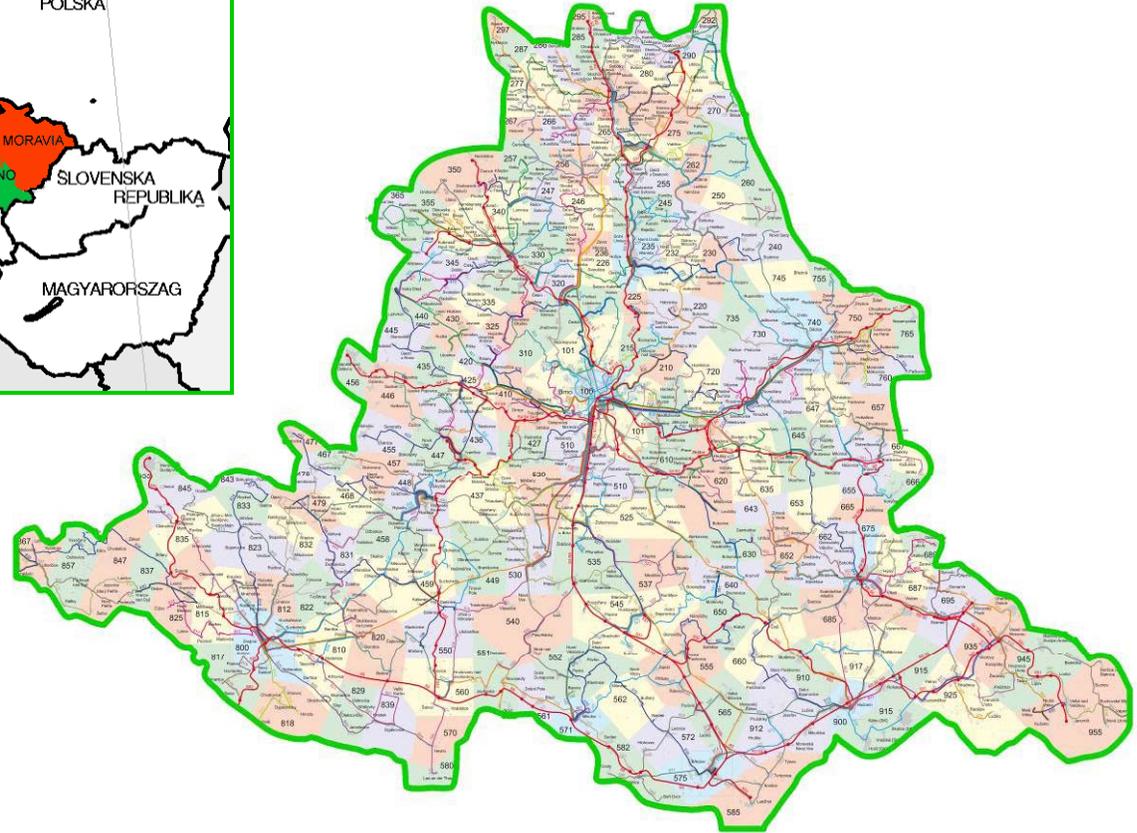
Vienna City Administration – Municipal Department 18

Urban Development and Planning, Transport Planning and Mobility Strategies

[gregory.telepak@wien.gv.at](mailto:gregory.telepak@wien.gv.at)



# Integrated Public Transport of the South Moravian Region



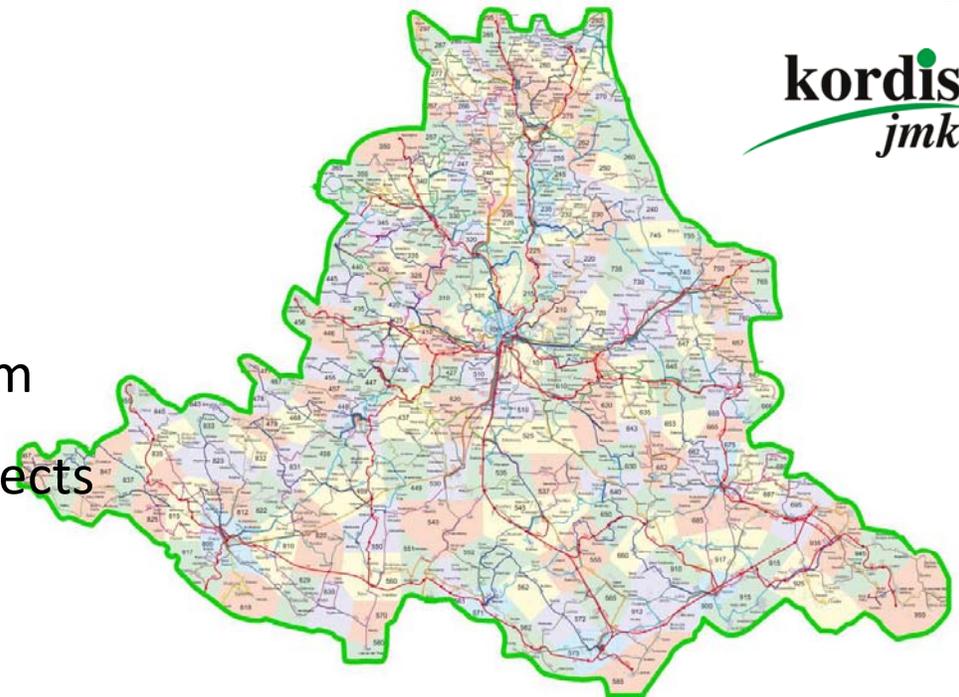
## KORDIS JMK, Brno, Southern Moravia



Company established by the South Moravian Region and the City of Brno.

Responsibility for:

- PT network and timetable planning
- Tariff proposing
- Information service
- Marketing and promotion
- Revenues allocation
- Direct managing of the system
- EU funded development projects managing



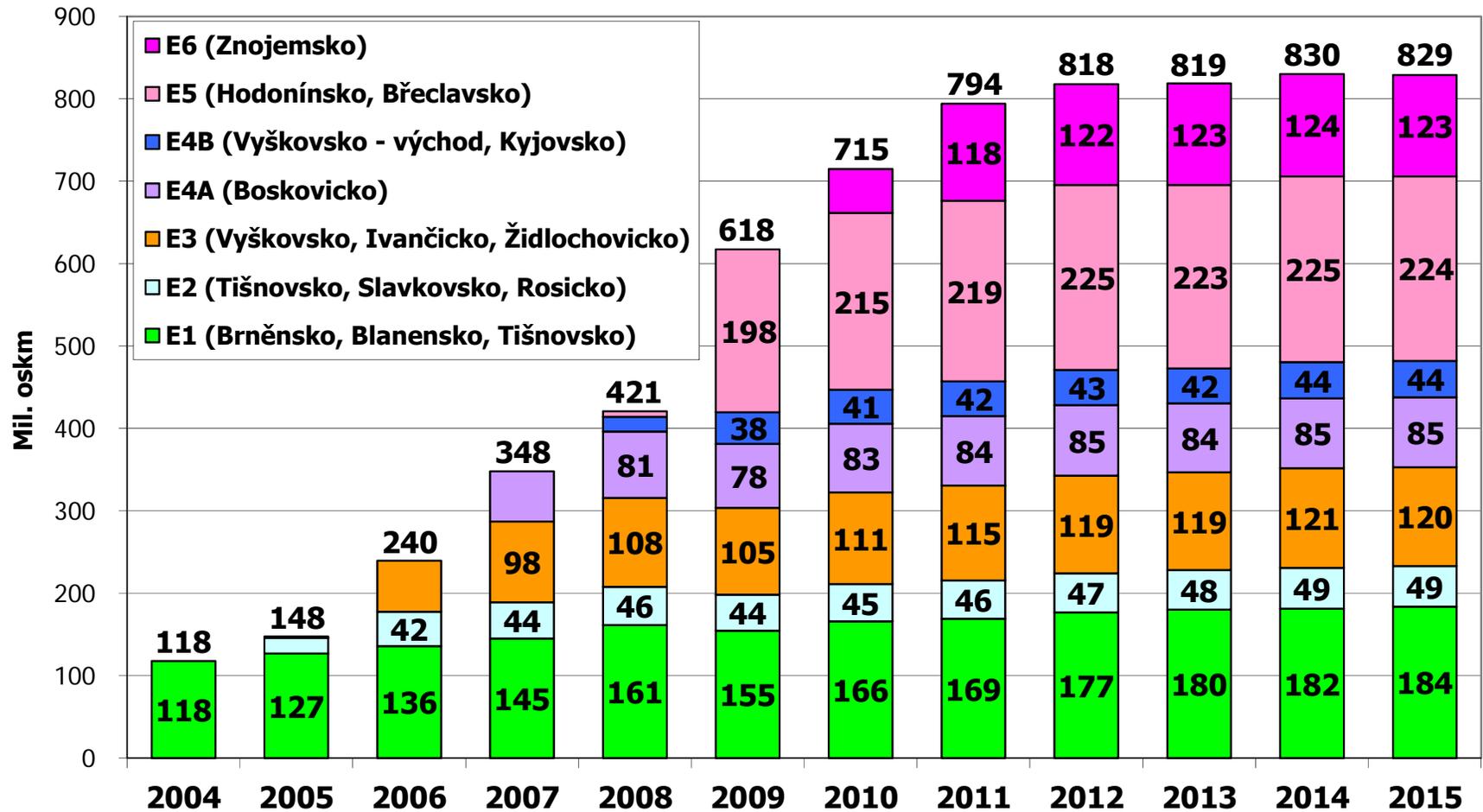
# Integrated Public Transport System of the South Moravian Region



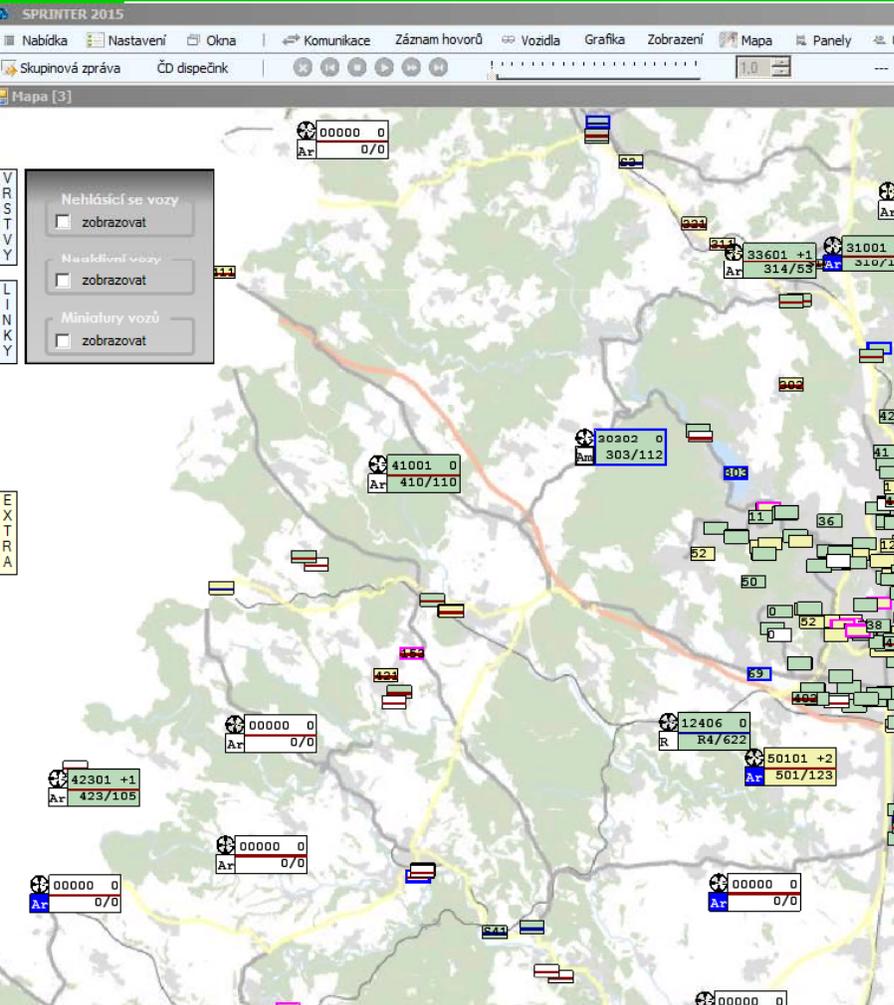
- Common timetable, network, tariff, information and marketing system in the area of Brno and all the South Moravian Region
- 1,2 mil. residents, 728 municipalities, 100 ths. students
- Standards of public transport: 6 connections at working days, 3 at weekends for every municipality.
- Quality standards. Interval timetable.
- Tendering of all regional bus lines.
- Economic optimization.



# Statistics of amounts of passengers (mil. personkms)



# Central Control Centre



- real time positions of regional buses + city public transport + trains
- direct manages more then 800 regional buses
- ensures 34 thousands connections between lines every day
- answers the passenger queries

# Interactive services for passengers

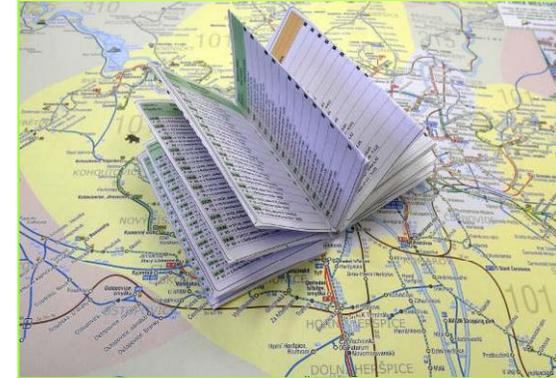
## Real time departures panels



## Interactive public transport plan



## Personal printed timetables



## QR link to real time on every timetable

**910** Hodonín - Holíč - Skalica - Strážnice - Veselí nad Moravou

Integrovaný dopravní systém Jihomoravského kraje

PRACOVNÍ DNY		ROBOTA - NEDELE			
Číslo spoje		1	3	901	100
900	Hodonín, aut.nádr.	10:18	18:18	10:18	18:18
905	Hodonín, Konečná	10:18	18:18	10:18	18:18
916	Holíč, Basilkova ul.	10:28	18:28	10:28	18:28
915	Holíč, knižkupectvo Bystřický	10:28	18:28	10:28	18:28
915	Katov, MŠ	10:30	18:30	10:30	18:30
915	Veselí, zast.	10:32	18:32	10:32	18:32
915	Skalica, Daňový úrad	10:36	18:36	10:36	18:36
915	Skalica, zast. k želez.	10:38	18:38	10:38	18:38
916	Skalica, želez.	10:40	18:40	10:40	18:40
925	Sušoměřice, OBÚ	10:45	18:45	10:45	18:45
925	Sušoměřice, MZŠ	10:47	18:47	10:47	18:47
925	Petřov	10:51	18:51	10:51	18:51
925	Strážnice, Skalická brána	10:55	18:55	10:55	18:55
925	Strážnice, aut.st.	10:58	18:58	10:58	18:58
935	Strážnice, aut.st.	11:00	17:00	11:00	17:00
935	Vnorovy, Lidéřovice	11:07	17:07	11:07	17:07
935	Vnorovy, škola	11:09	17:09	11:09	17:09
935	Vnorovy, lidový dům	11:11	17:11	11:11	17:11
935	Vnorovy, přezdáv.	11:13	17:13	11:13	17:13
935	Veselí nad Moravou, Zarázce, STVA/L	11:14	17:14	11:14	17:14
935	Veselí nad Moravou, Zarázce, rest.	11:15	17:15	11:15	17:15
935	Veselí nad Moravou, VĚNAZ	11:17	17:17	11:17	17:17
935	Veselí nad Moravou, želez.	11:18	17:18	11:18	17:18
935	Sečovice	11:19	17:19		

**Výšeřivky:**

- ☑ spoje navazující na linku 910
- ☑ jede v pracovních dnech
- ☑ jede v sobotu
- ☑ jede v neděli a ve státně uznané svátky
- ☑ nejede 24.12.

Na zastávkách ležících na území České republiky se jízdné hrady výhradně v Kč.  
Na zastávkách ležících na území Slovenské republiky se jízdné hrady výhradně v €.  
Vnitrostátní přeprava po území Slovenské republiky je zakázána.

## Mobile App with real time departures and QR ticketing

Ukládání snímku obrazovky...

Vlak Revize Řidič Text

6d59c8bcf8d0f2f0

**K58PNIN**

Čas kontroly 15:23:59

Mapa

Hledat adresu

74% 11:07

# Cross-border regional public transport

**2014**

Bus line 816 Znojmo – Drosendorf,  
interconnection with seasonal

**2010**

Bus line 104 Brno – Laa  
Headway 60 / 120 mi

**2010**

**2014**

Agreement with ZSSK on  
acceptance of IDS JMK tickets in  
trains Vrbovce – Myjava

**2016**

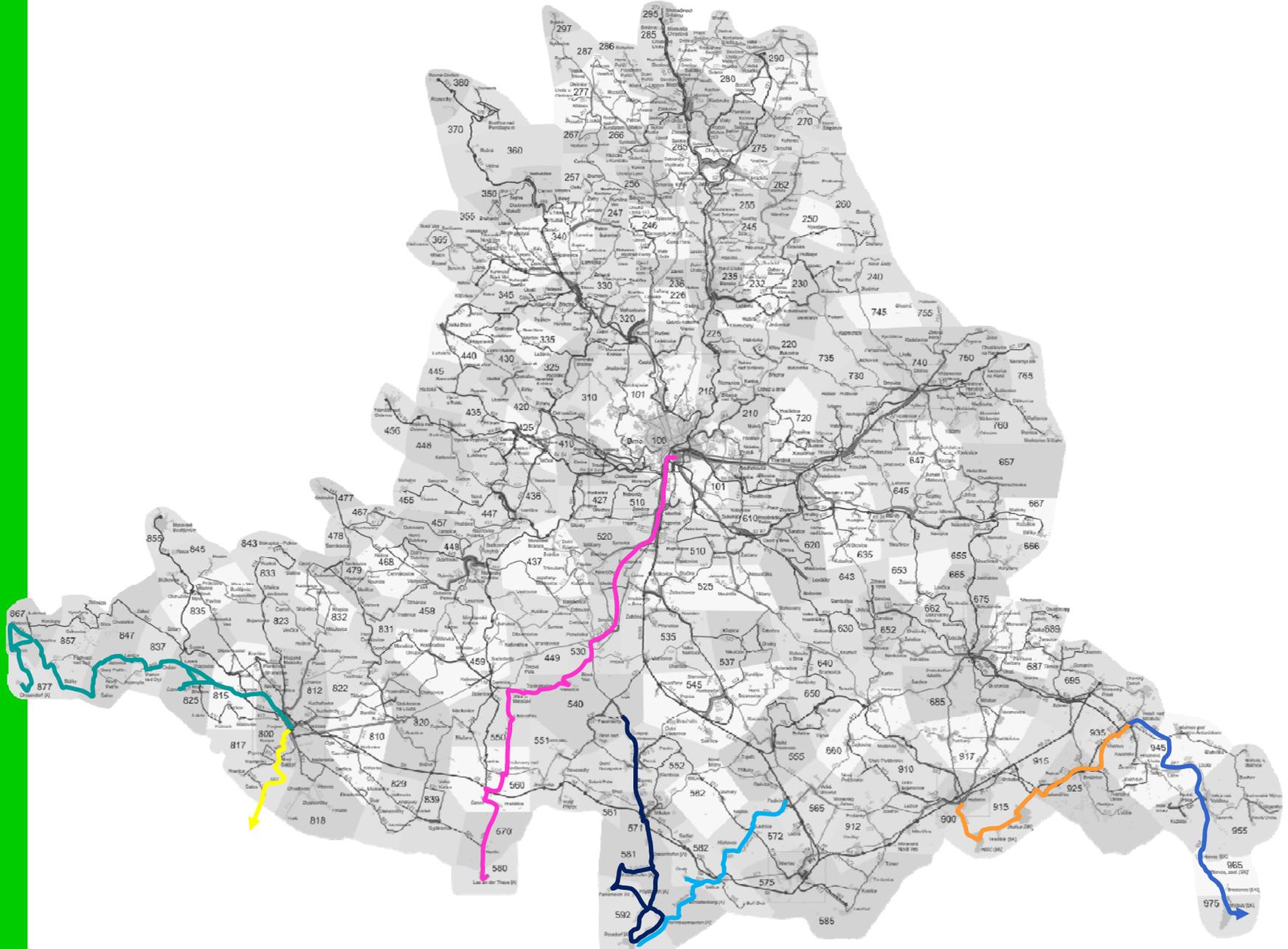
Touristbus 555  
Podivín –Poysdorf  
At weekends Jul - Oct

**2016**

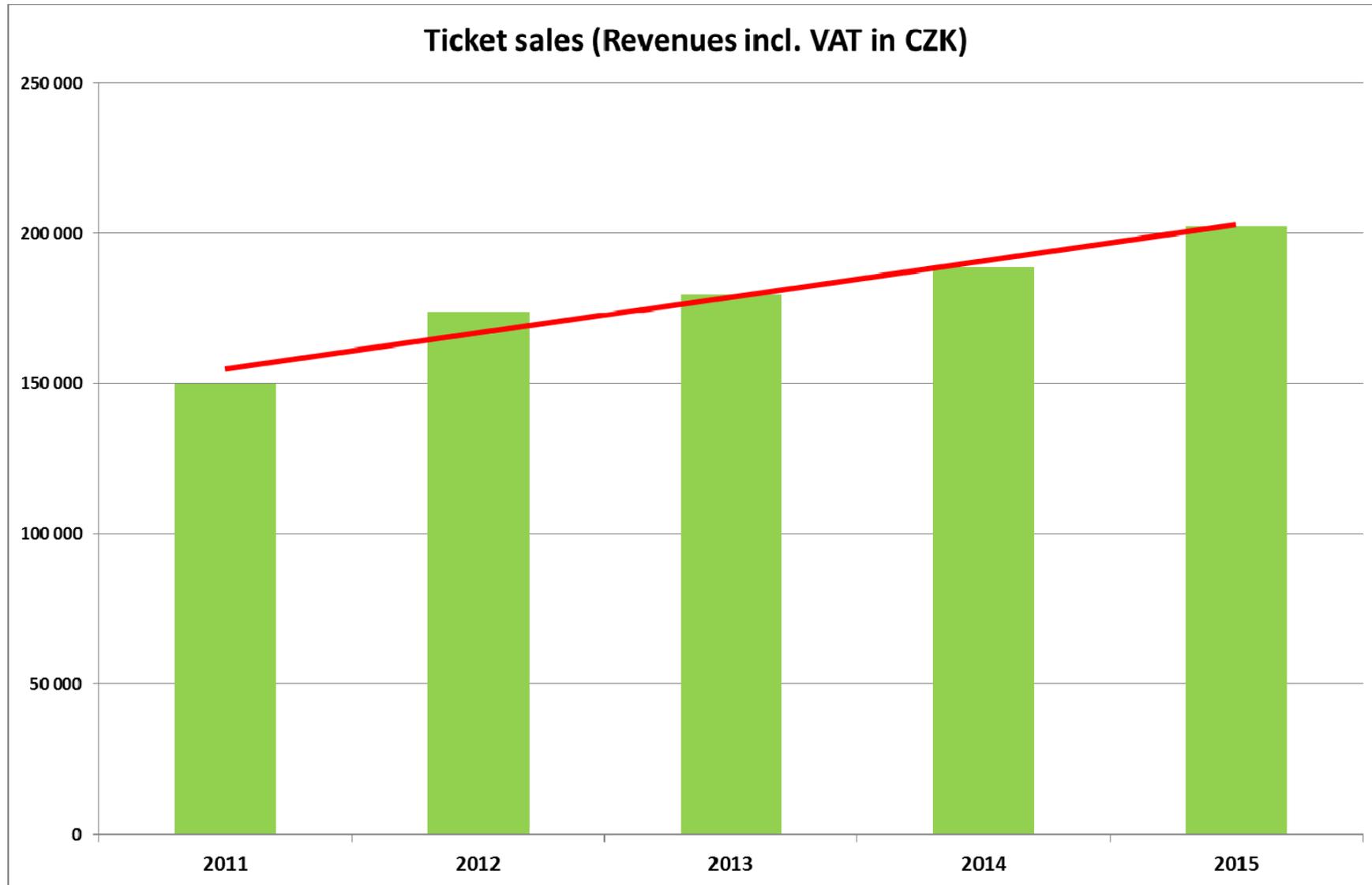
Touristbus 580  
Aqualand Moravia – Poysdorf  
At weekends Jul - Oct



# Cross-border regional public transport



# Revenues if the Lower Austrian part of the bus line 104



**Increase by 35% in 5 years**

# Plan of crossborder touristic lines Podyjí - Thayatal

## Moravsko-rakouské Podyjí - Österreichisch-mährisches Thayatal



**Service and timetable is fine.  
Ticketing should be solved!**

Roundtrip Znojmo – Drosendorf – Retz – Znojmo possible

# TURISTBUS

2016 brand new product



Richtung Brno →  
Pasohlávky,  
Aqualand Moravia  
ATC Merkur



vín



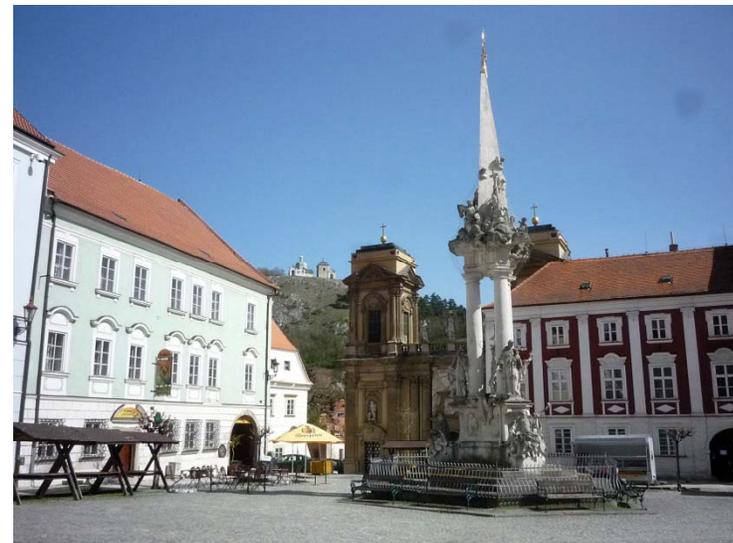
VINO VERSUM  
Poysdorf

535  
Herrnbaumgarten

Richtung Wien →

# Results of the Turistbus line

	July	August
Tickets sold in Austria	28	42
Tickets sold in Moravia direction Podivín - Poysdorf	37	25
Tickets sold in Moravia direction Pasohlávky - Poysdorf	35	45
Daily Tickets (estimation)	50	50
Tickets sold between Pasohlávky and Mikulov	506	523
<b>Total</b>	<b>656</b>	<b>685</b>
<b>Total crossborder transport to / from Austria</b>	<b>150</b>	<b>162</b>



# Plans and projects for future

## Improvement of the service

- modernization of the payment system based on bank cards
- P+R capacity increasing
- new projects in Brno and increasing cooperation between city and region

## Improvement of cooperation within the CENTROPE region

- crossborder journey planner
- centralized information for tourists on tariff and transport conditions in the CENTROPE Region.
- frequency improvements on the train lines (esp. Znojmo – Wien, Břeclav – Bratislava, Břeclav – Wien)

## EU co-funded crossborder projects



# Thank you

**Ing. Květoslav Havlík**

deputy managing director  
KORDIS JMK, a.s.



Contact:

[khavlik@kordis-jmk.cz](mailto:khavlik@kordis-jmk.cz)

Tel.: +420 543 426 655

Email: [info@kordis-jmk.cz](mailto:info@kordis-jmk.cz)

WWW: [www.kordis-jmk.cz](http://www.kordis-jmk.cz)

# Verkehrsverbund Ost-Region (VOR)

Public Transport Authority Eastern Region

Brno, October 2016



# Verkehrsverbund Ost-Region

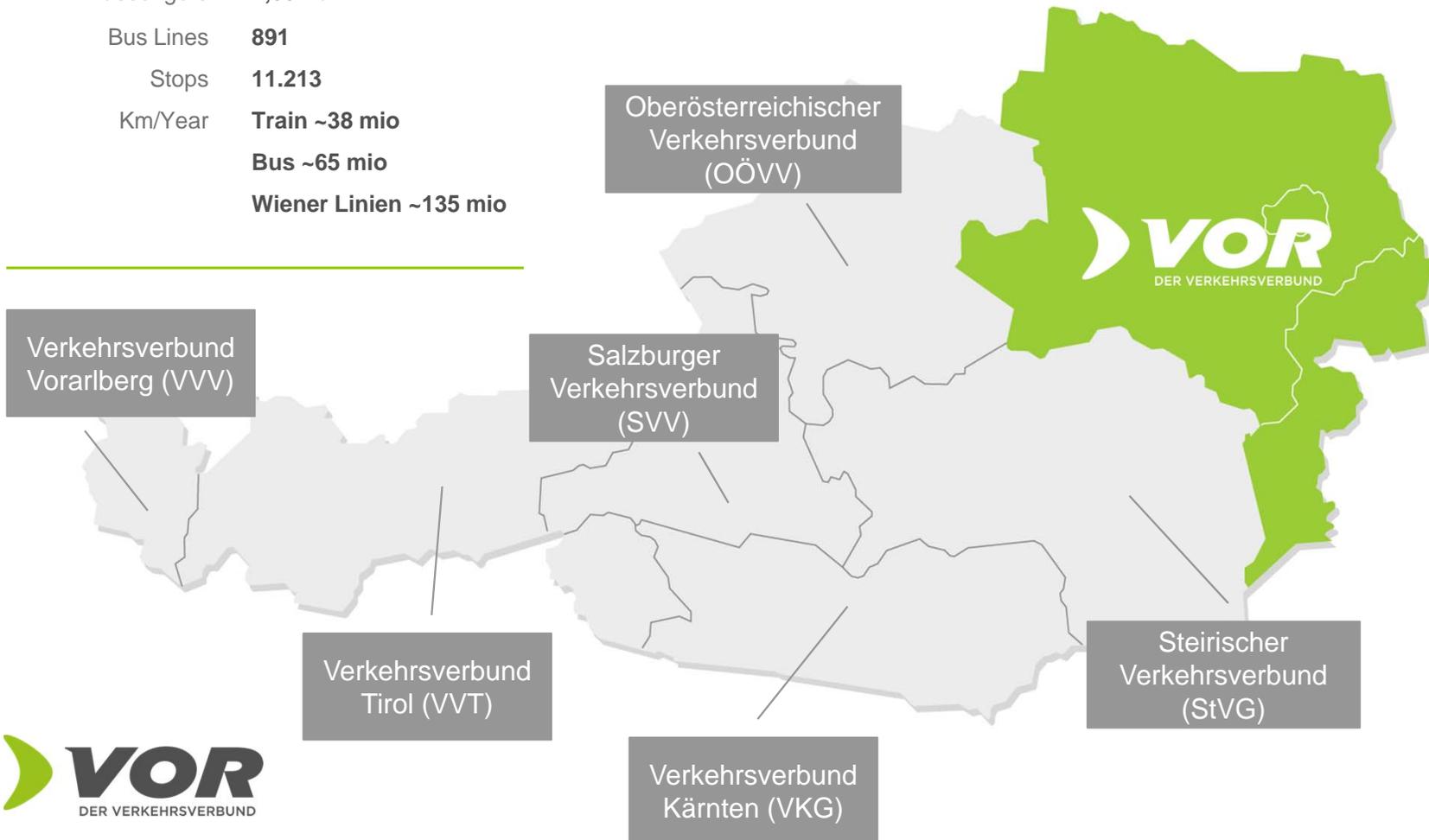
## Public Transport Authority Eastern Region

## Public Transport Authorities in Austria

3

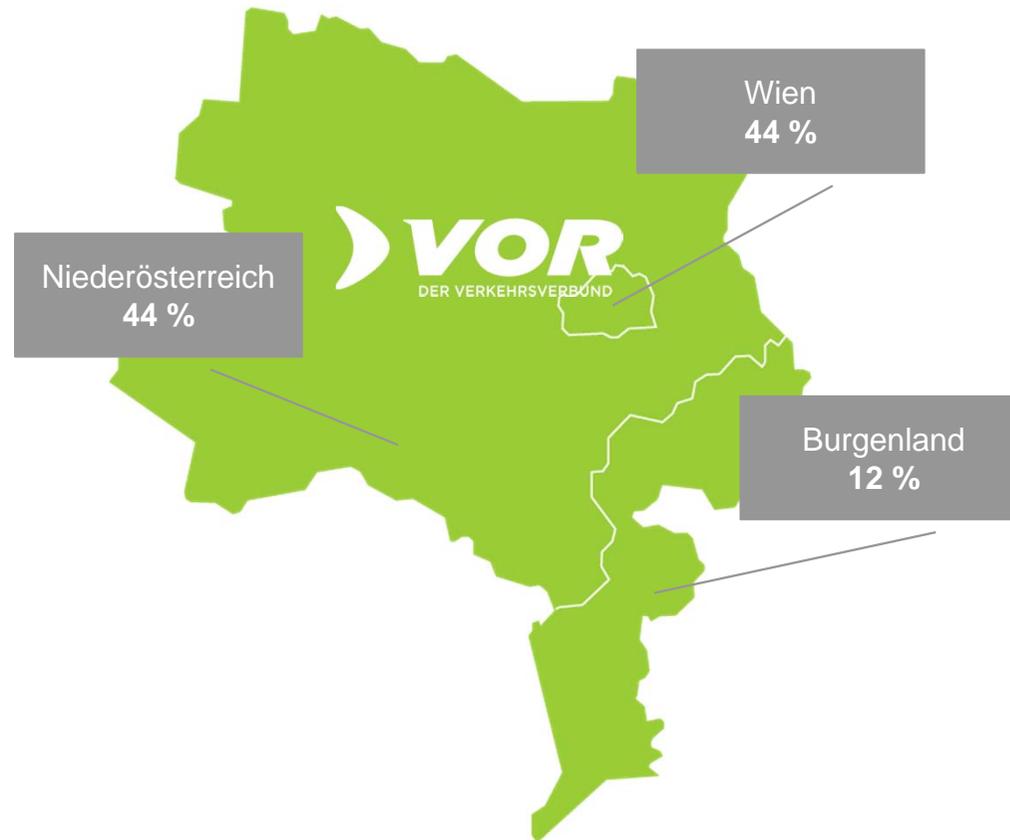
	VOR	OÖVV	SVV	VVK	VVSt	VVT	VVV	Österreich
Inhabitants	3,7 mio	1,4 mio	0,5 Mio.	0,6 mio	1,2 mio	0,7 mio	0,4 mio	8,5 mio
Area	23.562,71 km <sup>2</sup>	11.980 km <sup>2</sup>	7.156 km <sup>2</sup>	9.538 km <sup>2</sup>	16.401 km <sup>2</sup>	12.640 km <sup>2</sup>	2.601 km <sup>2</sup>	83.879 km <sup>2</sup>

Passengers **1,034 bn**  
 Bus Lines **891**  
 Stops **11.213**  
 Km/Year **Train ~38 mio**  
           **Bus ~65 mio**  
           **Wiener Linien ~135 mio**



## VOR Owners

- **First Public Transport Authority in Austria** (since 1984)
- **Stakeholders:**



## Organization and Partners

- Limited Liability Company
- Partners



~ 40 Regional Bus Operators



NÖVOG



ÖBB Personenverkehr AG



Raaberbahn AG



Wiener Linien



Wiener Lokalbahnen AG

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# Key Activities

## Key Activities

- **Customers**
  - Customer Service & Quality Assurance
  - Marketing & PR
  - Financial Planning & Cost Management
  
- **Owners**
  - Planning & Coordination Integrated Mobility
  - Ordering of Public Means of Transport
  - R&D
  
- **Partners**
  - Clearing House
  - Ordering of Transport Services & Billing

# How We Manage Public Transport

## Bus - Tenders

- Timetable adjustment
- Vehicle fleet
- Quality criteria

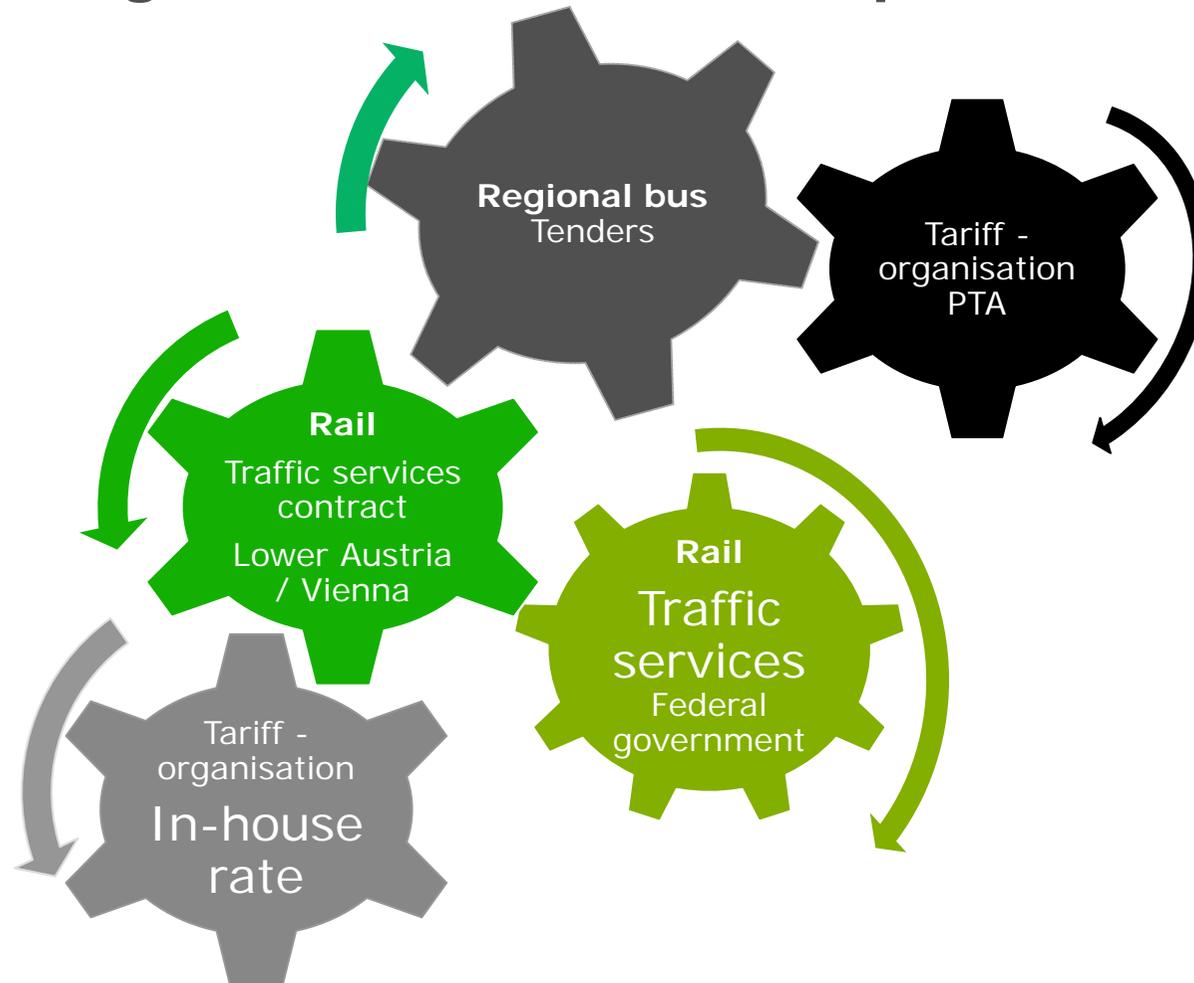
## Rail – Traffic service contract

- Public service contracts
- Quality and punctuality
- High quality of connections

## Bus & Rail – Tariff arrangement

- High price stability for commuters!
- Cheaper tickets: Capacity constraint, decreasing cost coverage?
- More expensive tickets: Higher truth in traffic costs, less passengers?

# Adjusting Screws in Public Transport



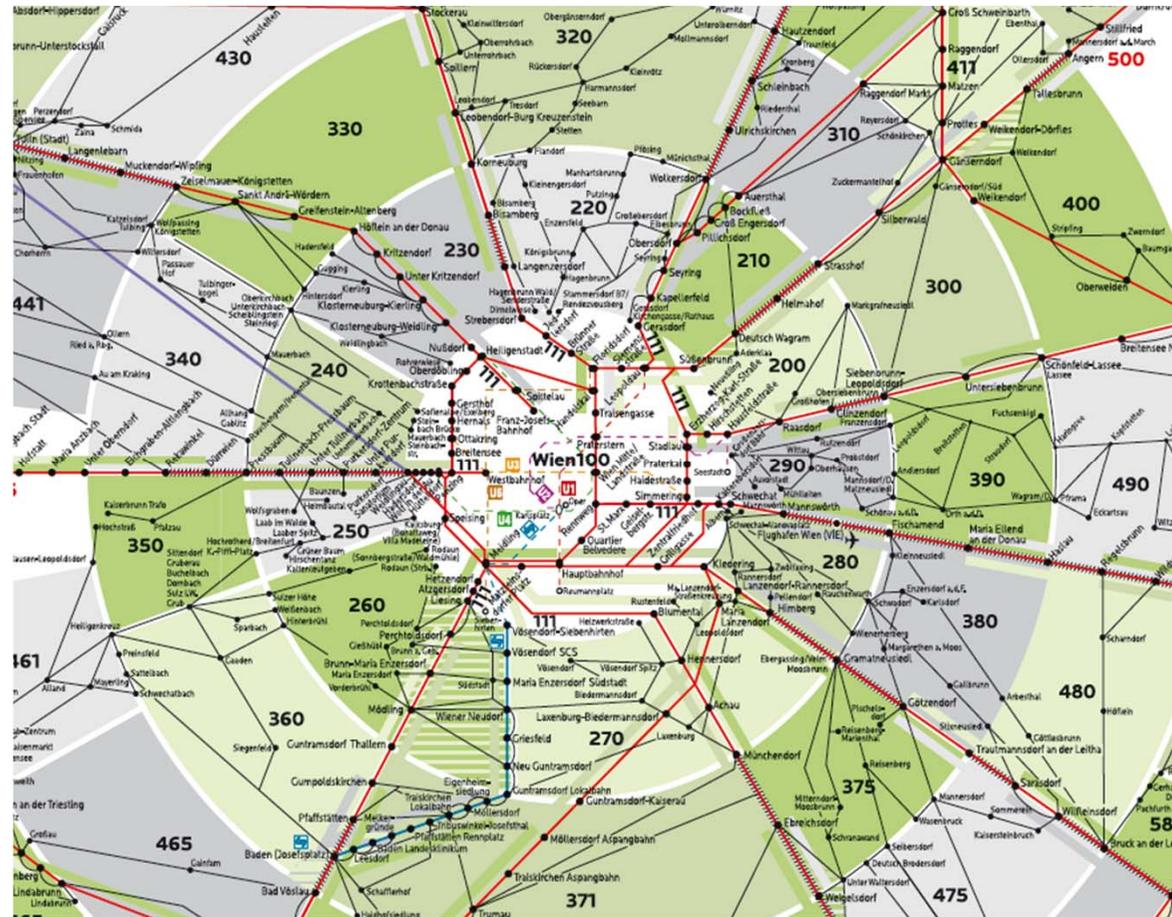
# VOR & VVNB Tariff Systems

(1984 – July 5th, 2016)

## ONE Region - TWO Different Tariff Systems

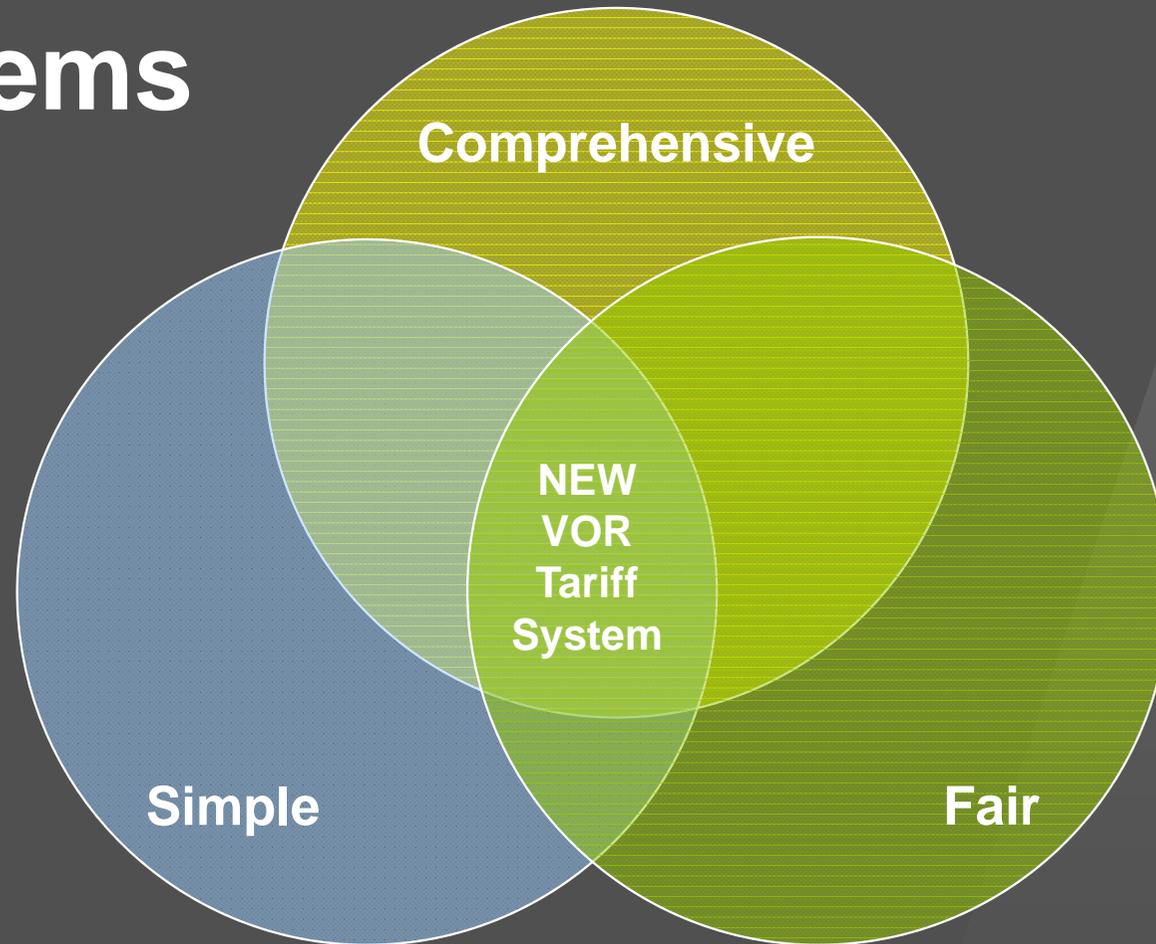
- VOR: price depending on how many zones were passed
- VVNB: price depending on distance covered
- Exceptional Rules: Overlapping Areas, Passageways etc.
- Different Prices on Bus & Railway

# SIMPLE?



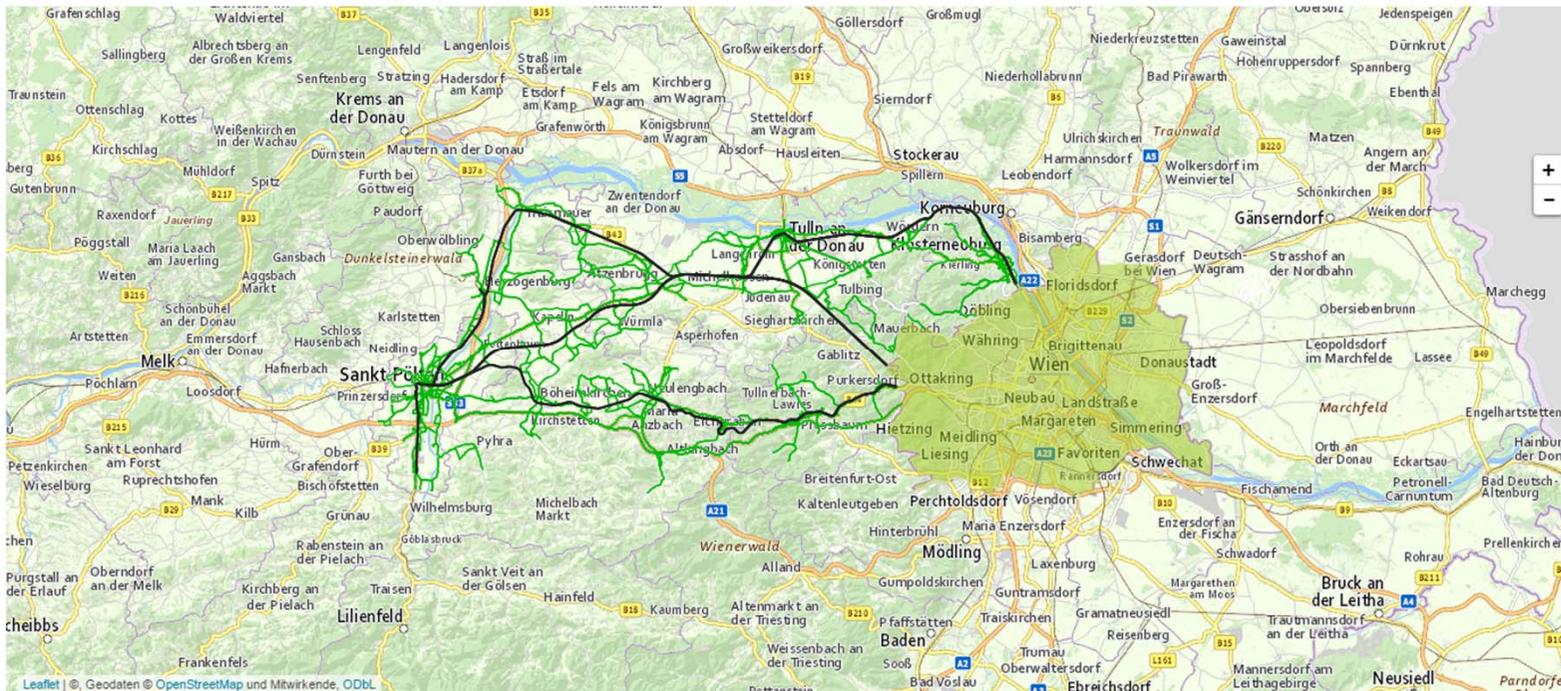


# The NEW VOR Tariff Systems



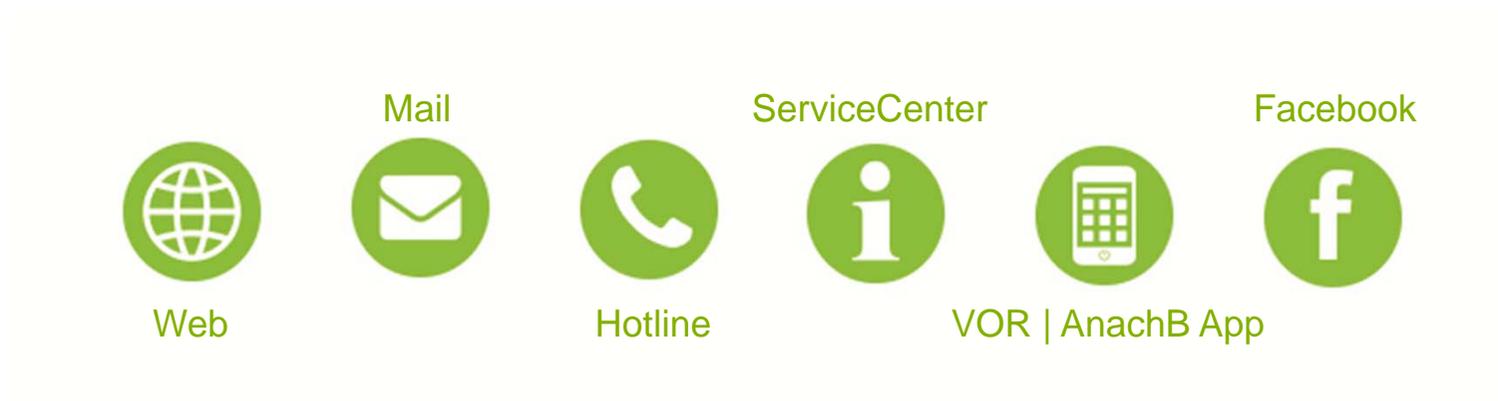
## One Systems for Three Federal States

- Up to date, comprehensive and consistent!
- Track oriented Prices
- One Ticket, Multiple Options (Railway, Busses)



# VOR-Services

## Customer Services



# VOR | AnachB Route Planner

The screenshot displays the VOR AnachB Route Planner interface. At the top left is the VOR logo with 'AnachB' underneath. To the right, there are navigation links for 'INFOS | TICKETS | PREISE' and a description: 'Ein Service von Verkehrsverbund Ost-Region (VOR) und ITS Vienna Region.' Language options 'DE | EN' are also present.

The main interface is divided into a search sidebar on the left and a map area on the right. The sidebar includes:
 

- Buttons for 'ROUTE', 'NÄCHSTE HALTESTELLEN', and 'SUCHE'.
- Input fields for 'Bitte Start eingeben' and 'Bitte Ziel eingeben'.
- A departure time selector set to '26.02.2016' at '10:12' 'Jetzt'.
- A dropdown menu for '± via...' and an 'Einstellungen' button.
- A prominent 'ABFRAGEN' button.

The map area shows a detailed view of Vienna and its districts, including Klosterneuburg, Floridsdorf, Donaustadt, and the city center. It features various transport modes:
 

- 'Öffis' (Public Transport) selected in the top navigation bar.
- 'Fahrad & Zu Fuß' (Bicycle & On Foot) and 'Auto' (Car) options also visible.
- 'Wichtige Punkte' (Important Points) dropdown.

# Thank You

Verkehrsverbund Ost-Region (VOR) Gesellschaft m.b.H.  
Europaplatz 3/3, 1150 Wien  
Haltestelle Westbahnhof

T: +43 1 95 555

E: [office@vor.at](mailto:office@vor.at)

[www.vor.at](http://www.vor.at)



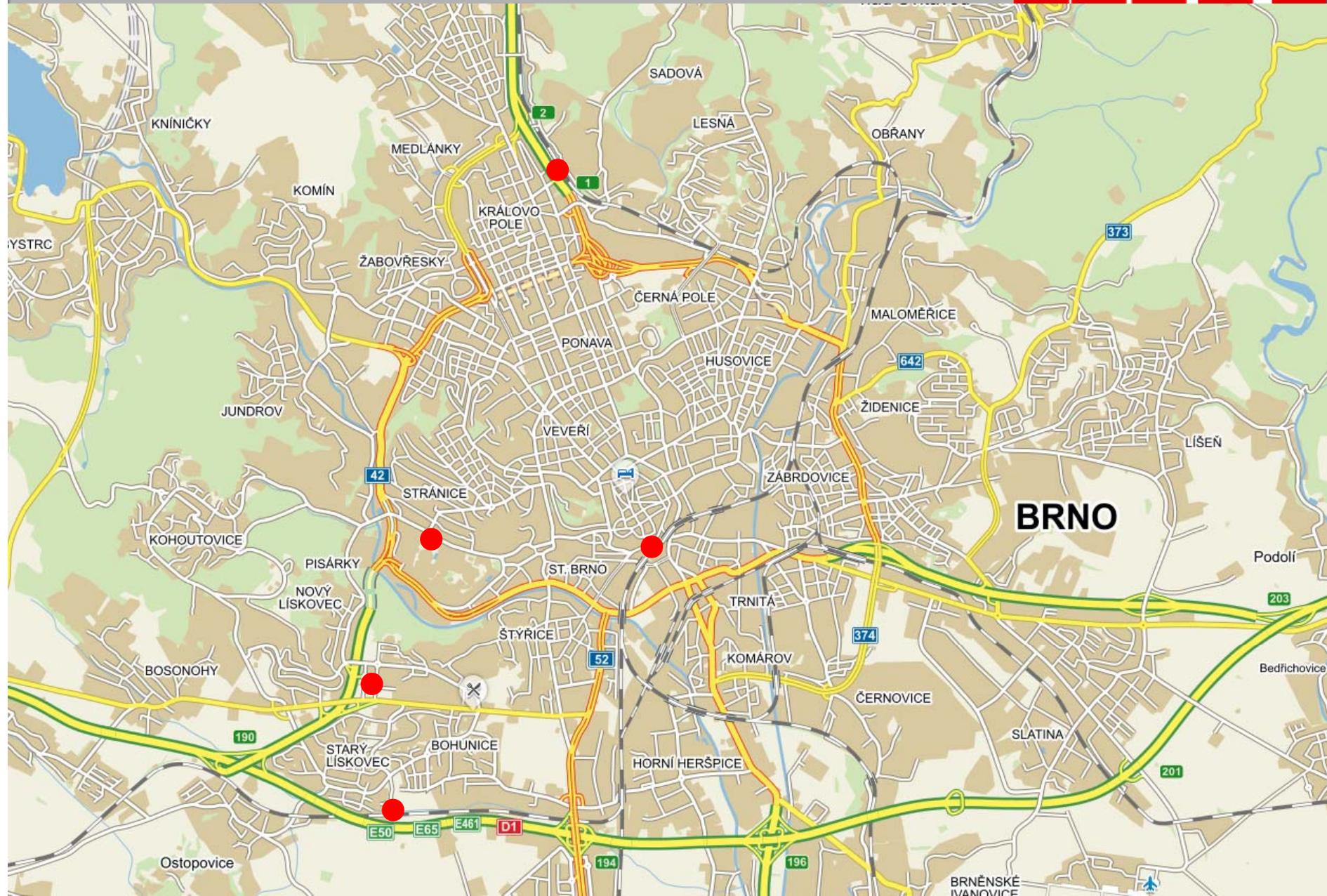
# Brno terminals

Josef Klepáček

Brno 10/2016

# Brno Terminals

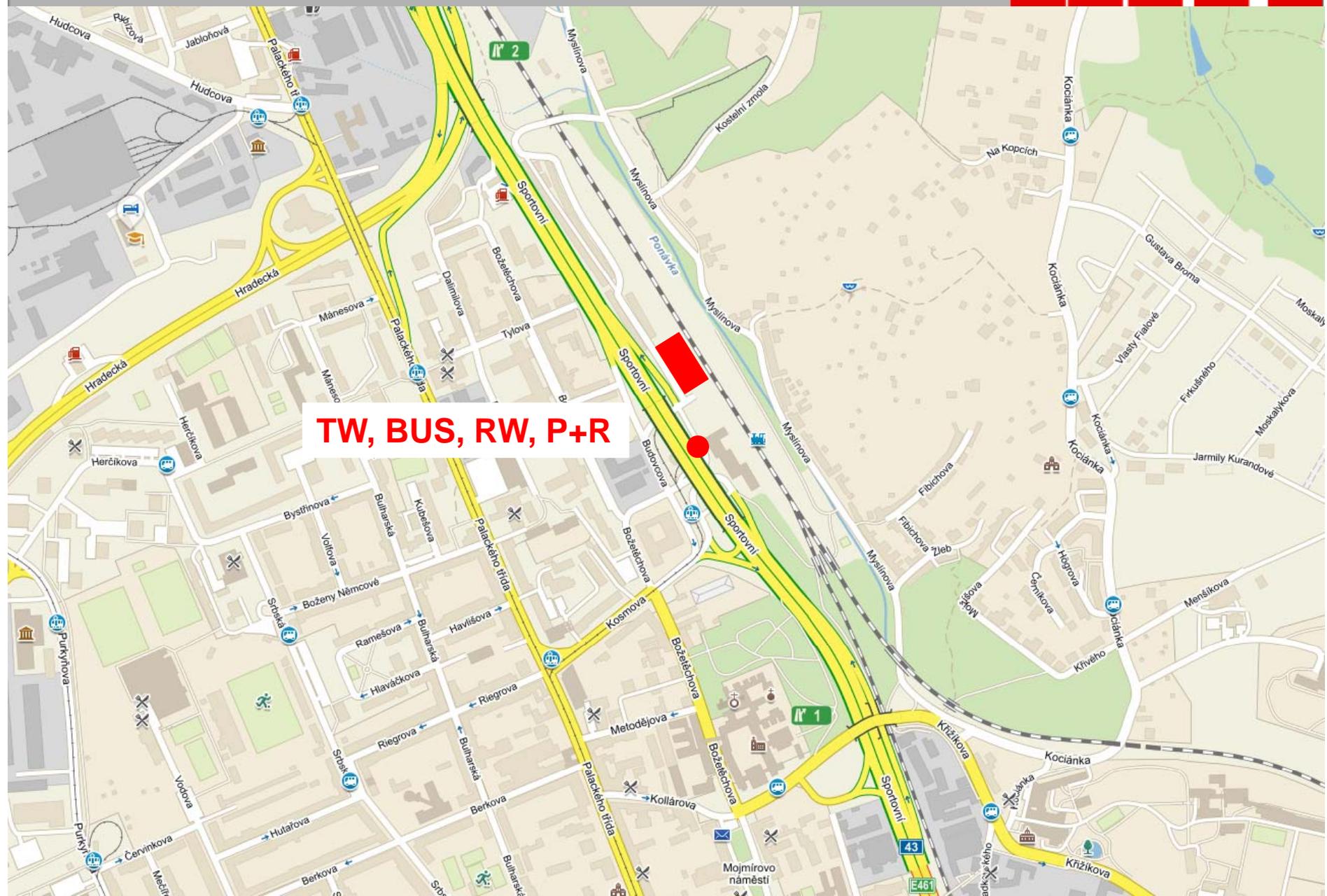
B R N O



# Královo Pole

B R N O

**TW, BUS, RW, P+R**

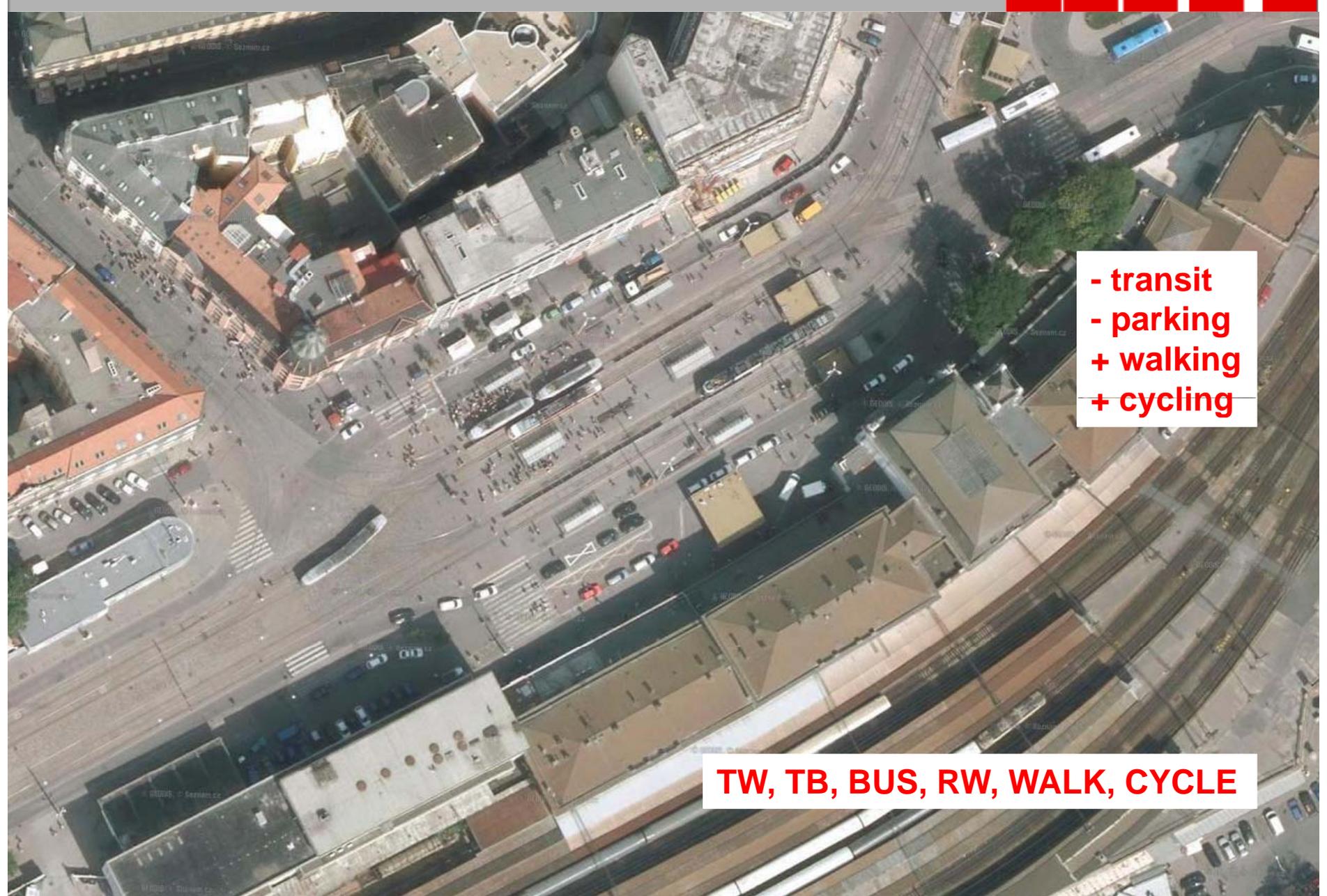


# Main station

B | R | N | O

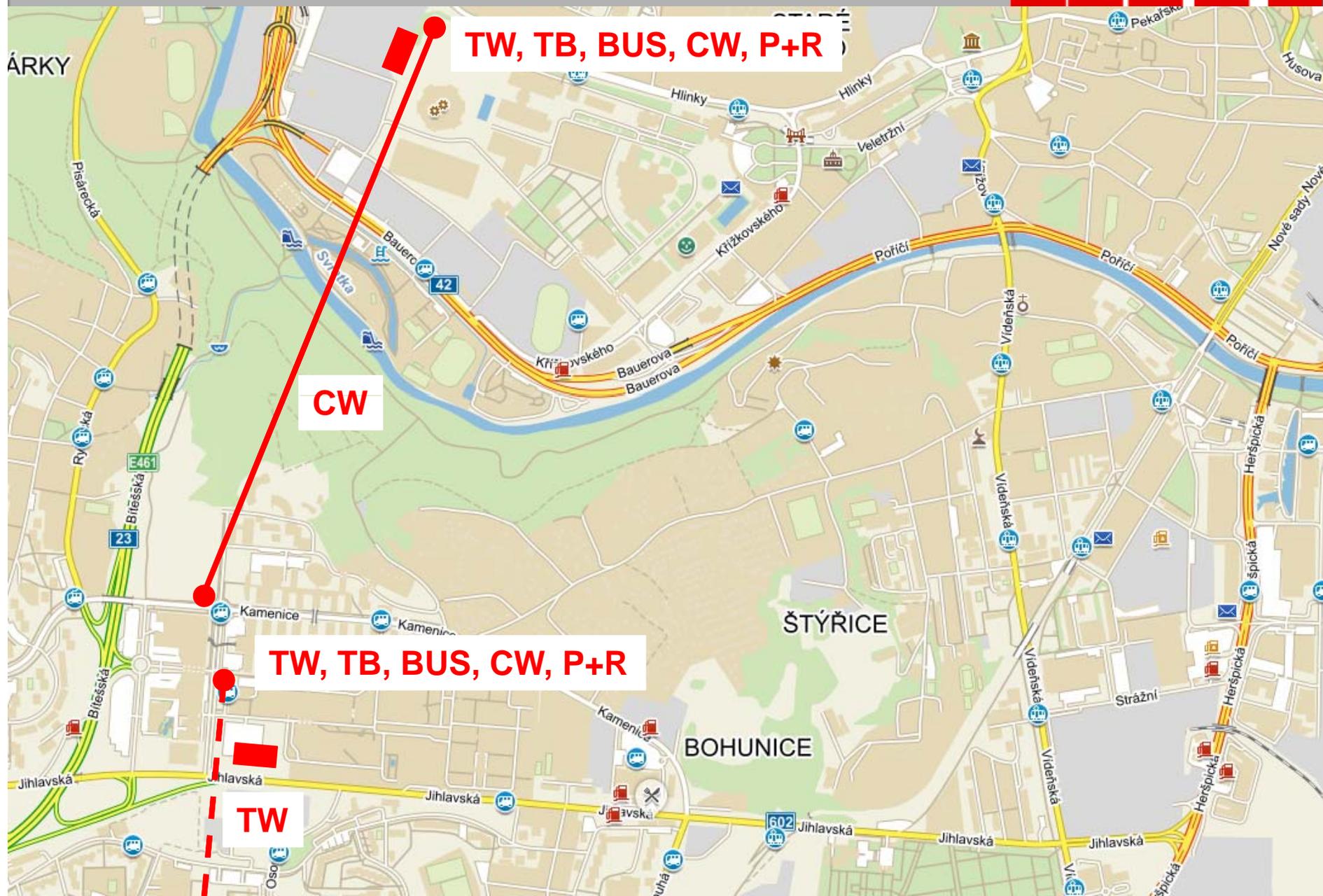
- transit
- parking
- + walking
- + cycling

TW, TB, BUS, RW, WALK, CYCLE



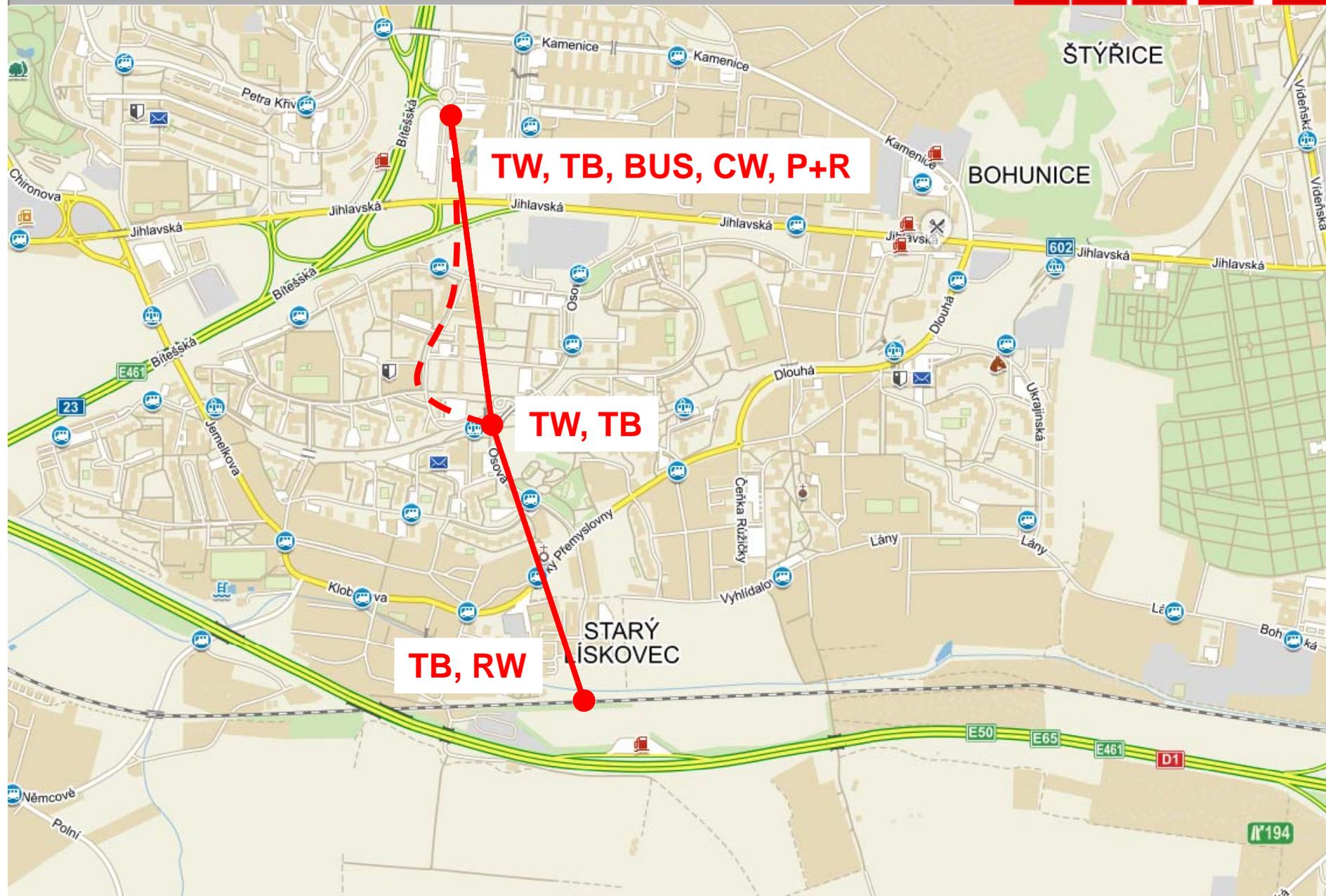
# Pisárky, Bohunice

B R N O



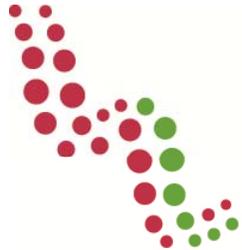
# Starý Lískovec

B R N O





Thank you



# Interreg



## Austria-Hungary 2014-2020

### SMART Pannonia

European Union - European Regional Development Fund

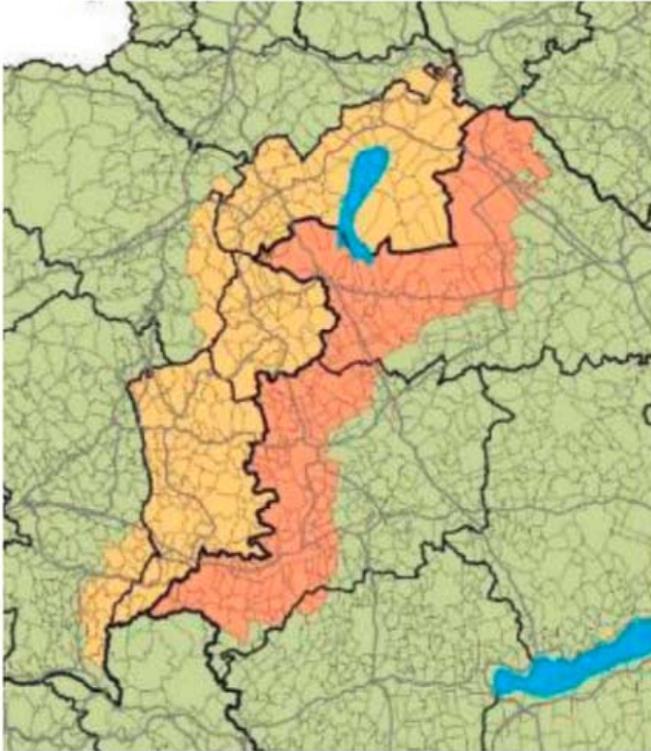
# Sustainable Mobility and Accessibility for Regional Transport in Burgenland – West-Hungary

# GESAMTVERKEHRSSTRATEGIE BURGENLAND (2014)



**Gemeinsam mehr erreichen -**  
Mobilität für alle  
BurgenländerInnen:  
*nachhaltig – innovativ – sicher*

# Funktionale Studie: Burgenland - Westungarn



## Untersuchungsgebiet/ Funkcionális régió

### Bevölkerung

Burgenland: 285.000 Einwohner

Ungar. Grenzregion: ca. 1 Mio. Einwohner

### Größere Städte

Szombathely 79.590 EW

Sopron 60.755 EW

Mosonmagyaróvár 32.493 EW

Wr. Neustadt 41.537 EW

Eisenstadt 13.165 EW

### Überregionales Zentrum

Wien: 1,7 Mio. EW; 800.000 Arbeitsplätze

# Funktionale Studie: Burgenland - Westungarn

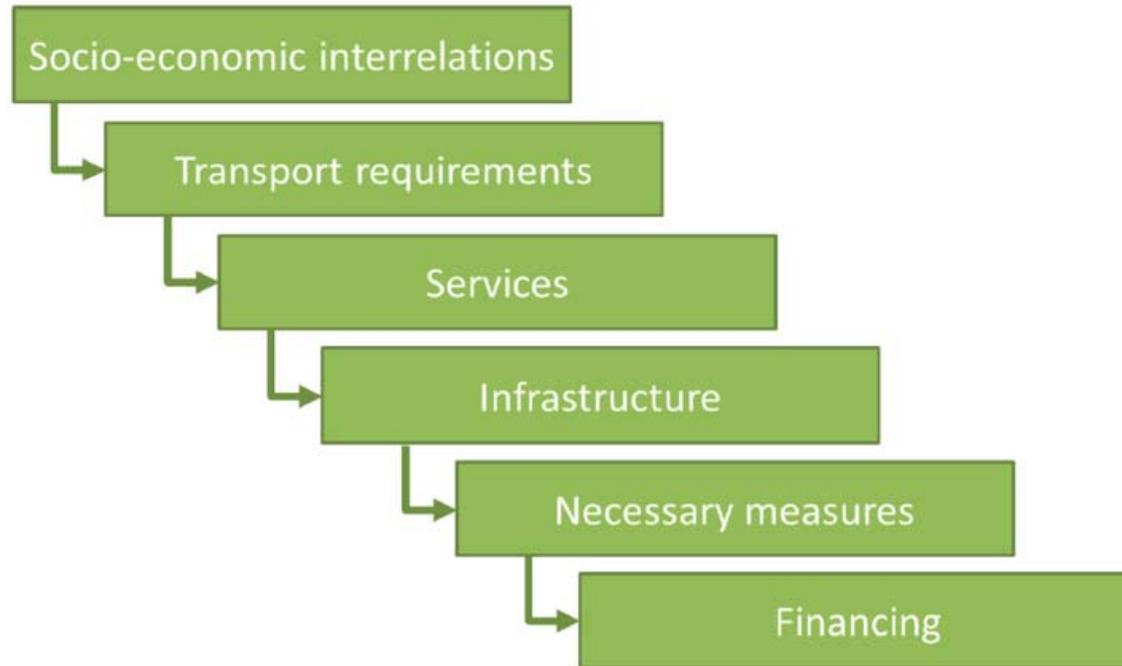


**Der Bedarf an Verkehrsverbindungen wird von den bestehenden und den potentiellen sozio-ökonomischen Wechselbeziehungen abgeleitet.**

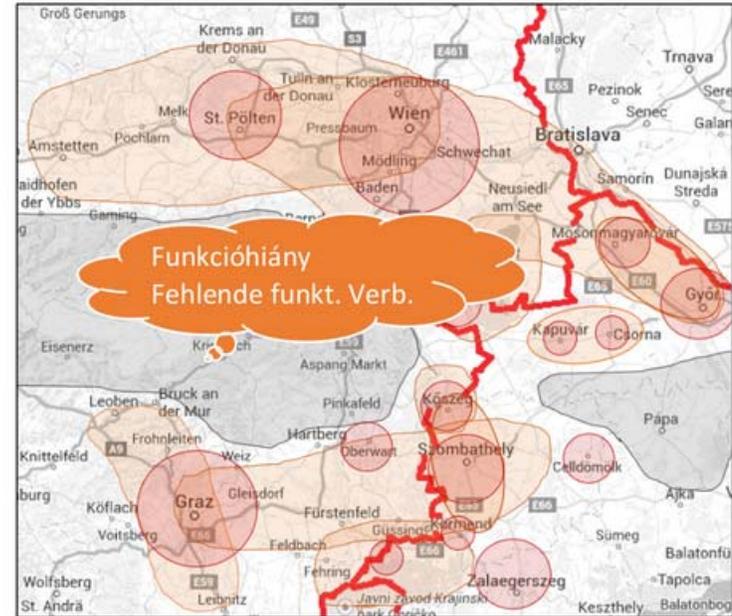
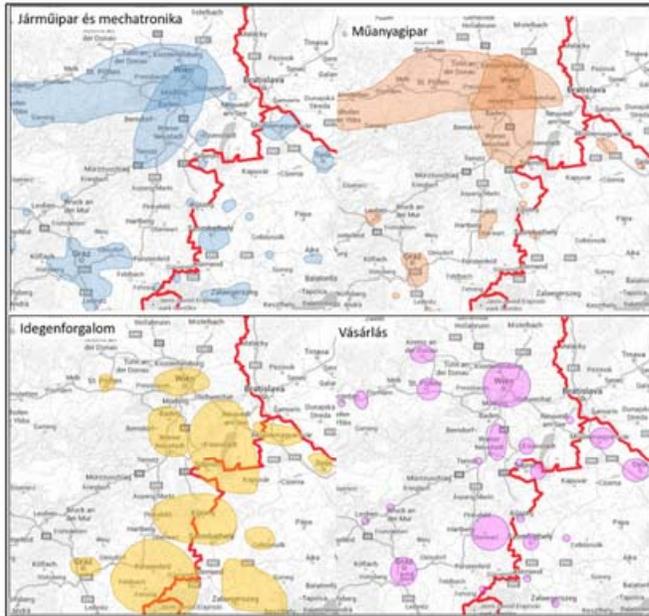
Autoindustrie, Mechatronik, IT, (erneuerbare) Energie, Logistik, Forstwirtschaft, Tourismus/Wellness

Bildung  
Daseinsvorsorge (Wasserversorgung, Abwasserentsorgung,...)

# Funktionale Studie: Burgenland - Westungarn

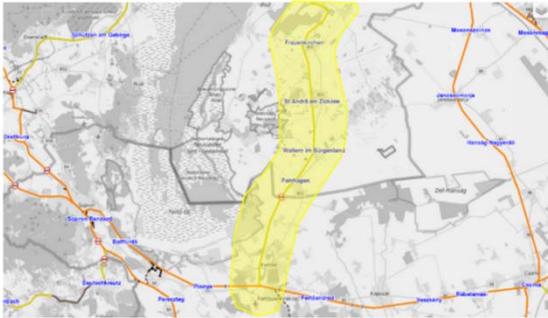


# Funktionale Studie: Burgenland – Westungarn

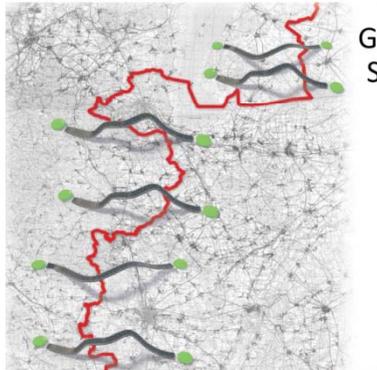
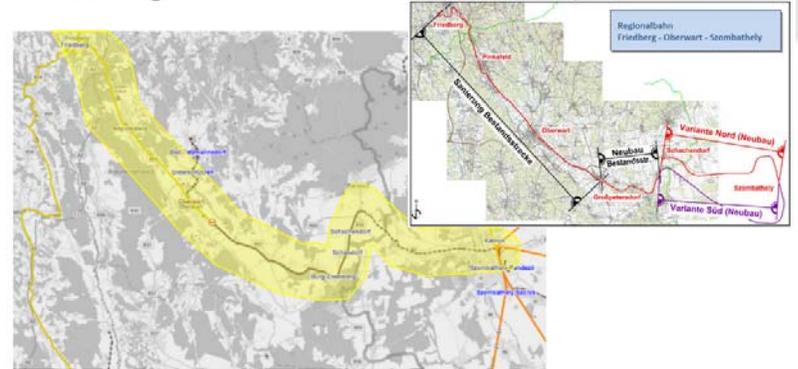


# Funktionale Studie: Burgenland - Westungarn

Neusiedl/See – Pamhagen - Fertőszentmiklós



Friedberg – Oberwart - Szombathely



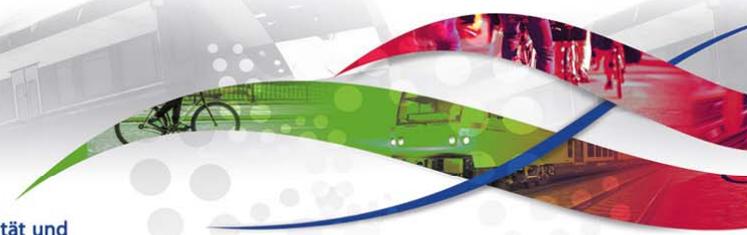
Grenzüberschreitende Straßenverbindungen



**Interreg**   
**Austria-Hungary 2014-2020**  
**SMART Pannonia**  
 European Union – European Regional Development Fund

**Fenntartható Mobilitás és Elérhetőség  
 Burgenland és Nyugat-Magyarország  
 Regionális Közlekedésének érdekében**

**Nachhaltige Mobilität und  
 Erreichbarkeit für den Regionalen  
 Verkehr in Burgenland-Westungarn**





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Fenntartható Mobilitás és Elérhetőség  
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Nachhaltige Mobilität und  
Erreichbarkeit für den Regionalen  
Verkehr in Burgenland-Westungarn

## Facts & Figures

**Projektduration:** 01 2016 – 12 2019

### Projektpartners:

- Westpannon - HU
- GYSEV - HU
- Land Burgenland – Verkehrskoordination
- RMB – Regionalmanagement Burgenland GmbH
- VOR - Verkehrsverbund Ostregion GmbH
- VIB - Verkehrsinfrastruktur Burgenland GmbH
- Ministry of foreign affairs in Hungary



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Verkehr in Burgenland-Westungarn

## Projekteckdaten

### Arbeitspakete

- AP 1: Projektmanagment
- AP 2: Grenzüberschreitende / *Verkehrsplattform/Cross Border Mobility-plattform*
- AP 3: Smart Mobility
- AP 4: Radverkehrsfördernde Maßnahmen/ *Measures to improve & promote cycling*
- AP 5: Steuerungsgruppe internationale Verkehrsverbindungen / *Steering group intern. Transport-Connections*
- AP 6: Öffentlichkeitsarbeit / *Public Relations*



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## WP 1: Grenzüberschreitende Verkehrsplattform



## WP 2: SMART Mobility

- 2.2. Informationsoffensive ÖV (Schulungen Mobilitätsbeauftragter, Mobilitätskonzepte, online-Information)
- 2.5. Aktualisierung der Mikro ÖV Studie Burgenland unter Berücksichtigung der ungarischen Nachbargemeinden
- 2.6. Fahrgastevaluierung und Potenzialanalyse
- 2.7. Bewußtseinskampagne "Alternative Antriebe"
- 2.8. Park & Ride Strategie
- 2.9. Mikro ÖV Offensive Mittleres Burgenland unter Berücksichtigung der angrenzenden Gemeinden in Ungarn





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Regionális Közlekedésének érdekében

Nachhaltige Mobilität und  
Erreichbarkeit für den Regionalen  
Verkehr in Burgenland-Westungarn

## WP3: Radverkehrsforndernde Maßnahmen

- 3.1. *Maßnahmen zur Förderung des Radverkehrs (burgenland radelt zur Arbeit; events for schools ...)*
- 3.1. Masterplan Radverkehr reloaded
- 3.1. Alltagstaugliches Radgrundnetz
- 3.2. Digitalisierung der Raddaten in die GIP-Datenbank
- 3.4. Konzept von radverkehrsfördernden Maßnahmen in Kindergärten/Schulen
- 3.5. *Anschaffung von Laufrädern für Kindergärten*
- 3.4. *Radabstellanlagen an ÖV-Knoten inkl Gestaltung Wartebereich*

## WP4: Strategische Planung der zukünftigen gü Verkehrsverbindungen

- 4.2. Steuerungsgruppe Strategische Planungen (*Grenzbahn, Elektrifizierungen Jennersdorf->Graz, Wr.Neustadt-Mattersburg, Schleifen, SETA-Korridor...*)

## WP C / Öffentlichkeitsarbeit





**Interreg** 

Austria-Hungary 2014-2020

SMART Pannonia

European Union - European Regional Development Fund

Fenntartható Mobilitás és Elérhetőség  
Burgenland és Nyugat-Magyarország  
Regionális Közlekedésének érdekében

Nachhaltige Mobilität und  
Erreichbarkeit für den Regionalen  
Verkehr in Burgenland-Westungarn

**VERKEHRSVERBUND OSTREGION GMBH - VOR**

## **WP 1: Grenzüberschreitende Verkehrsplattform / Határon átnyúló közlekedési platform**

- 1.2.: Leitfaden zum gü öffentlichen Linienverkehr (rechtl., tarifl. und org. Rahmenbedingungen, und EDITS Erfahrungen)
- 1.4. Organisation Verkehrsplattform

## **WP 2: SMART Mobility / Intelligens mobilitás**

- 2.3. Pilotentwicklung Haltestellen mit innovativer Echtzeitinformation
- 2.5. Dispositions-konzept für Mikro-ÖV

## **WP4: Strategische Planung der zukünftigen gü Verkehrsverbindungen / A jövőbeni határon átnyúló közlekedési kapcsolatok stratégiai tervezése**

- 4.1. GIS Daten; Schnittstellen - Kooperation mit VAO (Verkehrsauskunft Österreich)

## **WP C / Öffentlichkeitsarbeit**

# Vielen Dank für Ihre Aufmerksamkeit!

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Verkehrskoordination Burgenland  
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[martina.jauck@b-mobil.info](mailto:martina.jauck@b-mobil.info)  
02682/21070