Metro in Progress

From strategies to implementation

# Introduction

Roundtable Brussels, November 14th 2013

INTA is a global membership association where public and private policy-makers and urban practitioners come together to share knowledge, experience and performing tools for integrated urban development.
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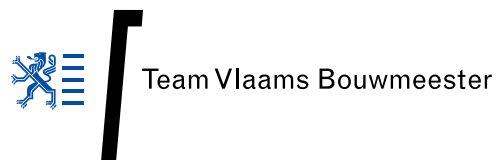
The Flemish Government Architect's team consists of approximately 20 people. Each team member is responsible for a number of subsidiary projects (master plan, Architectural Prize, website, annual reports, etc.) and each also specialises in a particular area of expertise (infrastructure, social housing, landscape, urban projects, etc.).
www.english.vlaamsbouwmeester.be/

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INTA

Team Vlaams Bouwmeester

Background

Following a first series of meetings and interviews with a range of stakeholders from around the globe on metropolitan challenges and dilemmas, INTA and Deltametropolis Association decided to focus on the socio-economic development and governance of metropolitan regions in Europe.

The metropolises that were selected for this roundtable in Brussels were chosen for their relatively similar approaches to a shared European agenda, as well as similarities in size, history and culture, which allows for a comparative study. In other ways however, there are some noticeable differences between them, such as their densities, geographic position and economic profile.

Brussels roundtable

This 'Metro in Progress' roundtable was hosted by the Atelier of the Flemish Government Architect (Vlaams Bouwmeester) in Brussels, on the 14th of November 2013. The meeting particularly looked at ways of moving "from strategies to implementation": an exchange programme organised by INTA and Deltametropolis Association, in partnership with the Flemish Government Architects Team. The roundtable was chaired by Jaap Modder (Urban and Regional Planner in the Netherlands), who directed the sessions along the following themes: #1- Accessibility & Mobility; #2- Economic Development; #3- Governance of Metropolitan Planning & Development; and #4- Metropolitan Identity.

More than 40 people attended the roundtable, including representatives of eight metropolitan regions that featured as key case studies: Bordeaux, Brussels, Bucharest, Copenhagen-Malmö, Manchester, Paris, Stuttgart and Turin.

This report covers the Brussels roundtable and includes roundtable summaries, a representation of the sessions, an overview of the speakers and participants and submissions to the call for papers.

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#0
CONCLUDING REMARKS

The European Metropolitan Agenda and the risk for the Netherlands

JEROEN SARIS
DIRECTOR – DE STAD BV

Over the past century, Dutch urban planning has deliberately steered away from contributing to 'the rise of the metropolis'. The ultimate aim of planning and policy was to expand outwards: to 'spread' its people, housing, prosperity, functions, churches, universities etc. over the land. The motivation was that living in small towns would prevent the Dutch citizen from the slavery of the "great moloch", as depicted in Fritz Lang's 'Metropolis'. The result of this approach, which is still the dominant policy approach in the Netherlands, is the weakening of its competitive potential when compared to other metropolitan areas in the world. A 'metropolisation' process is nevertheless still taking place in the Netherlands however. Informal metropolitan regions have been shaped around the municipalities of Amsterdam, Rotterdam and The Hague, without any formal instruments or competencies to respond to the social challenges (such as segregation, engagement, citizenship and quality of life) at a metropolitan scale. So, what did we learn in Brussels about proper functioning metropolis elsewhere in Europe?

European metropolises

The roundtable revealed that, unlike the metropolisation process in many Asian, African and South American cities, metropolisation in Europe is not driven by masses of the rural poor leaving their villages, vast population growth or rapid economic growth. European metropolises tend to spread over larger territories, or can sometimes grow slowly while the smaller cities are shrinking. European metropolises also tend to be older: the majority of inhabitants aren't young people below the age of 25, but tend to be people above 50 years old. London and Paris are the most dense and expensive cities to live in, where the poorer and younger populations tend to be forced out into the outskirts of the metropolitan area. The narrative of unlimited growth and the attractiveness of the big city therefore no longer applies to the European context of metropolisation.

Quality of life

The session in Brussels focussed on the meaning and significance of 'quality of life' at the metropolitan level. In Manchester for example, 'progress' has shifted from 'more of the same' to 'difference', where de-industrialised regions are being transformed by their new economies. To date, this process seems to be working more successfully there than in the Rotterdam – The Hague Metropolis. In Stuttgart, 'progress' equates to innovation, where the central focus is finding ways to attract young people to the automobile and electronic industries. This is a similar challenge to that of the Brainport metropolis around the city of Eindhoven. Unlike Brainport however, Stuttgart's metropolitan strategy is facing some resistance from its citizens, with weakening acceptance of the plans to modernise the urban infrastructure. In this sense, progress is no longer measured by economic growth in the well-developed economies of Europe. Copenhagen-Malmö summed up the new milestones of progress as being: social equality, cultural inclusiveness and sustainability in landscape and energy. In other words: 'progress' in the European metropolis is now measured in terms of 'added human value'.

> "THE NETHERLANDS IS CURRENTLY LAGGING FAR BEHIND IN THE DEVELOPMENT OF THE METROPOLITAN AGENDA. THIS IS WEAKENING THE INNOVATIVE CAPACITY OF ITS ECONOMY."

Size

Nonetheless, the 'usual suspects', such as size and legitimacy still matter. In some metropolitan areas, such as Stuttgart and Paris, hundreds of municipalities cooperate on a territorial scale that includes the most important economic players, university campuses and housing locations. The size of the new Greater Paris and its Gross Regional Product is equal to the size and GNP of all of the smaller states of the European Union.

The metropolitan area of Copenhagen-Malmö is a typical example of 'borrowed size', where the bridge between the two cities created the catchment area that was needed to build an international airport. Year after year, the two cities have added new components to their common programme, e.g. optimising the infrastructure, improving international connectivity, strengthening economic complementarities and improving sustainable energy production and social equality. The cooperation

did not originated on the metropolitan level, but at the level of the two separated city councils, which incorporated it in their future visions.

Progress and the shortage of young talent

Economic progress is not a question of scale. In the case of Stuttgart, the innovation capacity is restrained by the skills and age of the labour force. The need for technological innovation in this centre of the German automobile industry is accelerating in order to keep the industry competitive with the Asian and low wage industries. At the same time, the workforce is getting older and losing its capacity to innovate, and young skilled technicians from other European countries are not coming to Stuttgart because the city is not attractive enough to compete with the 'hipper' Berlin Metropolis.

The metropolis is also restrained in its modernisation. The population of Stuttgart is no longer convinced by the 'blessings of progress'. Weakening citizen acceptance of new housing and infrastructure projects and redevelopments of underused central locations such as Stuttgart Station have made politicians hesitant to enforce top-down decisions.

The talk of progress is no longer appealing. With rapid growth in Asia and the global competitiveness of the region, local citizens are unconvinced that European metropolises grow intrinsically or autonomously. These feelings of resistance are not so much fuelled by ideological motives, but by feelings about the quality of life, environment and sustainability. The definition of progress, for citizens themselves, is thus much more about quality than quantity.

Unique identity or the generic city?

The question of having a metropolitan identity was raised. Does such a thing, as 'urban identity' exist at this level? The term 'generic city', coined by Rem Koolhaas, suggests the convergence of functions, forms and spaces in the global city, where the way in which metropolitan cities are designed and organised will no longer be rooted in the local culture where they originate. The Brussels conference showed the opposite however. Bucharest is deeply rooted in its history: the Ottoman heritage is easily recognisable, as is the glory of the European 19th Century metropolis, the past communist arrogance and today's cowboy capitalism. The citizens that live in this heritage have the tendency to reformulate the programme of Bucharest however. The struggle against inequality, ignorance about the

hidden richness of the past and neglect of the public space is only just starting. Other European metropolises like Paris, London, but also the smaller sized like Copenhagen-Malmö, Stuttgart or Amsterdam also stress their distinctiveness. All European cities promote their history and heritage as being 'unique'. Some do so by stressing their culture (e.g. the re-opening of the Rijksmuseum in Amsterdam as a narrative about the glory of a small country); and others do so by highlighting their industrial achievements (e.g. Stuttgart with its Mercedes and Porsche museum; Oresund has bridged two harbour cities to stress its openness to the sea and the world).

Imagination

Bordeaux exemplifies, in the purest form, how identity is essential to making a metropolis. The metropolisation of region did not start with a plan to expand the area to meet the needs of the expected population growth (25 per cent increase in the next 12 years). Instead, the Mayor of Bordeaux first started with a consultation process, in which he asked institutional partners, businessmen, school children and inhabitants a simple question, namely: "What metropolis do you want to live in?" The responses formed the raw material for which a new vision for the Bordeaux metropolis was built on. This was a unique bottom-up approach, which connected directly to Bordeaux. This search for new ways to involve and connect to citizens is on the agenda for most European metropolises. How can we strengthen the bonds between the poor outskirts of the metropolis and its centre? How can we make the people living in the different municipalities feel connected to the future of their living and working spaces? Questions on what the metropolis can contribute to the quality of life demand a specific answer that in turn contributes to the identity of the metropolis.

The ongoing transformation process in European metropolises requires a strong cultural component. Arts and culture are necessary tools to investigate the future as they can open windows to new perspectives on societal change. In mastering new competencies, people need to experiment and create new forms and structures that will respond to new, upcoming possibilities.

Rebirth of Greater Manchester

In shifting from an industrial society to one based on the new economy, Manchester has had to do more than rely on learning some new skills in the schools

for professional education. Competition between the different regions in Greater Manchester only really ended when they realised the industrial era was truly over. The regions had to redefine themselves: and they still do. There was no roadmap for the rebirth of the metropolis: the path to discovering the media market, applied arts and information technology was found by trial and error, and cultural research helped redefine the identity of the city. The move of the BBC-studios from London was not an incident, but the cherry on top. Manchester has now become one of the sexiest metropolises in Europe and has much fewer problems in attracting young innovative people than Stuttgart has for example.

"THE NARRATIVE OF UNLIMITED GROWTH AND THE ATTRACTIVENESS OF THE BIG CITY THEREFORE NO LONGER APPLIES TO THE EUROPEAN CONTEXT OF METROPOLISATION."

The Dutch way to innovation and competitiveness

Looking back at the Netherlands, where 'metropolis' is still a forbidden word, the city regions of Amsterdam, Rotterdam- The Hague and Brainport have started to form an informal metropolitan region. This is informal, although the national government is currently trying to transform its twelve provinces into five official new ones. This project is deemed to crash because nobody can really explain why the new provinces are necessary, i.e. what exact problem will forming these new provinces solve? After all: no real problem can be solved effectively at such a scale. The real questions play at the level and scale of the agglomerations around the big cities (i.e. the metropolitan scale) or in terms of their position at the national level.

Dutch metropolises face the same challenges as other European metropolises: i.e. segregation, environmental concerns, connectivity, unemployment and social/cultural in/exclusion. They do so without owning the instruments and legal competencies to address these challenges at the right scale however.

Conclusion

The European metropolitan agenda is fundamentally different from that in other continents. In essence, this agenda is about international connectivity, innovation and human values. The meaning of progress has undergone a fundamental shift from improving growth to improving the quality of life. Culture will play a significant role in developing this quality of life. Arts and culture are the means to investigate and improve the main themes of concern for the European Metropolis: identity, social inclusion and segregation. The Netherlands is currently lagging far behind in the development of the metropolitan agenda. This is weakening the innovative capacity of its economy. The lack of legitimate influence at the metropolitan level creates new risks in the struggle against segregation, exclusion and poverty. The challenge for the Dutch metropolitan agenda lies in finding the connection between complementary qualities: between cultural and technology poles, the research, commercial and production facilities between them and the creation of intensive interaction between these diverse qualities. In the absence of a national government that has a clear vision on innovation and metropolitan quality, this interregional interaction needs to be organised through the adoption of a bottom-up approach by the two metropolitan cities.

The European Metropolis

MICHEL SUDARSKIS
SECRETARY GENERAL — INTA

'What is a metropolis?' remains an open question, and is probably best answered by the citizens of the metropolitan area itself.

All the contributions have demonstrated how complex and demanding the process of metropolitan construction is, and how much engagement and willpower is necessary for it. They have also clearly shown that metropolitan awareness and consciousness should not be underestimated. People, citizens, economic actors, and mostly, local politicians and policy-makers often fail to accept or understand this process. As a result the metropolitan dimension gets hardly any support. "How to bridge the gap between collective and individual interest?"

Jeroen Saris, Director of De Stad BV (NL), closed the roundtable with an anecdote that, since the 1990s, people in Amsterdam have asked themselves what a metropolis was all about. They even proposed to give up their municipal status to help facilitate other municipalities to create an integrated metropolitan area. They held a referendum, which resulted in a negative response by 99 per cent of the population. That urges one to consider the question: how important is identity and territorial awareness in the definition of metropolitan governance?

"THE PRIVATE SECTOR IS INCREASINGLY BECOMING A SUB-NATIONAL NON-STATE ACTOR WITH THE LEGITIMACY TO SHAPE PUBLIC POLICY."

For Michel Sudarskis, the key message of the roundtable was that the metropolitan level is forming a new middle power (at least in Europe, and perhaps also in the rest of the world). This rising new middle power has come about from sub-national and sub-regional authorities that are searching for more flexible, adaptable and better performing systems. In most of the case studies discussed at the roundtable, the metropolitan process has come about from community pressure on the State to accelerate the construction of an informal, performing and multi-scale governance system that is still embedded in the national system.

Another point worth considering is the fact that the private sector is increasingly becoming a sub-national non-state actor with the legitimacy to shape public policy. Private interests are taking the lead in moving from profit to purpose and increasingly acting in response to public interest, as is the case in Stuttgart and Manchester.

Ensuring territorial equity between metropolitan areas and the smaller municipalities surrounding them still remains an open challenge, as exemplified in the cases of Copenhagen-Malmö and Stuttgart. An integrated mobility system is often part of the solution in these cases.

Two issues that remain open and unclear are the risk of polarisation and fragmentation within the metropolitan areas, and issues of inequalities at the metropolitan level. These remain issues that need to be addressed thoroughly.

#1
ACCESSIBILITY & MOBILITY

METROPOLITAN AREA

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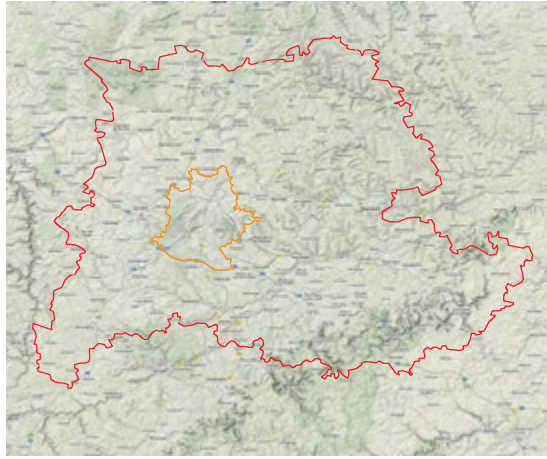
FIGURES

population (pp)
- Stadtkreis Stuttgart   613 392
- Region Stuttgart   2 691 666

area (km2)
- Stadtkreis Stuttgart   207
- Region Stuttgart   3 654

density (pp/km2)
- Stadtkreis Stuttgart   2 963
- Region Stuttgart   737

economic sectors
Automotive sector, Machine building sector

innovation sectors

METROPOLITAN ORGANISATION

REGION STUTTGART

= 179 MUNICIPALITIES

STADTKREIS STUTTGART

= 23 BEZIRKE

BEZIRK

PRESIDENT   DIRECTOR

REGIONAL ASSEMBLY

VOTE

MAYOR

COUNCIL

VOTE

MAYOR

COUNCIL

VOTE

CITIZENS
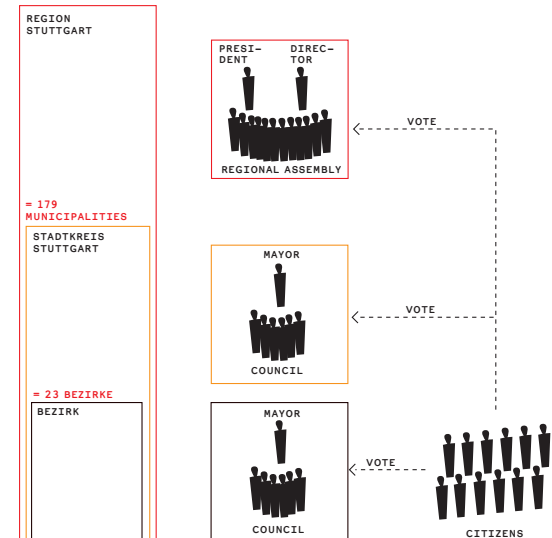
METROPOLITAN PROJECTS

	OBJECT	DISTRICT	CITY	AGGLOM.
INFRA			1.E-mobility	1.Stuttgart 21 2.RegRailNetw 3.RegTranspPl
HABITAT				1.ECO-innov 2.SustMobProg
ECO-INNOV				
PUBL-NAT				1.Landsc Park
CULT-LESURE				

REGION STUTTGART

"ACCESSIBILITY IS ONE OF THE MOST IMPORTANT ELEMENT FOR COHESION WITHIN THE REGION."

Stuttgart
Mobility and Accessibility

Stuttgart Region is a public body with legal competences in regional planning, economic development and public transport. All activities are coordinated by the regional assembly with directly elected members. Therefore, layout and operation of the regional railway system follows an integrated strategy to improve the regions competitiveness.

It is established as backbone of spatial development, connecting all mayor cities, important housing areas and the main elements of gateway infrastructure i.e. trade fair / convention center, airport. With more than 350.000 passengers every day it is crucial for the functionality of the region - as most artery road are used to their capacity or beyond.

The accessibility provided with this infrastructure has a significant impact on commuter relations and the trading area of retail facilities or other installations with supra - local character (i.e. culture, education, health care). An integrated, reliable, safe and comfortable regional system of mobility connects people with the metropolitan amenities, workers with jobs, customers with services. It equally improves the quality of hinterland locations as well as the efficiency of the core area.

Accessibility is one of the most important element for cohesion within the region. However social identity is primarily local - unless people are on holiday far away.

THOMAS KIWITT
MANAGING DIRECTOR – VERBAND REGION STUTTGART, GERMANY

SESSION REPORT

Mobility and planning

Stuttgart has a successful integrated mobility approach, in which the latest innovations in technology are incorporated. It is a highly efficient region where the industries, particularly automotive and engineering, and the means of transport are interconnected. Mobility is a significant part of the region's economic structure. It is an important element of its functionality, forging the link between the region and the (inter)national partners. At the international level, Stuttgart is part of the Trans European Network- Paris-Bratislava.

The Regional Railway System is the backbone of the region's spatial development plan, connecting all the major cities, residential areas and strategic infrastructure. As a result, accessibility defines the commuter area, which forms the catchment area for gateway infrastructure and regional installations.

The districts in the region that are poorly connected to the Regional Railway System are suffering a declining population, such as in Göppingen which also has a different S-Bahn and Transport Association tariff-system.

Transport-oriented development (TOD) is one of the key strategies in the mandatory Regional Plan. This has enabled increased developments along the railway lines and more efficient use of the transport infrastructure, where planned areas for housing, economic activities and retail in city centres have now been allocated through increased planning.

Innovation

Stuttgart is an example for energy efficiency, this in the fields of transport and mobility, research and development and e-mobility. It has pilot programs for provisions of charging infrastructure and for additional information and communication infrastructure for mobility. the regional organisation improves the visibility through different initiatives: improving international competitiveness & innovation capacity, supporting pilot projects, fundraising, clusters and recruitment.

The transport infrastructure in Stuttgart is at its limit however, and there are insufficient funds for building or maintenance work. Furthermore, Stuttgart is experiencing an ageing population, with a reluctant attitude towards change: even with regard to improving the public transportation system. The new term "BANANA" (Build Absolutely Nothing Anywhere Near

Anything), alongside the known expression of "NIMBY" (Not In My Backyard) reflects the conservative stance of many of the urban stakeholders.

To maintain its economic power, the region requires improvements and innovation however. The region needs to entice young talents who are currently moving to Berlin (attracted by its metropolitan quality of life) to move to Stuttgart instead.

Governance and identity

The region has a regional assembly that is directly elected, with a strong democratic mandate. There is strong political commitment to public participation. The assembly is the political entity where action takes place: it is responsible for the provision of infrastructure (hardware), guidelines for land-use and planning, economic development and innovation.

The region consists of 179 municipalities. Due to the high quality of the regional transportation system, 75 per cent of the inhabitants can work outside the town in which they live and enjoy a regional lifestyle based on culture, recreation, shopping, education, etc.

The open question for Stuttgart is: *How does the regional transportation system contribute to a metropolitan awareness for the population?*

Surprisingly, the region does not have a strong metropolitan identity. Klaus Mandel explained that this is the result of a priority focus on the hardware: "Metropolisation is more than hardware: metropolisation is culture, atmosphere and values. In one word: the informal. However, this search for a metropolitan identity is not the ambition of the inhabitants".

The future: a balance between formality and flexibility?

Regional political decision-making and competencies in Stuttgart are currently taking place within a very rigid structure, though it is withstanding a lot of pressure because of the strong political commitment to public participation. To ensure improvements and innovation for the future however, Stuttgart may need to create a more flexible structure that works with all the relevant partners and at all the different territorial levels.

Notes:

Klaus Mandel, Director - Heilbronn Franken Planning Agency

METROPOLITAN AREA

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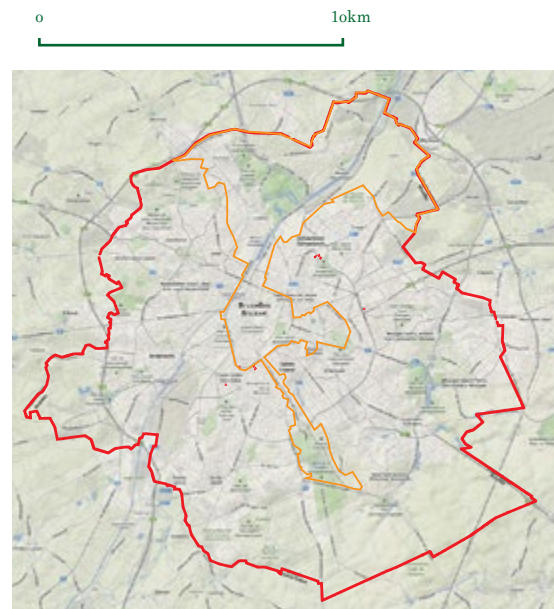
FIGURES

population (pp)
- Brussels City   166 497
- Brussels Capital Region   1 159 448

area (km2)
- Brussels City   37
- Brussels Capital Region   161

density (pp/km2)
- Brussels City   5 100
- Brussels Capital Region   7 201

economic sectors
- Services
- Public institutions

innovation sectors

METROPOLITAN ORGANISATION

BELGIUM

PRIME MINISTER
VOTE
VOTE
GOVERN-MENT   CHAMBER OF REPRESEN-TATIVES
VOTE
SENATE

BRUSSELS CAPITAL REGION

MINISTER PRESIDENT
VOTE
VOTE
GOVERN-MENT   PARLIA-MENT
VOTE

= 19 MUNICIPALITIES
BRUSSELS CITY

MAYOR
VOTE
VOTE
EXECU-TIVE   COUNCIL
VOTE

CITIZENS
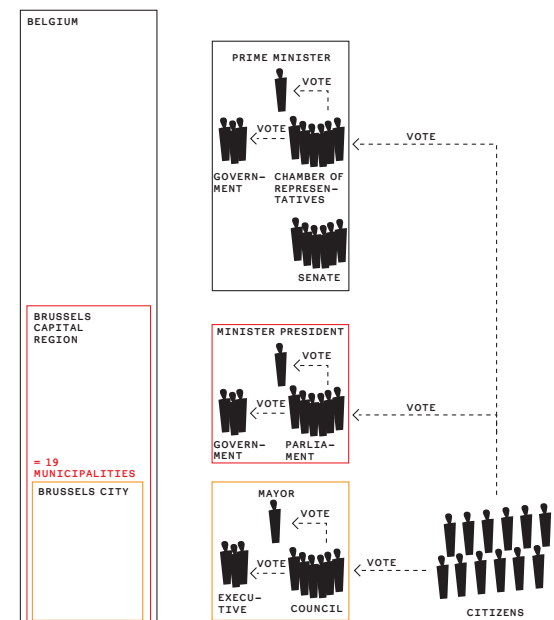
METROPOLITAN PROJECTS

		OBJECT	DISTRICT	CITY	AGGLOM.
INFRA		1.W.station 2.S.station			1.RegExpNetw
HABITAT			1.EUdistrict 2.Tour & Taxis 3.Schaerbeek 4.Terr du canal 5.Botanique		
ECO-INNOV		1.Delta	1.EUdistrict 2.Schaerbeek		
PUBL.-NAT					
CULT-LESURE			1.EU district 2.Tour & Taxis 3.Mont des Arts 4.RTBF-VRT		

BRUSSELS CAPITAL REGION

"BRUSSELS CAN USE ITS KEY ADVANTAGE OF HISTORICALLY HAVING ONE OF THE DENSEST RAIL NETWORKS IN THE WORLD."

Brussels Capital Region
Mobility and Accessibility

Today Brussels, as a city, as a metropolitan region, is held hostage by the concentric model that once shaped its tissue: the hyper-accessible center has become a bottleneck for public transport, while the periphery and the agglomerations in between are left out of the radar.

Our proposal for mobility is based on the belief that these multiple, mixed and layered centralities can be activated and intensified by radically rethinking the mobility network beyond the confines of the Brussels region, connecting it to the larger Eurodelta region.

Brussels can use its key advantage of historically having one of the densest rail networks in the world. However, today it copes with heavy congestion, and is -paradoxally- not used to its full potential. We propose to rethink and recycle the network on different scales, ranging from national to urban. In Brussels the existing infrastructure is reconfigured into a double loop which is a transition figure between the national network and the urban network; and which connects different centers (cultural, economical,geographical, ect.) and thus reinforces the polycentric urban substance.

This integrated, multimodal approach can be taken as an example for activating metropolitan territories, addressing their polycentrality and connecting them to their larger regions.

FREEK PERSYN
ARCHITECT — 51N4E, BELGIUM

SVEN DE BRUYCKER
COORDINATOR METROPOLITAN & INTERNATIONAL — BRUSSELS CAPITAL REGION, BELGIUM

Thomas Kiwitt, Freek Persyn, Sven De Bruycker, Jaap Modder

SESSION REPORT

Mobility and governance

The Brussels Capital Region is the main international region of Belgium that, due to its political importance and its rail and air infrastructure, connects Belgium to the rest of the world and vice versa. The short historical overview illustrates that Brussels has always had a threefold function: the capital city of both parts of Belgium, an international hub and a city of its own.

The Brussels Capital Region is also the official metropolitan territory, as it is a Belgian region next to Flanders and Wallonia. Because Belgium also almost makes up the metro region of Brussels, this raises questions whether this administrative region is the right scale for managing Brussels' metropolitan development? Brussels appears to be crushed under the weight of many authorities and it seems impossible to make an integral metropolitan plan at present because the functional region of Brussels is larger than the Brussels Capital Region.

Taking the rail network of Brussels as an example, the central function of Brussels Central Station is clear. The current rail tunnel of Brussels has reached it maximum capacity however, and the whole network constantly suffers problems in the tunnel due to traffic congestion. The mobility challenges that Brussels is facing can therefore not be met at the level of the Brussels Capital Region (1.16 million inhabitants), but must take the larger metropolitan level (3 million inhabitants) into account, or the functional region, which constitutes the true socio-economic basis of the Brussels Region.

Metropolitan Planning

The Brussels Capital Region has 19 municipalities; the Réseau Express Régional (RER)-zone has 135 municipalities; and the Brussels Metropolitan Community (BMC, 2012) has 111 municipalities, also including the federal State and the 3 regions as its members. As the Brussels functional region is larger than Brussels Capital Region, the Brussels urban area spans across 3 different regions with 3 different strategy documents.

The Regional plan for sustainable development (PRDD), set up by the Brussels Capital Region, considers six key challenges: (1) Demographic growth (+124.000 inhabitants by 2020); (2) Employment, training, education; (3) Environment; (4) Polarisation of the city and poverty; (5) Mobility; and (6) Internationalisation. According to the Brussels Regional Government, these challenges "cannot only be met at the regional level, but must take into account the metropolitan level which constitutes the true socio-economic basis of the Brussels Region".

"The responses must also reflect the mechanisms for competition and cooperation existing at this level".

Concerning the challenges of demographic growth, employment and mobility, the plan opts for more synergy between mobility and territorial development. By developing intermodal nodes, the need for new housing and jobs can be fulfilled. Public transport will structure the city and collaboration between all of the public transport providers should result is better services for users, as well as a greater choice of mobility, be it train, tram, metro or bus.

Other plans, such as those proposed by Studio 51N4E, focus on reusing the existing network and offering less expensive solutions, such as tunnels and road expansions.

Brussels values its international and EU-community of expatriates, while its large population of international immigrants is generally regarded as a problem. This is not unique to Brussels however: this dual approach or polarisation can be recognised in many metropolises.

Brussels 2040

An integrated solution, proposed by Studio 51N4E, is the starting point for 'Brussels 2040': a project set up by three design offices, commissioned by the Brussels Region in preparation for the Brussels sustainable development plan.

51N4E's integrated mobility plan focusses on creating a double loop on the existing rail infrastructure. This proposal would not only lower the congestion of the rail tunnel, but will also enhance the regional mobility network by accessing the areas that lie outside of the current perimeter of the Capital region, but are still part of the functional region of Brussels.

Although the plan uses existing infrastructure, its implementation is difficult due the different levels of authorities that need to agree on it.

Question still open for Brussels: *What is the right scale to implement an integrated metropolitan strategy?*

"KEEPING AN INDUSTRIAL BASIS IS A KEY LEVERAGE TO FOSTER INNOVATION AND SUCCEED IN THE 'NEW ECONOMY'."

"I WONDER IN WHAT RESPECT THE QUALITY OF THE LARGER REGION PLAYS A ROLE IN TERMS OF LIVING CONDITIONS AND IN TERMS OF ECONOMIC SYMBIOSIS."

"HOW CAN WE CAPITALISE UPON STRATEGIC METROPOLITAN TERRITORIAL ASSETS TO ACHIEVE SMART, SUSTAINABLE, INCLUSIVE GROWTH?"

#2
ECONOMIC DEVELOPMENT

"THE GREATER MANCHESTER STRATEGY PROVIDES THE FRAMEWORK FOR LEVERAGING GROWTH FROM THE CITY'S CRITICAL ASSETS."

METROPOLITAN AREA

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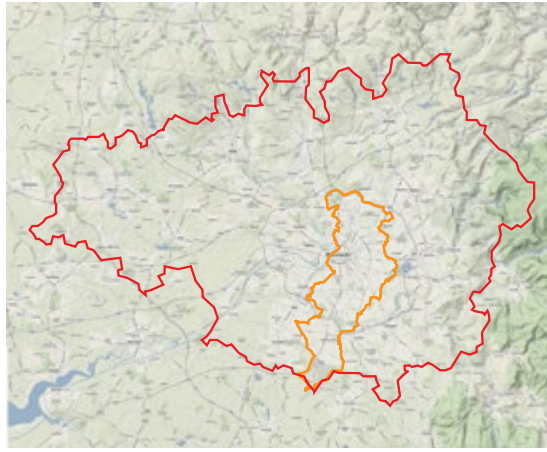
FIGURES

population (pp)
- Manchester   510 800
- Greater Manchester   2 702 200

area (km2)
- Manchester   116
- Greater Manchester   1 276

density (pp/km2)
- Manchester   4 351
- Greater Manchester   2 102

economic sectors
Bus., Fin. & Prof. Services (€ 15,13 billion), Health & Social Care (€ 4,97 billion), Manufacturing (€ 6,15 billion), Sport (€ 0.35 billion), Toerism (€ 7,8 billion),

innovation sectors
Creative & Digital (€ 6.38 billion), Advanced Manufacturing ((€ 2,84 billion) low carbon and environmental goods and services sector, (€ 6,38 billion), Life Sciences.

METROPOLITAN ORGANISATION
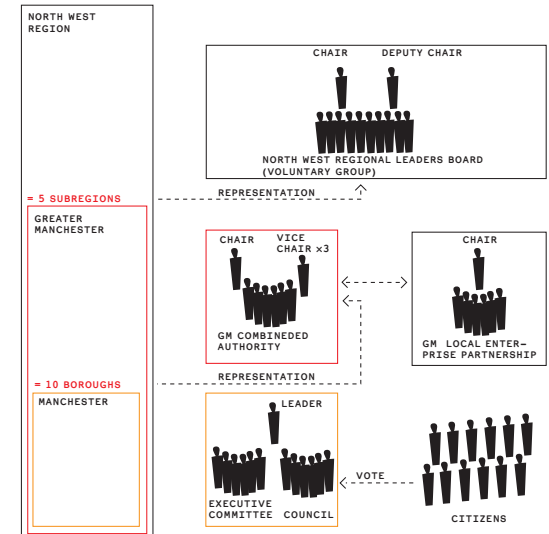
METROPOLITAN PROJECTS

	OBJECT	DISTRICT	CITY	AGGLOM.
INFRA	1.Man. Airport			1.Publ.Transp 2.digit infra 3.energy/water 4.waste facilit. 5.MetroLink
HABITAT				1.h-qual. houses
ECO-INNOV	1.NatGraphInst	1.MediaCityUK 2.AirportCity 3.SharpProject 4.CorridorMan		1.LowCarbHub 2.sport/cult toer
PUBL-.NAT				
CULT-LESURE	1.EtihadCamp.			1.sport

GREATER MANCHESTER

"THE GREATER MANCHESTER STRATEGY PROVIDES THE FRAMEWORK FOR LEVERAGING GROWTH FROM THE CITY'S CRITICAL ASSETS."

Greater Manchester Economic Development

Manchester was the first city of the industrial revolution – building its wealth on cotton, mining and heavy industry. As the city prospered its population grew, with waves of migration from across the world. Manchester also developed its reputation as an innovative and dynamic city, a city of firsts. As industry declined during the last century this left the city was faced with major challenges around population loss, deprivation, a lack of employment opportunities, skills gaps, and poor environment including housing.

Today, the Greater Manchester city region is home to 2.7million people and generates £48.2billion GVA per annum. A proactive approach to growth and regeneration sit behind a major transformation of the city, which has now reversed population decline. The city has a diverse economy with particular strengths in financial and professional services; life sciences; creative, digital and new media and advanced manufacturing and materials among others.

Greater Manchester is unique in its governance structure in the UK. Growing from a voluntary collaboration of the ten local authorities which began in the 1980s, a Combined Authority was established in 2011 which has statutory responsibility for economic development, regeneration and transport and works in close partnership with the private sector. In 2008 the Greater Manchester authorities commissioned the Manchester Independent Economic Review, which provides a robust evidence base on which the Greater Manchester Strategy has been built. The Greater Manchester Strategy and governance structures which sit behind it provide the framework for leveraging growth from the city's critical assets, such as science and technology.

SIMON NOKES
DIRECTOR POLICY & EUROPEAN STRATEGY – NEW ECONOMY MANCHESTER, UK

Marie Deketelaere-Hanna, Simon Nokes, Jaap Modder

SESSION REPORT

Sustainable economic growth

Greater Manchester has been engaged in developing policy to overcome the effects of de-industrialisation for a long time, focussing primarily on the service sectors, i.e. financial and professional services, life science, cultural and creative, digital and media, ICT, education, advanced engineering and manufacturing, tourism and sport. Manchester has created an endless succession of public and private agencies, research and strategic plans, and as a result, it has attracted big companies and public sector relocations (e.g. the BBC), international visitors and new revolutionary technology (graphene and other advanced materials, e-health etc.). The assets that helped to boost the economic development in this region were connectedness, relatedness and embeddedness.

The region is currently Britain's second growth pole. At the base of this success lies a stable common ambition that could be carried out over a long period of time: "By 2020, the Manchester city region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener city region where all our residents are able to contribute and benefit from sustained prosperity. "

Financial and professional services have, and will continue to, drive much of the growth of Manchester which is increasingly moving from one based on cotton, mining and heavy industry of the first industrial revolution to one based on its knowledge, assets and people.

Governance

The ten local authorities in Greater Manchester have been statutorily linked in the Greater Manchester Combined Authority (GMCA) since 2011. The New Economy Manchester, which works for the GMCA, has competences in research and strategy; planning and housing; environment; public protection; science and innovation; skills and employment; project development; and European policy.

GM's Governance was established in 1986 as a voluntary association ('Association of Greater Manchester Authorities'), providing the framework for leveraging growth. Since then, and through successful personal cooperation between the directors of the economic board (Business Leadership Council, established in 2008) and the city council of Manchester, the region has truly re-invented itself.

A learning point for other cities is that different sectors created their own governance and could therefore develop a strategy for Greater Manchester together with the GMCA. Most recently GM has conducted a science review and refreshed its economic plan – the Greater Manchester Strategy and Action Plan.

Question still open for Manchester: Would the metropolitan system help to reduce social inequalities and would it make things simpler? How can you improve the metropolitan quality of life?

The Mancunians?

During the debate, the following questions were raised: What does all of this mean for Mancunians?

Simon Nokes stated that the creation of new jobs and the regeneration of the city centre, including after the 1996 IRA bombing, has given the city and its inhabitant's new zeal and confidence.

METROPOLITAN AREA

o 1okm
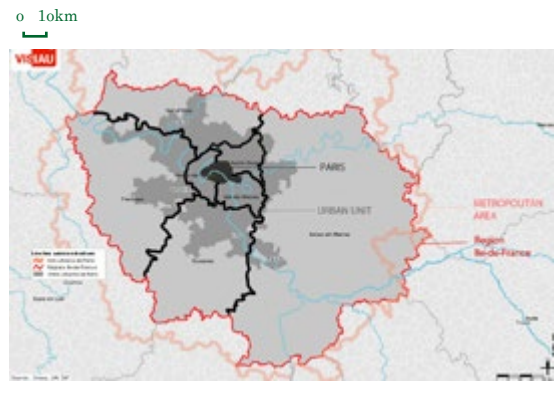
FIGURES

population (pp)
- Paris	2 268 313
- Ile de France	11 914 812
- Metropolitan Area	12 223 100

area (km2)
- Paris	105
- Ile de France	12 012
- Metropolitan Area	17 175

density (pp / km2)
- Paris	21 196
- Ile de France	977
- Metropolitan Area	712

economic and innovative sectors
La Défense , Saclay, Roissy Charles de Gaulle, Plaine Commune, Vallée scientifique de la Bièvre, Marne la Vallée...
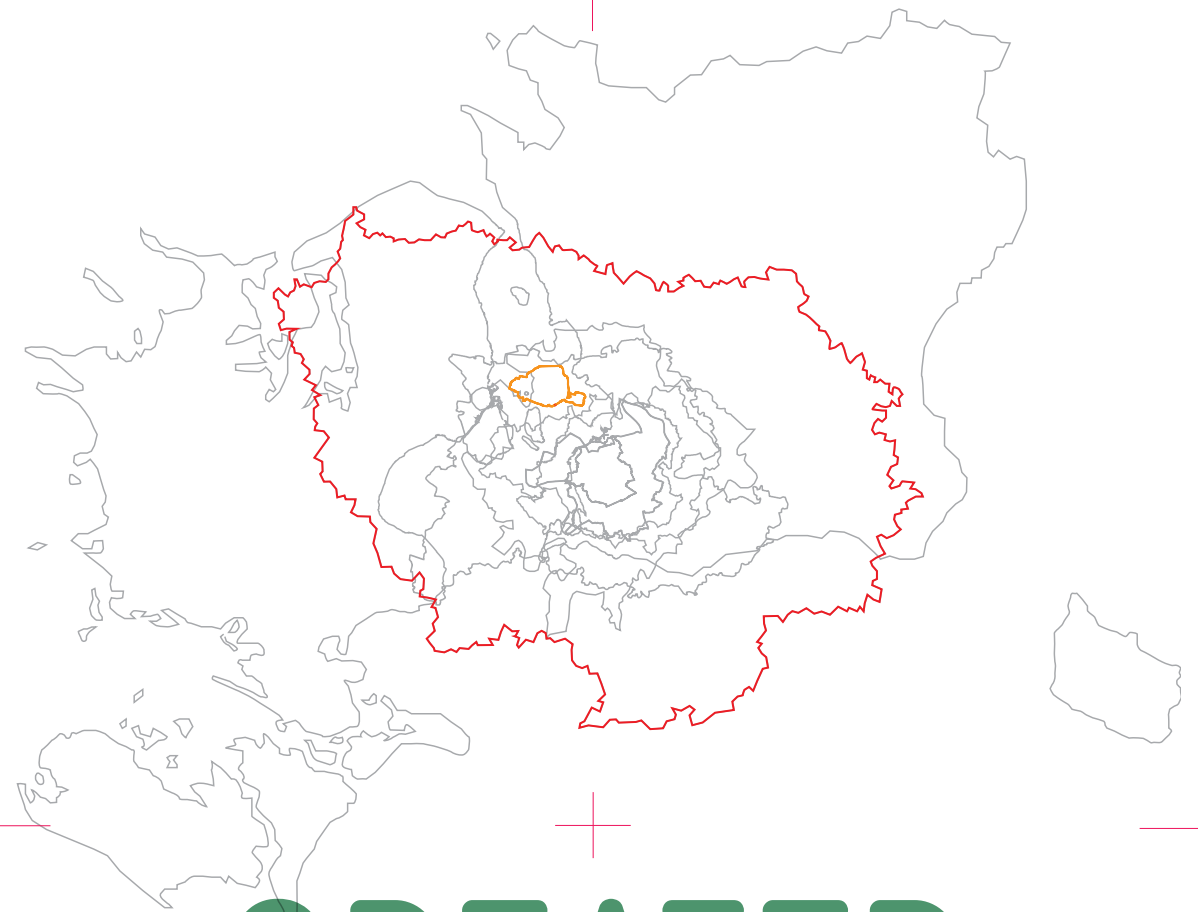
METROPOLITAN ORGANISATION
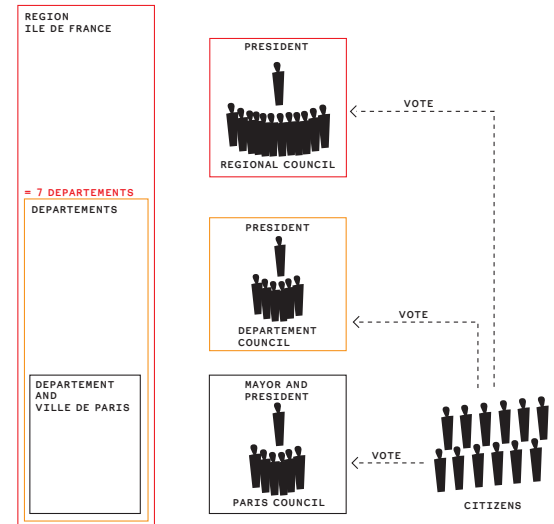
METROPOLITAN PROJECTS

GREATER PARIS

"KEEPING AN INDUSTRIAL BASIS IS A KEY LEVERAGE TO FOSTER INNOVATION AND SUCCEED IN THE 'NEW ECONOMY'."

Greater Paris
For an attractive and inclusive Metropolis

The Greater Paris Region is considered to be the richest in Europe, and as powerful from an economic point of view as certain Member States. It has a lot of resources (in terms of HR qualifications, R & D, infrastructures…). Nevertheless it is at the same time one of the most unequal region of the EU (with growing poverty, social exclusion and segregated territories).

This contradiction - and the ways to grow out of it - is the major challenge our metropolis is faced with. Indeed all major cities in the world have to tackle this issue, at the heart of sustainable development.

Unlike London, which is also a very powerful economic stakeholder, the Paris region has kept a strong variety of economic activities, industrial production included. The still wide scope – even if it has shrunk – of sectors in which people are employed and productive is a precious asset, and a protection in times of crisis. Keeping an industrial basis is a key leverage to foster innovation and succeed in the "new economy". The mixture of major multinational companies and the SMEs fabric helps maintaining attractiveness and inclusion. And the dynamics of the clusters born in the last decade encourages the links between business, laboratories, universities and national and local authorities.

The quality of infrastructures and public services is also a favorable factor, as (and even more) relevant to attract foreign investment as taxation policy. Nevertheless, the housing crisis, with a very high rise in prices, is a weakness and leads people to go further and further to try and find an affordable place to live. After public transportation, which is on the eve of a major improvement and change, housing is now the key problem to solve.

The French Government and the local authorities are very much involved in fostering territorial development and encourage cooperations between the different stakeholders. The movement towards a new governance for Greater Paris is seen as a necessity to organize in a more efficient and flexible way, it is motivated by the will to reconcile attractiveness and solidarity. It can be considered that in our metropolis there are now, adding to Paris intra muros, about twenty poles of urbanity with their own resources and development trends.

Paris Metropole has been able to gather more than two hundred local authorities of different "levels" and political backgrounds, to work together. So what is at stake is a coopetition – cooperation + competition – approach, aiming at a win-win evolution. It is true within Greater Paris, this also applies to cooperation between metropolises of the world. That's why I am happy and honoured to be with you today, in order to exchange and learn.

MARIE DEKETELAERE–HANNA
DIRECTOR – PARIS MÉTROPOLE, FRANCE

Attractiveness and solidarity

The action of Paris Métropole is based on the assumption that attractiveness and the solidarity of the metropolis capital are closely linked. Although the Paris Ile-de-France region is one of the richest in Europe (GDP 2010; 572 billion euros), it also has many poor areas (1.1 million poor inhabitants). The problems of segregation and poor schooling in certain suburbs also do not help the future of the Paris Region.

The attractiveness of the region is pushing demand for more office spaces and high-end metropolitan functions. This pressure is driving other functions away however, and effectively barring the poor and even the executive staff to access affordable housing in the inner areas. There is thus a clear need to tackle the shortage of affordable housing at a metropolitan level. For Paris Métropole, attractiveness and inclusion are closely linked.

Economic growth and innovation

Although there are innovative and traditional industrial sectors in Paris, the lack of space for affordable housing and new business ventures is slowing down its economic growth and innovation. These strongly depend on small businesses and new productive sectors. Martine Liotard, from the IAU, remarked that industrial activities tend to leave the Paris Region and that the current process of innovation in France takes place in other regional capitals such as Lyon, Toulouse or Bordeaux. The Paris Region therefore needs to work on creating a metropolitan strategy that can match the economic innovation policies, with clusters.

Open questions for Paris remain: "How do the territories work together to be more innovative at a metropolitan level, whilst competing between themselves to attract investors? How can a new administrative metropolitan body help to build a more inclusive territory?".

Governance

The governance of Greater Paris is complex, involving many different levels of authorities and scales of territories.

Question open: "How can you find a proper perimeter that matches the metropolitan challenges of 'Greater Paris'?"

A positive development is the establishment of 'Paris Métropole': an open, joint body incorporating more than 200 local authorities and city councils. It is a place to share ideas, exchange opinions and reflect on issues. The best way to serve the territory is to work together and dialogue with the Goverment. Within this body, all partners are treated as equals, where every local authority receives one vote. The new word is "coopetition".

However, this structure has no competency or authority on the territory.

A law, which has just been voted in December 2013, will create a new administrative structure for Greater Paris that will gather 128 mandatory members, i.e. the Paris municipality, 123 municipalities of the first ring of suburban counties and some municipalities in the second ring that cooperate with the municipalities in the first ring.

This new structure will have a perimeter that represents a continuous urban territory of 6.7 million inhabitants (and which discounts the airports and new towns). It will function as an inter-communal body that will replace the existing ones.

The perimeter and administrative management for this new administrative body are currently still being debated among elected representatives and civil servants.

Territorial development contracts

The law on Greater Paris of 2010 saw the creation of Territorial Development Contracts (CTD's). These contracts, signed by both the Government and groupings of local authorities, allow for the objectives of Greater Paris to be implemented at the local level, i.e. in terms of urban planning, transportation, social inclusion, economic development, environment, sport and culture. To date, 20 CDT's have been identified and are currently at different stages of implementation.

Besides affordable housing, the French Government, the Region and local authorities are working on a very efficient automated transport system, around Paris; this system will not be totally functioning before 2025 however. The long commuting hours and lack of affordable housing therefore remain a problem for now, so there is also a sort of emergency plan which is underway to improve the current network.

Notes:
- Paris Métropole is a syndicate that gathers more than 200 local authorities of the Paris region to exchange on the future of the metropolitan area
- IAU: Urban Pplanning Aagency of the Paris Region (Ile-de-France)

"THE KEY IS TO ENSURE THAT THE DEMOGRAPHIC GROWTH DOES RE-DENSIFY THE CENTRE OF THE URBAN AREA WHERE THE JOBS, INFRASTRUCTURES AND SERVICES ARE."

#3

"A METROPOLIS EMBODIES AT THE SAME TIME A PROJECT OF SOLIDARITY, A RESPONSE TO THE PROBLEMS OF GOVERNANCE AND ALSO A DEVELOPMENT PROJECT. IT DOES NOT HAVE A SINGLE PURPOSE."

GOVERNANCE OF PLANNING & DEVELOPEMENT

"IF THE METROPOLITAN TERRITORY IS POLYCENTRIC, THIS MUST FIND ITS EXPRESSION IN ITS MODE OF GOVERNANCE."

"A COMMON POLITICAL VISION HAS BEEN FORMULATED AND JOINT SOLUTIONS HAVE BEEN IDENTIFIED."

METROPOLITAN AREA

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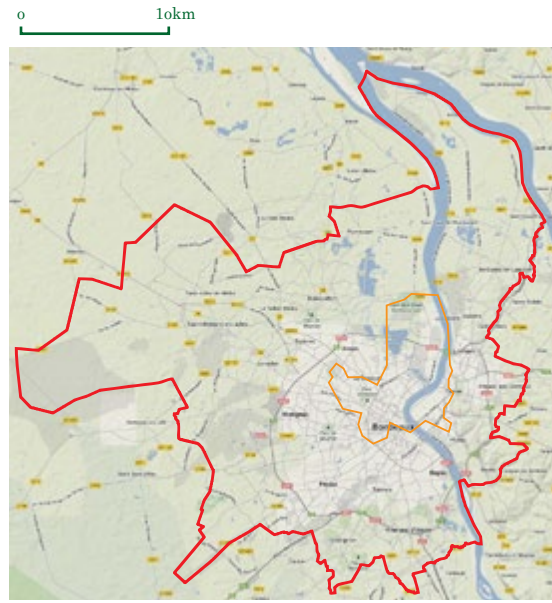
FIGURES

population (pp)
- Communaute Urbain Bord. (28 mun)   736 812
- Gironde Departement   1 479 277

area (km2)
- Communaute Urbain Bord. (28 mun)   578
- Gironde Departement   9 975

density (pp/km2)
- Communaute Urbain Bord. (28 mun)   1 271
- Gironde Departement   148

economic sectors
Industry : Aeronautics - space- defense (Aerospace Valley), Lasers Route (Laser and optics), Services Business, Tourism

innovation sectors
Green growth and sustainable construction, Health and health informatics, TICS, Creative economy
University : 81 000 students /11 000 researchers

METROPOLITAN ORGANISATION

REGION AQUITAINE

PRESIDENT

CONSEIL REGIONAL

← VOTE

= GIRONDE + 4 DEPARTEMENTS

DEPARTEMENT GIRONDE

PRESIDENT

CONSEIL GENERAL

← VOTE

= 542 MUNICIPALI-TIES

COMMUNAUTE URBAINE DE BORDEAUX (la CUB)

PRESIDENT

CONSEIL DE COMMUNAUTE REPRESENTATION

← VOTE

= 28 MUNICI-PALITIES

MUNICIPALITIES

MAIRE

CONSEIL MUNICIPAL

← VOTE

CITIZENS

METROPOLITAN PROJECTS

	OBJECT	DISTRICT	CITY	AGGLOM.
INFRA	1.JCDelmasBr 2.JJBoscBr 3.St-JeanStat	1.Navettes fluv	1.Tramway	1.HS Line 2.SW HS Lines 3.Highway
HABITAT		1.B.Euratlant 2.B.Floirac 3.BastideNiel 4.B.Bastide 5.B.Belcier 6.Bassins à Flot 7.B.Nord		1.50 000 dwell
ECO-INNOV		1.Camp Operat 2.Ship. haven	1.Digital city	1.Techno parks
PUBL-NAT		1.Pr d Jalles 2.Pr d Coteaux	1.Urb.shelters	1.55000 ha 2.Gr. itineraries
CULT-LESURE	1.stadium 2.concert hall 3.baths centre		1.wine's culture	

BORDEAUX URBAN COMMUNITY

"THE KEY IS TO ENSURE THAT THE DEMOGRAPHIC GROWTH DOES RE–DENSIFY THE CENTRE OF THE URBAN AREA WHERE THE JOBS, INFRASTRUCTURES AND SERVICES ARE."

Bordeaux Urban Community
"Shaping the metropolis our way"

The Bordeaux urban area is particularly attractive and must take up the challenge of exceeding the one-million population mark around 2030 (representing an additional 250,000 inhabitants). The key is to ensure that this demographic growth does not accentuate the already considerable urban sprawl and to re-densify the centre of the urban area where the jobs, infrastructures and services are.

In addition to this, in recent years, the Bordeaux metropolis has been the focus of an unprecedented number of major projects, notably around the arrival of the High-Speed Rail Line (LGV) which will bring Bordeaux within 2 hours of Paris in 2017. These major projects will boost the attraction of the Bordeaux metropolis and contribute to establishing its place among the main European cities.

These two phenomena combined will bring a leap in scale, as Bordeaux grows from a city into a metropolis, but this metropolisation process must not be a passive or "standardised" one. To reconcile metropolitan ambitions and quality of life, Bordeaux Urban Community (La CUB) has sought to define its own development model: a process of forward studies and citizen participation launched in 2010 has resulted in the collective construction of a shared project for tomorrow's metropolis.

From defining the strategy through to implementation: building the metropolis collectively. At Session 3 on "Governance of Metropolitan Planning and Development", the speakers from the metropolis of Bordeaux will begin by presenting the metropolitan project preparation phase in which over 15,000 participants – municipalities, institutional partners, associations and citizens - were mobilized for 18 months to construct a shared, collective representation of the Bordeaux metropolis of 2030: a "common destiny", in fact.

This process culminated in the drafting of a document, "5 Senses for Metropolitan Bordeaux" setting out the main strategies for the Bordeaux metropolis through to 2030 and voted on at the end of 2011 by the elected CUB councilors.

The second part of the presentation will be dedicated to the implementation of the project. In the same spirit as that presiding over the metropolitan strategy preparation phase, the CUB is proposing new ways of doing things, based on active, ongoing cooperation between metropolitan stakeholders in all their diversity.

How is the CUB getting local stakeholders involved in implementation of its 12 metropolitan labours and how is the metropolitan cooperative taking shape? How does this governance fit into the institutional landscape?

BOB CLÉMENT
TERRITORIAL DYNAMICS TEAM A'URBA – PLANNING AGENCY METROPOLITAN BORDEAUX AQUITAINE, FRANCE

FRANÇOISE LE LAY
PROJECT MANAGER – BORDEAUX URBAN COMMUNITY/BORDEAUX METROPOLE, METROPOLITAN STRATEGIES AND INNOVATION, FRANCE

SESSION REPORT

From city to metropolis

Bordeaux Urban Community ('La CUB') is an Inter-municipal body composed of 28 municipalities (730 000 Inhabitants), which form the sixth largest urban area in France. With the large anticipated population increase by 2030 (expected 250,000), La CUB will become a metropolis with over a million inhabitants. The challenge is to bring a halt to the urban sprawl and refocus new arrivals towards the heart of the agglomeration? In order to help determine the leap from a historical, provincial French city and harbour to a metropolis, and to reconcile a quality of life and a metropolitan ambition within this process, Bordeaux Metropole defined its own development model. This development model involved the local stakeholders in order to build a shared vision of the Bordeaux Metropolis.

Metropolitan Project

"Le Projet Métropolitain" does not only entail the ambitions of Elected representatives from the Bordeaux Urban Community Council (CUB), but is the result of a broad consultation process that involved 500 stakeholders in the first phase, including municipalities, institutional partners, businesses, trade organisations, participative democracy authorities, think tanks, collectives and associations. Phase two involved a further 15.000 inhabitants.

In the first phase, all participating stakeholders were asked to answer a single question: "What metropolis do you want for 2030?". The guidelines to answer these questions were based on answering as a collective (rather than as an individual contribution); that the answer should be based on a projection to 2030; that it should address all aspects of urban life, without being constrained by the geographical limits of the metropolis and with the freedom to leave room for creativity. The results of the first phase were shared metropolitan values and priorities, but also subjects for debate and conflicting expectations.

In the second phase, the debate 'La Fabrique Métropolitaine' was intensified by the participation and involvement of a maximum number of people. The outcomes of this debate were: (1) consultation was a necessary condition to get the territory moving; (2) the metropolis is not an institutional reality, but a spatial reality which exists out of flows, mobility, metropolitan functions, day-to-day metropolitan practices and metropolitan challenges; and (3) the metropolis is being built through a shared and collective representation. Out of this representation, a public metropolitan space and a collective metropolitan awareness will emerge.

The two phases led to the publication of a strategic document: "5 Sens pour un Bordeaux Métropolitain" ('5 senses : building a Metropolitan Bordeaux'). This document plan does not contain any maps, because maps exclude and classify. Drawings and pictures enable inspiration and identification. Many of the future projects are more of a cultural, environmental and social nature than starting from a spatial perspective.

The next phase?

As the two phases have now ended, the next question will be looking at how to move forward and implement the metropolitan vision. Although there is no shortage of funding, the difficulties to implement was noted: how can we start to implement plans and show visible progress, to sustain the collective dynamics and reward expectations? And how can citizen's involvement be sustained beyond the consultation phase? Who will be leading the next phase and who will be the partners?

Implementation: Twelve "Metropolitan Labours", i.e. cross-department operational projects forming the Metropolitan Project, have been identified. These projects are jointly steered by local stakeholders and the CUB.

Partnerships: There is a common and shared idea of the metropolis, and the Bordeaux Urban Community Council has, almost unanimous, voted in favour for the Metropolitan Project. By working on the projects, a new way of working has emerged, based on cooperation, partnership, and mutualisation, as well as adopting systemic approaches and inviting a variety of local stakeholders to discuss these issues together.

Governance: Currently, the national territorial reform that will give a legal status to the metropolis (2015) will mark the 'official' creation of the metropolises in France. This change should reinforce the Metropolitan project and its implementation.

METROPOLITAN AREA

o 1okm

FIGURES

population (pp)
- Malmö | Byen Køb. & Omegn   1 528 765
- Øresund Region   3 785 429

area (km2)
- Malmö | Byen Køb. & omegn   667
- Øresund Region   21 066

density (pp/km2)
- Malmö | Byen Køb. & omegn   2 292
- Øresund Region   180

economic sectors

innovation sectors
- Life Science, Clean Technology, ICT, Foodstuffs
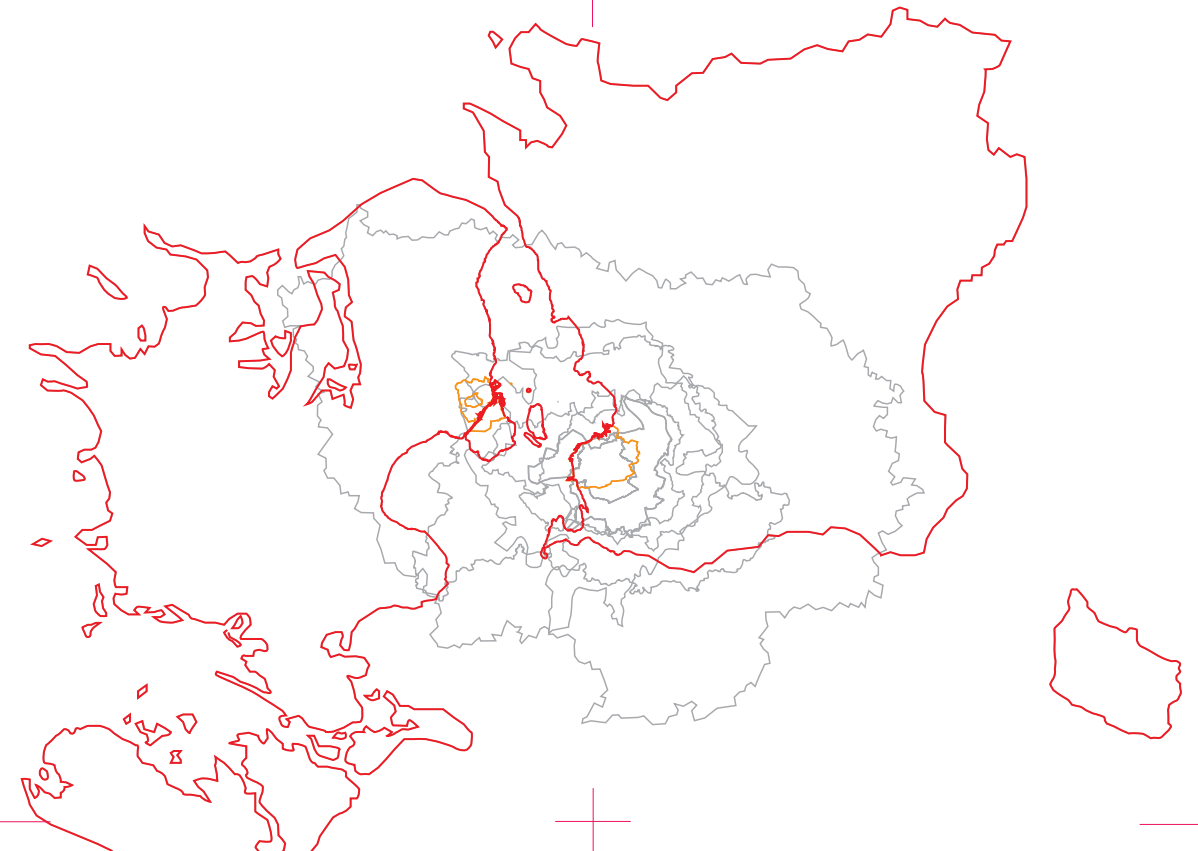
METROPOLITAN ORGANISATION
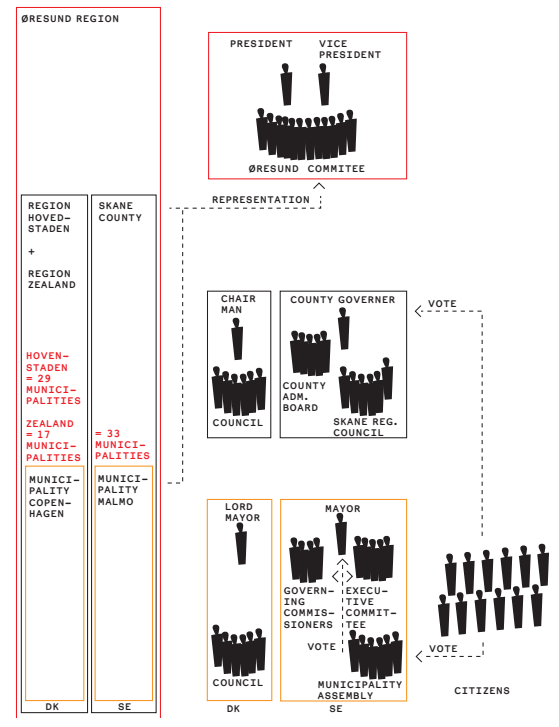
METROPOLITAN PROJECTS

	OBJECT	DISTRICT	CITY	AGGLOM.
INFRA	1.Copenh. Airp			1.HS Kastrup 2.green transp. 3.Fehm.Belt.L 4.dialog. invest. 5.digital infra.
HABITAT				
ECO-INNOV	1.Max IV 2.ESS			1.sust.urb.dev. 2.info.service 3.tax,soc,unemp 4.work possibil 5.education 6.internat.res. 7.exch.exper.
PUBL.-NAT				
CULT-LESURE	1.inno.busin.cen.			1.coord.cult.act 2.cult-busn.prog

COPENHAGEN MALMÖ

"A COMMON POLITICAL VISION HAS BEEN FORMULATED AND JOINT SOLUTIONS HAVE BEEN IDENTIFIED."

Copenhagen-Malmö
Urban planning and political cooperation

The proximity of Copenhagen and Malmö – by far the two largest cities in the cross border region – has contributed to a fruitful cooperation in politics and urban planning in particular. A common political vision has been formulated and joint solutions identified in the Municipal Plan of Copenhagen and Malmö in 2011 and 2012 respectively. The two cities are facing the same challenges of welcoming many new citizens in combination with a lack of economic growth, insufficient infrastructure and ambitious climate goals.

In order to move from strategy to implementation Copenhagen and Malmö have established regular meetings with politicians and high ranking public officials. The two administrations work together on a daily basis to follow up on earlier decisions and prepare new initiatives. One of the latest results of the cooperation is a joint international marketing of the urban development areas in the two cities. And the ongoing efforts include investigating the possibility of an offshore wind farm in the dividing Øresund strait and a new highly frequent metro that would reduce the travelling time between the two city centers from 34 min. to about 15 min.

ANNE SKOVBRO
DIRECTOR FINANCE ADMINISTRATION – MUNICIPALITY OF COPENHAGEN, DENMARK

CHRISTER LARSSON
DIRECTOR OF THE CITY PLANNING DEPARTMENT – MUNICIPALITY OF MALMÖ, SWEDEN
(COULD NOT ATTEND THE MEETING)

Bob Clément, Françoise Le Lay, Anne Skovbro

SESSION REPORT

Shared political vision

Copenhagen- Malmö is another example of cross-border metropolitan development. The Oresund Region has a common history: Copenhagen and Malmö, both former industrial cities, have transformed their housing redevelopment areas and turned into service industry cities.

There is a high level of cooperation between the two cities: instead of competing, they work together at both the local and international level. The two cities have joined forces to face common challenges, e.g. the lack of economic growth, insufficient infrastructure, welcoming new citizens and ambitious climate goals. They work together on a daily basis to strengthen this unusual partnership.

In the 'Copenhagen Municipal Plan' (2011) and the 'Malmö Municipal Plan' (2012), common solutions and a political vision are formulated and identified. The shared political vision is: healthy and green growth, social balance, business, innovation and knowledge, mobility and CO2 neutral.

Governance

A joint strategic summit, in which Members of the Finance Committee in Copenhagen and the Executive Board in Malmö participate, takes place every year, where topics such as the overall strategy and common initiatives are discussed. Furthermore, regular administrative meetings take place in which the CEO of the Finance Administration in Copenhagen and the City Manager in Malmö come together to decide on new initiatives and follow-up on earlier decisions.

Problems related to governance at the larger scale and the involvement of two countries are solved by the same attitude of mutual trust, openness, and common values and shared benefits. Although this currently does not work to overcome all differences (e.g. the differences in tax laws and corporation laws), changes are being made in those areas as well.

The joint projects of the two cities include: improving the connection over the Sund, system exports of clean tech solutions, promoting wind energy, Oresund Business Match and the localisation of growth industries.

Connections

The building of the Oresund Bridge was the spatial result of the collaboration between Copenhagen and Malmö to tackle a common problem for a common benefit (i.e. Copenhagen Airport). Next to the bridge, a new metro system will be built, which will reduce the travel time between the two cities centres from 34 to 15 minutes.

Economy

Over the years, the plans have been coordinated to form a strong region, with common solutions and strengths, e.g. new jobs in the green industries; the export of green technology to China; new green housing; research of new materials; increasing public transport; and a communal wind farm. By building a cross-border brand, the two cities are attracting international investments, where iInvestors can find opportunities both in Sweden and in Denmark. Economic growth has increased despite the crisis, and this may be attributed to the advantage for investors of reaching two different markets from the one region.

"BUCHAREST IS A CLASSICAL EXAMPLE OF A BIG CITY UNABLE TO DEVELOP ITS 'NATURAL' METROPOLITAN TENDENCIES."

#4
METROPOLITAN IDENTITY

"FOLLOWING A BUDGET DRIVEN AND CONSTITUTIONAL CHANGE OF GOVERNANCE, CURRENTLY METROPOLITAN DEVELOPMENT IS BEING INITIATED AS A PUBLIC PROJECT."

"CAN THE PARTICIPATION AND DAY—TO—DAY EXPERIENCE OF INHABITANTS LEAD TO AN EFFECTIVE METROPOLITAN STRATEGY THAT IS ALSO POLITICALLY ROOTED?"

"THE ASSOCIATION IS NOW EXPLORING WAYS TO SUPPORT THE LONG—TERM PROCESS OF REINFORCING THE COLLECTIVE TERRITORIAL IDENTITY."

METROPOLITAN AREA

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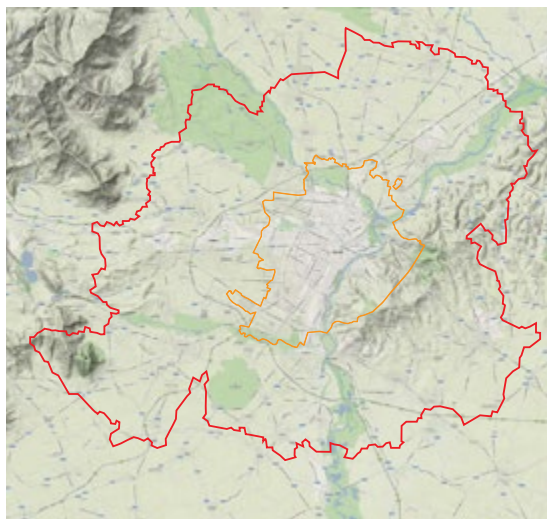
FIGURES

population (pp)
- Turin   872 091
- Metropolitan Area   1 570 963

area (km2)
- Turin   130
- Metropolitan Area   899

density (pp/km2)
- Turin   6 708
- Metropolitan Area   1 747

economic sectors
Automotive, ICT, Aereospace

innovation sectors
Biotechnology and biomedical, Mechatronics, Agrifood

METROPOLITAN ORGANISATION

METROPOLITAN PROJECTS

	OBJECT	DISTRICT	CITY	AGGLOM.
INFRA	1.P.Susa Stat 2.P. Nuova Stat 3.Pino Torinese 4.R-Fossata 5.Zappata Stat 6.Livorno Br 7.CVMUnderp 8.HST Milano	1.Spina 2 2.Dora Stat	1.Line 1 Metro 2.Line 2 Metro	1.MetrRailSyst
HABITAT	1.Artom 2.Spina 2	1.Campidonico 2.Vitali 2 Area 3.Fuksas 4.OGM 5.District 3 6.Lancia area		
ECO-INNOV		1.Design centre 2.Environ Park 3.Multimedia 4.New Economy 5.Cineporto		
PUBL.-NAT	1.Statuto Sq 2.Aldo Moro Sq 3.clessidra Park 4.LiveArtPark 5.Dora Park 6.Spina Park 7.Valentino Pr 8.Carlina Sq			
CULT-LESURE	1.Sport Centr 2.JWorld Mall 3.Sporting Dora 4.Plan & ScMus 5.Car Museum 6.Venaria Reale 7.Museo Egizio 8.Gal Sabauda	1.Mediapolis 2.Polisportivo 3.Sc. Center 4.Borgo 5.Railway Loop 6.Street theatre 7.SNOS 8.Eatitaly		

METROPOLITAN TURIN

"THE ASSOCIATION IS NOW EXPLORING WAYS TO SUPPORT THE LONG-TERM PROCESS OF REINFORCING THE COLLECTIVE TERRITORIAL IDENTITY."

Metropolitan Turin Identity

The Association Torino Internazionale/Strategica started in 2012 with the preparation of the third strategic plan for the metropolitan area of Torino, following the plans of 2000 and 2006. The work is undertaken mainly by involving local stakeholders (economic, social, public bodies and local authorities, universities, etc.) via an articulated one-year long consultation process designed to help generate ideas, come up with visions, strategies and priority actions, and engage decision-makers in making agreements for implementation.

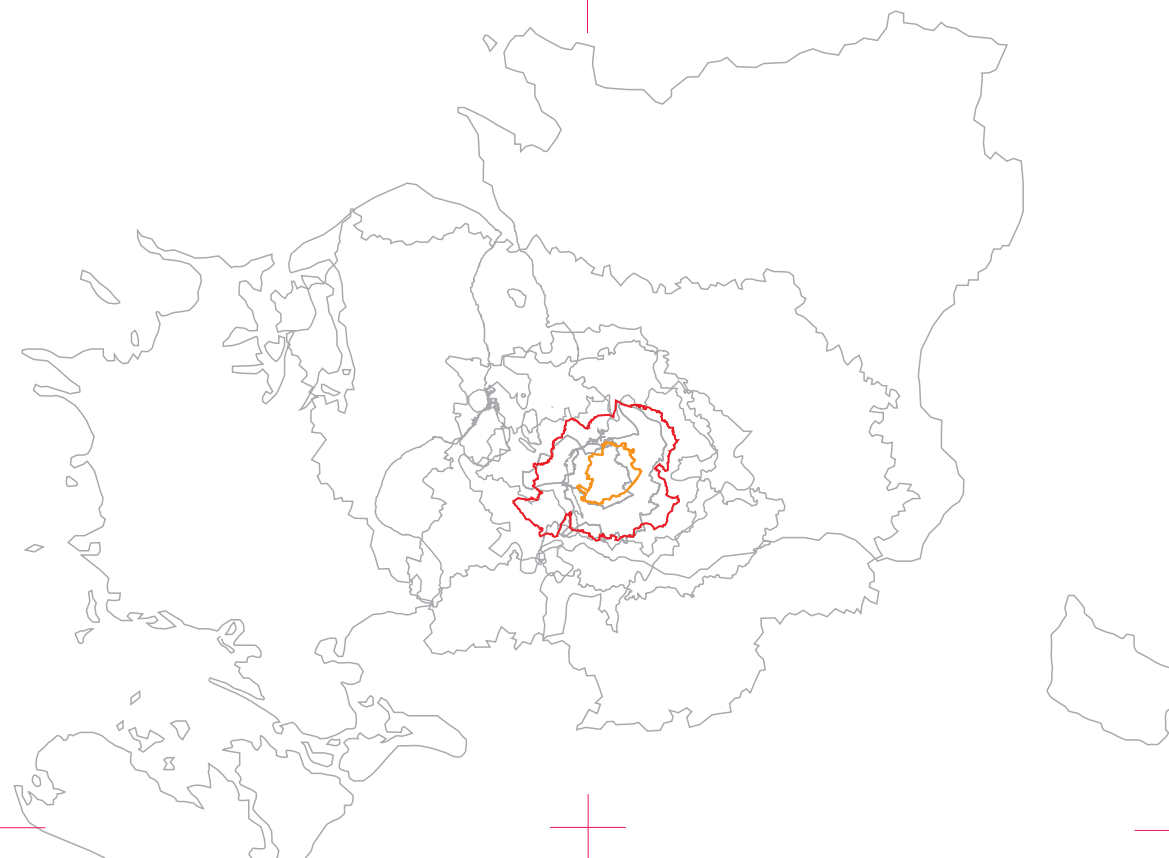Alongside the crucial local economic issues, for the first the time the focus on the opportunity to build a metropolitan government is perceived as central to the future urban vision. 38 Municipalities, the Region and Province are engaged in a discussion on how to devise a metropolitan strategy and reinforce cooperation in many sectors. The metropolitan area has 2,5 million inhabitants, of which more than 900.000 in the regional capital of Torino.

But given that the strategic plan process mainly includes decision makers and experts, how can it be ensured that the larger issue of helping to build the Metropolitan identity is also taken into account? For this reason, the Association is now exploring ways to support, via a set of coordinated activities, the long-term process of reinforcing the collective territorial identity, which in turn will also reinforce the governance process driven by the Mayors.

The awareness of being part of a functional and morphological metropolitan area – besides historical and geographical dimensions – does exist in some forms. The more than 50 cooperation practices, of different kinds, set in place by Municipalities during the last two decades have created in some specific areas an inter-communal sense of belonging, which goes beyond administrative boundaries.

There is also a shared recognition, among politicians but also citizens, of the key role of some metropolitan functions which are not in the core city (main hospitals, tourism and heritage attractions, retail centres, parks). The sense of belonging to the metropolitan area is definitely higher for the inner circle Municipalities, fully attached to the main City.

But looking at the larger area, Municipalities which are far a way fromeach other, in different geographical areas (such as the industrial plane towards Milano compared to the low density residential hills) have expressed the feeling that they do not really know each other and may not have much in common. In addition, the strong Italian tradition of the key role of local authorities and Mayors implies that competition, also at a symbolic level, remains high. Moreover the impression (or prejudice) – found among some politicians and local authority officials - exists that the main City not willing to cooperate with the surrounding Municipalities, or vice versa that the latter are not capable of keeping up with the delivery skills of the core city.

Given this picture, what can be done? The Association is planning to launch a programme of activities to foster participation and reciprocal knowledge in different ways. The activities could include mainstream research (reciprocal knowledge is essential to foster awareness of differences and common challenges), visual projects (photos and videos of the metropolitan landscape), storytelling projects, participatory workshops with schools and other local groups, a major town meeting with 1.000 metropolitan citizens, a dedicated web site and social media, etc. Looking at good practices around Europe can definitely help the Association to understand which programme to define and provides evidence on what may work better.

ANNA PRAT
DIRECTOR – ASSOCIAZIONE TORINO INTERNAZIONALE/STRATEGICA, ITALY

SESSION REPORT

Current context

The 'Torino Internazionale' association was established in 2000, and currently has 85 members, including both public and private bodies. Its mission was to promote the preparation and implementation of the strategic plan, to monitor and assist its implementation, to organise supporting activities and communicate the plan to stakeholders and citizens. For the past 15 years, this strategic plan has been the basis of an optional document for which almost all of its plans were implemented, resulting in intensive and successful changes.

In 2012, the Mayor of Turin re-launched the strategic planning process. Torino Internazionale is currently still making a start with the strategy, but issues of territorial identity have to be considered from the start.

City of opportunity

A new strategy is being set up under difficult circumstances: youth unemployment lies at 40 per cent, companies are closing, there is municipal debt and severe shortages of public funding, the private sector is disillusioned, domestic investors are also looking outwards and international investors are also looking elsewhere. On top of this, there is growing regional competition with other Italian cities and poverty is increasing. These are all the symptoms of the long term impact of Italy's crisis and the countries long standing political and administrative problems.

Turin chose '2025, City of opportunity' as the motto for the new metropolitan vision 'Torino 2025'. The unofficial subtitle could be interpreted as "find your own way". The region believes in its capabilities; as a food capital, international city and through its strong university and the city has tested them in extensive consultations with partners, experts and many local communities.

Governance

The new national law (135/2012) reduces the number of Provinces and creates Metropolitan City levels, which has made the legal status of the metropolitan government and the existing framework on local government (Regions, Provinces and cities), uncertain. Nevertheless, Bologna and Milan are working hard to construct the metropolitan level.

With regard to Turin, will the existing province become the Metropolitan city? Of the 315 municipalities in the province, three quarters lie in rural and mountainous areas. It would therefore be unreasonable to equate its border with that of the province by involving them all in the metropolis.

Metropolitan cooperation is still taking place, even though no metropolitan borders have been defined. Turin chose the pragmatic approach of involving the municipalities by inviting its neighbouring municipalities. Those that accepted have become part of the metropolitan area, which currently comprises more than 1.5 million people.

Metropolitan identity

In order to help the process of reinforcing governance and building on the potential of the government, a metropolitan identity is needed. By looking at an identity, metropolitan development becomes a virtuous, self-sustained process, supported by a widely shared local vision of many actors, which in turn becomes part of a local 'political discourse'. It furthermore tests the real viability of the process and goes beyond the consultation of key decision makers, stakeholder and scientific expert.

Does Turin have a metropolitan identity, despite the willingness of the 38 municipalities (in addition to the Province and the Region) to participate? The inner municipalities have already built a clear sense of belonging. As the Mayor of the municipality of Venaria use to say "First name Venaria, family name Torino". The process has allowed for the recognition of the role and importance of some metropolitan centres, and it has highlighted that some collaborations are happening, including those with strategic and programmatic tasks.

The metropolitan identity also faces challenges however, particularly: the historical Italian localism, the lack of mutual understanding, the conflict between the 'doughnut' (i.e. the leading centre) and the 'hole' (the periphery); and the strong role of the Province.

Question: *How can this identity be helped?*

Turin will attempt to foster a metropolitan identity by three means. (1) Research: by use of cognitive models, scientific research on the evidence of the existence of a common identity, creative research on landscape and city use (photography, art, storytelling, visits, etc.) and documented case histories. (2) Communication with all communities and municipalities involved. (3) By creating wider engagement and participation involving creative local people, town and school meetings, social media and a forum of entrepreneurs.

METROPOLITAN AREA

0   10km
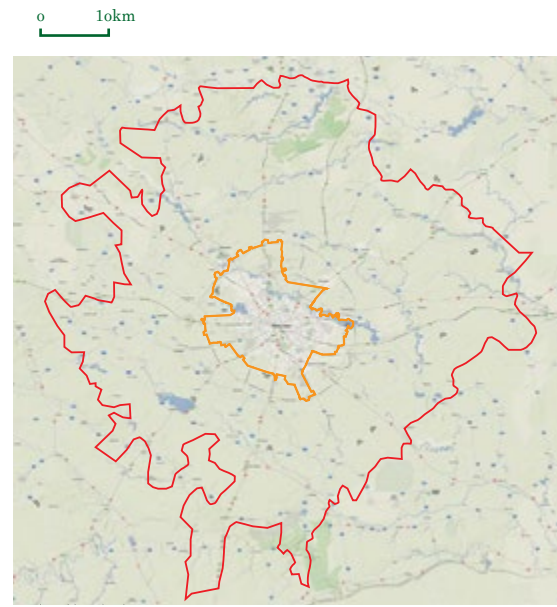
FIGURES

population (pp)
- Bucuresti   1 924 299
- Bucarest Metrop Area   3 668 231

area (km2)
- Bucuresti   237
- Bucarest Metrop Area   21 018

density (pp/km2)
- Bucuresti   8 119
- Bucarest Metrop Area   174

economic sectors

innovation sectors

METROPOLITAN ORGANISATION

STATE - - - - - - - - - - - APOINTED

BUCHAREST METROPOLITAN AREA

GOVERNER

REGIONAL ASSEMBLY

+ 5 COUNTIES

MUNICIPALITY BUCURESTI

GENERAL MAYOR

VOTE

GENERAL COUNCIL

×6

SECTOR

MAYOR

VOTE

SECTORAL COUNCIL

CITIZENS
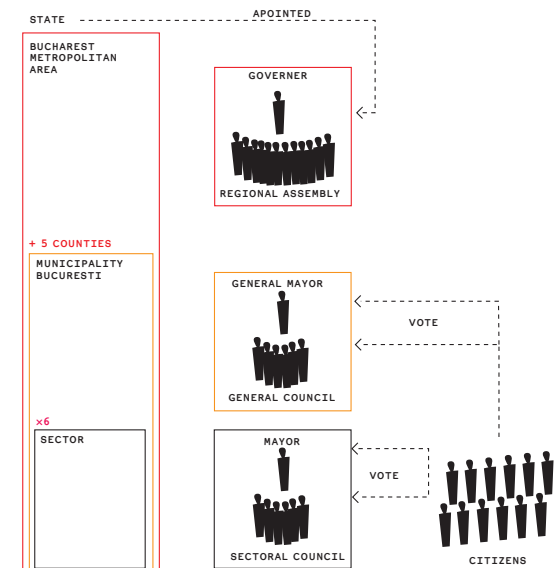
METROPOLITAN PROJECTS

	OBJECT	DISTRICT	CITY	AGGLOM.
INFRA				
HABITAT				
ECO-INNOV				
PUBL-NAT				
CULT-LESURE				

BUCHAREST

"BUCHAREST IS A CLASSICAL EXAMPLE OF A BIG CITY UNABLE TO DEVELOP ITS 'NATURAL' METROPOLITAN TENDENCIES."

Bucharest

Bucharest metropolitan?

Metropolitan history

XVIIth century: Ottoman decision to establish the capital of the servant Wallachia kingdom in the merchant city of the plain, with the obligation to never fortify it. 60 km from the historical frontier of the Danube River and the port of Giurgiu, on the main roads North / South, from Stockholm to Istanbul, and East / West, from Paris to Moscow (or Athens and Istanbul).

1907: international competition for an urban scheme; half dense urban Haussmannian centre–ville, half Viennese, elegant banlieues in a green belt. In 1900, Bucharest has 1 million inhabitants and a big boom after the first Big War, 1.3 million in 1940; the sixth European city.

1945 to 1989: Bucharest is the capital of a socialist Romania for half a century. During this period its development is directly steered by the politic power, against the "metropolitan" evident tendencies (quite like the Paris vision of JF Gravier and the French desert) the strategic economy is more and more concentrated in the capital, but the growth of the population is drastically limited. Important investments in infrastructures were however realised, but not finished: a new international Airport and the old dream of the Channel from Bucharest to Danube and the Danube / Black Sea Channel (the notorious "Canal").

1990, officially 2 million inhabitants of Bucharest, probably 2.5.

1989: the "Revolution" changed the urban vision of the city. The liberal ideology replaced the communist top–down centralised strategies and imposed a complete entrepreneurial freedom. Bucharest developed a gentrification growth, following in this an old tendency, a rich North against an each day poorer and ghettoized South. But still no metropolitan vision nor strategy, just a chaotic sprawl in a speculative spiral.

1995 to 2001: (Romania entered the European Community in 2000), the evolution of the urban legislation under European pressure; the law of 2001 imposes the creation of "metropolitan areas"; 7 big cities are concerned, but not Bucharest.

1999: a strategic document is adopted by the Municipal Council, "Bucarest 2035, an European Metropolis"

2005: the first metropolitan proposal for Bucharest, the ZMB (Zona metropolitana bucuresteana). No urban plan, neither economic or infrastructure vision, just a perimeter of 5000 km2 and a legislative proposal for stakeholders decision–making. But the ZMB project stresses the real political brake, at all levels, from governmental to regional and local: not only there is no metropolitan identity, but a systematic rejection of participating in any kind of shared governance.

Today, there still is no vision, neither top–down metropolitan strategy nor bottom–up local initiatives; and no responsible and /or motivated actors to build it. This situation raises two kinds of questions.

On the one hand, is a spontaneous bottom–up strategy credible? Made by local economic private initiatives (as the Blue Air Airport, a naval port development and/or touristic and leisure equipments on the Danube River, etc.)? On the other hand, which are the actual top–down ambitions present in the new regulation for Bucharest, the PUG 2015? It's not easy to answer the first question. If we must admit that private investments can become, sometimes, metropolitan catalyst, we are also convinced that "natural" bottom–up policies add to the "spontaneous" polarisation and segregation of the metropolitan area.

The massive gentrification of the North of Bucharest offers an explicit example, with its gated communities and private cities...as the Grand Parisian agglomeration actual dislocation. From an academic point of view, the "natural growth" goes from comprehension and even admiration (ideological and/or cultural, like Reyner Banham's for LA) to real despair like Mike Davis' "urbanism of fear" or Rem Koolhaas' "Junkspace".

To answer the second question we must remember the 1999 strategic program "2025 Bucharest European Metropolis" which still guides the actual work on the new PUG. The creation of a metropolitan area (AUB Aglomeratia Urbana Bucuresti) was clearly recommended for multiple economic, social, and environmental reasons. Will this principle injunction be followed in the operational regulation?

A signal in this direction was sent recently by the actual mayor of Bucharest who reopened the ZMB project by asking a "scientific study" on its actual physical limits and social and cultural identity. But let's see the orientations of this new regulation.

Presentation of PUG-MB, Bucharest dynamic master plan

The proposal for the General Urban Plan of Bucharest is governed by the dynamic nature of this document. A continuous adaptation of measures for the development of the urban territory will be pursued in real time (by a constant updating of the Urban Database and of the Dynamic GIS System proposed for implementation), as well as an urban management differentiated according to the importance, priority and extent of interventions (measures and regulations for current management, measures and regulations aimed at achieving major necessary urban operations that may occur). Both management and control are aimed at improving current practices through the introduction of tools for urban management, considering development scenarios and implementing simultaneous adaptive measures (correlation and updating of real-time prescriptions for the local urban planning regulations). In this sense, three levels of regulation have been put forward:

1) Firm Regulations, aimed at areas that define Bucharest's European dimension, containing firm functions, flexible indicators and specific requirements for establishing quality criteria for building (efficiency and quality indicators).

2) Flexible / Adaptable Regulations, for areas covering Bucharest's Business dimension, containing mixed amenities (maximum thresholds determined by their percentage) and flexible urban indicators.

3) Directive prescriptions, aiming to develop amenities with a decisive role in relation to the characteristics of each area of development, as well as to global urban indicators.

In terms of the methodological approach of Dynamic PUG 2015, an audit of the existing situation and implementation for the proposed strategy will target the following strategic levels for approaching the vision (they form criteria and objectives for spatial organization, essential components within the newly proposed urban management system):

1) Permanent Bucharest, which includes morphological elements that give structure to Bucharest's territory, and within which intervention is envisaged for management of a proper functioning urban system (central core, neighborhoods and areas with a crystallized urban tissue);

2) Distinctive Bucharest, which emphasizes the possibility of establishing areas with a dominant character (resulting from the morphological analysis), oriented towards neighborhoods as the main urban management units. They provide a clearer picture of its identity, thus providing an effective tool for planning for urban diversity;

3) Bucharest for Business, which includes items related to local economic development, focusing on current trends and existing land resources for the development of amenities of a municipal interest, which are representative at a metropolitan and a European level. The development of various productive or higher tertiary activities poles is pursued, within a balanced territorial system;

4) Public Bucharest, integrating the existing and proposed public spaces into a coherent network, while at the same time increasing accessibility, increasing urban mobility and providing better access to public services;

5) European Bucharest, referring to representative areas of the city at a European level (historical areas, business districts and areas dedicated to sports and recreation), incorporating strategic development areas with special status, while ensuring the mobility of capital;

6) Connected Bucharest, referring to the integration of functional networking of Bucharest and its suburban area (territorial development through cooperation and partnership, development management in urban-rural contact areas, as well as territorial mobility).

Obviously, some items of this new regulation concern suburban areas and even territories quite far from the core of the capital; does this mark the beginning of a proactive metropolitan policy? In conclusion, Bucharest is a classical example of a big city unable to develop its "natural" metropolitan tendencies.

The first group of reasons (not always avowable) are politicians connected to economical interests, wealthy competition but also speculation. The second group is the lack of interest of citizens in this young democracy; lack of urban and common interest in culture. So not much interest of the politicians in this field...

Do we see an issue?

We see a spontaneous one, a kaleidoscope of opportunistic private initiatives, but forming together, in time, a segregative explicit bottom–up policy; so a very dangerous issue...

Do we imagine a political issue? Proactive, in the sense of social solidarity and sustainability? We would like to believe in a long–term municipal / metropolitan policy, but we do not trust too much in the cooperation of local mayors, nor of regional and provincial politicians.

TIBERIU FLORESCU
ASSOCIATE PROFESSOR, DEAN OF URBAN PLANNING FACULTY — ION MINCU UNIVERSITY, ROMANIA

ANDREI FERARU
PH.D, MAA ENSA PARIS MALAQUAIS, MEMBER OF THE CONSEIL SCIENTIFIQUE DE L'ATELIER INTERNATIONAL DU GRAND PARIS, FRANCE

Tiberiu Florescu, Andrei Feraru, Anna Prat, Jaap Modder, Thomas Kiwitt

SESSION REPORT

Powers greater than planning

Bucharest is a national capital and a large city in a sprawling region. Bucharest has been growing rapidly, despite the physical barriers surrounding the city (e.g. the Danube and the mountain ridges). Its current population of 1.9 million people is now shrinking however.

In order to avoid future urban externalities by not controlling its growth, Bucharest needs to address its sprawl. "The main challenge of the current metropolitan project is how to organise Bucharest helping order to develop its surrounding area."

"Due to the dictatorial past, there is no future for a top-down metropolitan strategy in Bucharest", according to Andrei Feraru. "The goals of city planning in the past were defined in terms of staying away from mogul planning, be it political dictators, crafty mayors or ruthless developers".

As a result, there is a liberal ideology with no top-down vision, nor a politic strategy. Bucharest does not have a metropolitan strategy or identity: "it has nothing". Its identity used to be similar to that of 'Little Paris', but nowadays it is what Colin Rowe described as a typical "collage city", i.e. a collection of different fragments, related to the different political regimes.

The metropolis is a reality however. The strengths of Bucharest depend on the facilities it offers and its relation to the Danube, i.e. it is the 'capital of the Danube'. Even though there is no official planning for a 'metropolitan Bucharest', there is a metropolitan area.

Besides this, Romania's capital is also trying to build a new self-identity following its strong socialist political history. In Bucharest, there are thus powers greater than planning.

Three possible solutions for Bucharest.

To help Bucharest escape its current predicament, Feraru and Florescu sketched three possible scenarios:

1. A successor to the national policy of 2005, where a stakeholders' organisation was set up for all the 200 municipalities of Bucharest. This policy originated from the fear of a new dictatorship that would demolish the historical areas and affordable housing, based on political and economic decisions that would be made without any possible interventions by civil society. The plan of 2005 was an organisation of stakeholders and contained no urban plan. It failed for political reasons

and there have been no other serious proposals since.

2. A municipal metropolis based on the general master plan of 2000. In this master plan however, metropolitan ambitions were completely absent and the 'general map' itself was limited to the administrative frontiers of the city. This proposal was merely descriptive: a typology of users and areas of the city. There were no actual or planned connections with the outside world; the whole city 'reversed into itself' as it were.

In the general master plan of 2015, metropolitan ambitions will become visible, as some of the items question the 'metropolitan interests' of the capital.

A revision of this master plan is now being devised by the University of Bucharest in collaboration with a consortium of planning firms from Spain and England. The plan is to develop a real metropolitan area and create a new city centre. For Bucharest to become a municipal metropolis, it must become the engine of this process. The city is very fragmented, however: only some parts are economically developed and the administrative level is unable to manage the new strategy and make the surrounding municipalities join the metropolitan plan.

3. A liberal bottom-up spontaneous fabrication. Due to corruption, people are currently building in green areas, e.g. the Baneasa Forest.

The main challenge of the current metropolitan project is therefore looking at how Bucharest can be organised so that it can help develop its surrounding areas. The overview of the solutions illustrates that only one option was viable in the end: the municipal metropolis, i.e. creating the metropolis through a project that goes beyond the perimeter of the city and "forces" the creation of a metropolis. Such a project could be the development of an improved network, to better connect the surrounding territory and improve the metropolitan identity: "The real challenge is how do we regulate Bucharest in order to create opportunities outside Bucharest, Bucharest being the support of this connected system"

#5
PROGRAMME, SPEAKERS & PARTICIPANTS

09:00 – 09:30

Welcome and registrations

09:30 – 09:50

Opening

- *Michel SUDARSKIS*
  Secretary General - INTA (Paris)

- *Paul GERRETSEN*
  Director - Deltametropool Association (Netherlands)

- *Stefan DEVOLDERE*
  Deputy Bouwmeester - Team Vlaams Bouwmeester (Belgium)

13:30 – 14:50

Governance of Metropolitan Planning & Development

- *Jaap MODDER* (session animator)
  Urban and regional planner - Brainville (Netherlands)

- *Bob CLEMENT*
  Territorial Dynamics Team a'urba - Planning Agency Metropolitan Bordeaux Aquitaine (France)
- *Françoise LE LAY*
  Project Manager - Bordeaux Urban Community/ Bordeaux Metropole (France)

- *Christer LARSSON*
  Director of the City Planning Department - Municipality of Malmo (Sweden)
- *Anne SKOVBRO*
  Director Finance Administration - Municipality of Copenhagen (Denmark)

14:50 – 16:10

Metropolitan identity

- *Jaap MODDER* (session animator)
  Urban and regional planner - Brainville (Netherlands)

- *Anna PRAT*
  Director - Associazione Torino Strategica (Italy)

- *Andrei FERARU*
  Architect and urban planner - DFAB AA FERARU (France)
- *Tiberiu FLORESCU*
  Dean Faculty of Architecture and Urbanism - Ion Mincu Institute (Romania)

09:50 – 11:10

Accessibility & Mobility

- *Jaap MODDER* (session animator)
  Urban and regional planner - Brainville (Netherlands)

- *Thomas KIWITT*
  Managing Director - Verband Region Stuttgart (Germany)

- *Freek PERSYN*
  Architect 51N4E (Belgium)
- *Sven DE BRUYCKER*
  Coordinator Metropolitan and International - Brussels Capital Region (Belgium)

11:10 – 12:30

The Economic Development

- *Jaap MODDER* (session animator)
  Urban and regional planner - Brainville (Netherlands)

- *Simon NOKES*
  Director Policy and European Strategy - New Economy Manchester (UK)

- *Marie DEKETELAERE-HANNA*
  Director - Paris Métropole (France)

16:10 – 16:30

Conclusions

- *Jeroen SARIS*
  Director - De Stad BV (Netherlands)

16:30 – 17:00

Drinks

TWITTER: #METROINPROGRESS
LIVEBLOG: WWW.METROINPROGRESS.ORG

SVEN DE BRUYCKER

Sven De Bruycker studied Architecture in Brussels, Thesis: roaming, spiritual infrastructure and cremation.

Internship: ecological architecture, exhibition 'recycling is another chance', competitions for a school, a library, a cultural center and a walk in the sea.

Since 2011, Studies en Planning, Urban development, Brussels Capital Region. Responsible for Metropolitan and International Coordination: Regional plan for sustainable development, Interregional Forum, projects and studies and European urban and territorial representation and working-groups.

BOB CLÉMENT

Bob Clement is responsible for planning studies at the Bordeaux Metropolis Aquitaine Urbanism Agency.

From the managment of operational projects to a prospective analysis, public spaces to energy questions, his urban planning journey is based upon a triple questioning that can be summarized as:

"How do the urban space and the geographical space define themselves and impact our relation to the Earth, our relation to others, and for each our relation to ourselves?"

The relation to the Earth refers to environmental problems at different scales of the project. The relation to others relates to questions concerning urban forms and our modes of communication. The relation to outselves refers to the inner life of the individual.

In terms of design, the inner life of the individual finds its echo in the "qualité d'âme" of urban space (instead of the sensitivity in the city), in environmental health issues, or in the place the child has in the city.

MARIE DEKETELAERE–HANNA

Marie Deketelaere-Hanna, graduated in maths and linguistics, has carried out most of her career in the public sector, in different positions for the Ministry of Economy, Finance and Industry, and then with local authorities.

After working as a tax inspector and being union representative, she managed European projects in the fields of taxation, translation and training. Involved in the development of clusters for the Paris Region, she also was in charge of cooperation partnerships with Vietnam, Lebanon, South Africa, Chile and active member of the UCLG - Metropolis network.

Her current position is director of Paris Metropole, a body gathering more than 200 Greater Paris local authorities, in order to propose a new governance suited to social, economic and ecological challenges. Her main fields of expertise resort to territorial development, economic and innovation policy, european and int'al affairs, and her most relevant experiences deal with complex project management, gathering teams form different backgrounds.

STEFAN DEVOLDERE

Stefan Devoldere is an engineer-architect and urban planner. He was the editor of the Belgian architectural review A+ from 2004 till 2010 and continues to write about architecture and urbanism on a regular basis. He has co-curated several exhibitions, including "Robbrecht & Daem. Pacing through Architecture" and "Laurent Ney. Shaping Forces".

He participated in the Belgian contribution to the International Architecture Exhibition La Biennale di Venezia in 2008, 2010 and 2012. He is currently the deputy of the Government Architect of Flanders, whose objectives are to develop a long-term vision for a high quality architectural environment, to advise and supervise the execution of the architectural policy of the Flemish government, and to establish and broaden cultural/architectural awareness amongst public authorities in general.

ANDREI FERARU

Andrei Feraru has been, since 1991 free-lance architect and urban planner , since 1998 manager of AA, since 2011 manager of paris.

2nd Cycle Urban Planning DEA
1994 – 1996, l'Institut d'Urbanisme de Paris (I.U.P) Paris XII Val–de–Marne Créteil University Dissertation « Les lieux de l'économie virtuelle »(The places of the virtual economy).

Urban planning Ph.D
2012, Paris X Nanterre University Thesis « MSM, La Machine Ségrégationniste Métropolitaine» (SMM, The Segregationist Metropolitain Machine) under the direction of Professor Guy Burgel.

Research
From 2007, Laboratory ACS Architecture, Culture, Société XIXe–XXIe, CNRS, AUSser / UMR 3329
Actual research : TerrHab : De l'habitabilité à la territorialité et retour (From Habitability to Territoriality and return).
5 years collaborative research of 6 French laboratories from Grenoble, Lyon, Pau, St Etienne and Paris.

TIBERIU FLORESCU

Tiberiu Florescu is an architect with high experience in large-scale project and urban planning, with sustained activity in the field of architecture, urban design, spatial planning, research and education.

Associate Professor at "Ion Mincu" University of Architecture and Urban Planning Bucharest, Faculty of Urban Planning - Dean

An outstanding personality of the field in Romania, member of several national professional bodies and commission for approval of planning documentation: National Committee for Territorial Development – Ministry of Development of Romania – since 2010;

Technical Committee for Urban Planning Development of Giurgiu – Giurgiu City Hall – since 2009

Technical Committee for Urban Planning Development of Bucharest – Bucharest City Hall – member since 2008;

Romania's representative in: AESOP – Association of European Schools of Planning, REA – Reseau des Ecoles d'Architecture de la France, d'Europe Centrale et Orientale, Present in "Who's Who in Romania" since 2008 edition.

Areas of expertise (academic and scientific): Specialization in Sustainable Urban Development and Town Planning at Nan Yang Technical University, Singapore.

Specialization in urban theory & urban design; Theory of urban structures, Risks, vulnerability and sustainable planning at "Ion Mincu" University of Architecture and Urban Planning.

Coordination on behalf of UAUIM of scientific and research projects (2001 – Project Leader for Research contract no. 5054/07.11.2002; 2006 – scientific coordinator, CNCSIS Consortium, grant contract no. 38/2006; 2009 – Project Leader contract no. 3/2009);

Experience in many national and international organizations, international workshops on urban planning topics, domestic and international juries.

PAUL GERRETSEN

Paul Gerretsen is chief designer in the fields of regional planning, urban planning and architecture. He has studied at the renowned Universities TU Delft and ETH Zurich. He graduated with honourable mention in 1999 at the TU Delft as Master of Architecture.

After his education he has been employed by the Dutch National Spatial Planning Agency where he has been involved in studies for the development of strategic regional planning.

From 2003 Paul Gerretsen has worked at Maxwan Architects and Urbanists on both urban and regional planning projects.

He has been the project leader of the prestigious Barking Riverside Master Plan, a new town for 25'000 people in East-London and the regional project "Deltametropool", a study on the future of the Randstad Region in the Netherlands, housing 7 million inhabitants.

Between 2005 and 2007 Paul Gerretsen was appointed Director of the South Wing Studio for Research and Design of the Province South-Holland. In this function he was responsible for projects and publications considering topics such as the Network City, Accessibility and Mixed-Use Areas. Since 2001 he teaches and lectured at numerous schools and universities most prominently at Delft University of Technology and Technische Universität München.

From 2008 onwards he is appointed director of the Deltametropolis Association. The Deltametropolis Association is a members association that focuses on the development of the Randstad area, consists of the metropolitan area around the four major cities of the Netherlands. Members are government institutions, non-governmental pressure groups, companies and private persons.

THOMAS KIWITT

Thomas Kiwitt is head of the department of regional planning in one of Germany's most densely populated and prosperous regions. He leads the implementation of Stuttgart Region's spatial strategy for mitigation and adaptation, which comprises the enforcement of mandatory guidelines for spatial development, consultancy and support services for local authorities and research activities.

Recently he coordinates a pilot project to improve sustainable transportation in Stuttgart Region. Within the European Network of Metropolitan Areas and Regions (METREX) he is a member of the working groups for major infrastructure and urban/rural cooperation.

He is a member of the German academy for spatial research and plannings' study group for regional planning and the Baden-Wurttemberg committee. He is a lecturer and member of the advisory board at the masters program for city planning at the University of Applied Sciences in Stuttgart. Thomas Kiwitt holds "Dipl.Ing." degree for spatial and environmental planning from the University of Kaiserslautern, Germany. Prior to working for Stuttgart Region, he has been working for cities and regions in Germany as well as for the metropolitan administration of Jakarta, Indonesia.

CHRISTER LARSSON

Christer Larsson is Director of Urban Development for the City of Malmö, Sweden. He is responsible for strategic development planning for the city, including during recent years the Western Harbour site and the urban reconfiguration of Malmö.

Christer is Chairman of Nordic City Network, is active in international architectural competition juries, and is central in knowledge transfer projects concerning Malmö´s sustainable development.

FRANÇOISE LE LAY

Françoise Le Lay is project manager at Bordeaux Urban Community/Bordeaux Metropole, Metropolitan Strategies and Innovation. She headed the Bordeaux Métropole 3.0 forward study for the local territory and took part in implementation of the citizen participation phase organised around the project ("La Fabrique Métropolitaine") in 2010 and 2011.

This unprecedented process for the CUB resulted in the drawing up of a metropolitan project "5 Senses for Metropolitan Bordeaux" defining the strategic priorities for the Bordeaux metropolitan area through to 2030, a document that was passed by a vote of the elected members of the CUB at the end of 2011.

Today, Françoise Le Lay is conducting implementation of this metropolitan project through twelve priorities ("The 12 Metropolitan Labours") and by promoting new ways of doing things, embodied by the "Metropolitan Co-operative", the goal of which is to mobilise and unite the stakeholders of the metropolitan area in all their variety around the key issues and projects of the territory.

Françoise Le Lay has a background in political science and public communication. She began her career in a local development body in the Bordeaux area, before joining the CUB in 1997.

JAAP MODDER

Jaap Modder is member of the Board of the Deltametropolis Association and also a personal member of INTA.

He is working as a national and international consultant for his own firm Brainville and as an associate partner for Buck Consultants International. Experienced in the field of urban and regional planning in the Netherlands and abroad (USA, Russia, Belgium and Eastern Europe).

Chief editor of the Dutch leading magazine on urbanism S+RO, chair at the foundation Tall Buildings and Urban Habitat, and also active in the governance of cultural institutions.

At this moment active in the fields of area development, smart cities, transit oriented development and metropolitan governance.

SIMON NOKES

Simon has a long experience in economic development in the North West of England. He started his career in Local Government, before moving to become Director of Strategy for a Training and Enterprise Council.

From there he set up and ran his own social enterprise for 5 years supporting the long term unemployed back into employment. He joined the North West Development Agency in 2004 and became the Director of Policy and Planning. Amongst other things he was responsible for the Regional Economic Strategy and Corporate Strategy/Governance.

In 2012 he joined New Economy, the economic development company working across Greater Manchester (GM) with the Local Enterprise Partnership and Combined Authority. His focus is on GM policy in relation to the 'place' part of economic development (linkages between planning/housing, the environment and the economy) and on positioning GM to influence, and make best use of, European strategy/funding.

FREEK PERSYN

Education

1992/97 St. Lucas School of Architecture, Brussels Campus, Architect

1996 Dublin Institute of Technology, Ireland, Erasmus programme

Academic Record

2010/11 Visiting Professor, Accademia di Architectura, Mendrisio, Switzerland

2009/10 Studio Professor, H2Obitat studio, Berlage Institute Rotterdam, NL

2004/05 Visiting critic at studio of urban design, Berlage Institute, Rotterdam, NL

2004 Workshop 'Perimeter realities, Finding (new) freedoms', Michigan, USA

Professional Record

- Alvéoles St Nazaire, Regeneration, St Nazaire, FR
- Beykoz, Teritorrial Strategy, Istanbul, TK
- Hoogbouwnota, Densification Strategy for the city of Brugge, BE
- Vigorelli, Urban Park Regeneration, Milan, IT
- MCBA Lausanne, Cultural Infrastructure, Lausanne, CH
- 2 prisons, Dendermonde/Beveren (in process)
- Monnikenlaar, nursing home (prize winner)
- ACC, port coordination centre, Antwerp, BE (in process)
- Speelpleinstraat, kindergarten + greenery service, Merksem, BE (prize winner)
- The Good Life, quay development, Arnolfini Arts Centre, Bristol, UK
- Regatta, seniors' campus, Linkeroever, Antwerp, BE (prize winner)
- Kantoor+, study for highly sustainable office development
- Skanderbeg Square, masterplan central square Tirana, AL (prize winner)
- Gare d'Auteuil, 350 units housing, Paris, FR
- C-Mine, cultural infrastructure in former mine, Winterslag, Genk, BE

ANNA PRAT

Since July 2011, Anna Prat is Head of Large urban projects at Torino Municipality. She is in charge of assisting Piero Fassino Mayor's office in defining strategic urban projects for the City, and helping in setting up strategic planning and local development strategies.

Her job involves strong vision, analytical, organisational and team management skills, alongside passion for excellence and success. Since June 2012, Anna Prat is also the Director of the Association Torino Internazionale (soon renamed Torino Strategica), in charge of devising the strategic plan for the metropolitan area of Torino, through a wide inclusive governance approach.

Before joining Torino Municipality and Torino Internazionale, she was working as project manager at Finpiemonte Spa, the financial agency of Piedmont Region. Before that, she was a consultant for more than 10 years in Europe, developing a strong expertise in concept & option appraisals for real estate projects, market and economic analysis, planning & masterplanning, European and urban regeneration funding advice and feasibility studies.

During this period, she worked as free lance in Torino, Italy, working on a variety of urban programmes and real estate development projects. She was also a Principal Associate at Locum Consulting, providing project management services to projects in Southern Europe. She supported Locum's expanding international business, particularly in resorts and mixed-use developments.

At the beginning of her career, Anna worked as an economic planner for Ove Arup & partners in London and as a project manager at Ecosfera spa in Rome. She was for three years a University lecturer in Italy on tourism destinations planning. She holds a university degree in Architecture and a Master in Urban and Regional Planning Studies from the London School of Economics. She is a chartered architect and urban planner. She was also a member of a regional park administrative committee for three years.

JEROEN SARIS

Jeroen Saris started his own business de Stad BV in 1997.

Previously he had been Alderman of Urban development, waterfront and the Inner city in Amsterdam (1990-1994), and party leader of Groen Links (the green party) in the municipal council.

De Stad BV is a concultancy in urban and regional development in a broad sense: physical planning, future research, economic performance, urban culture and governance.

Jeroen Saris is one of the founding fathers of the Dutch Platform for regional cooperation and strategy.

Jeroen Saris is and has been involved as consultant in several Dutch regions: Arnhem Nijmegen, Brainport Eindhoven, Metropolitan Region of Amsterdam, BrabantStad (5 cooperating cities and the provincial board) and North Netherlands. He also made a study of Metropolitan development in the US, Germany and UK. De Stad bv specializes in informal planning: innovation of policies of decision making in the field of environmental development and infrastructure. This innovation, directed towards the interaction between stakeholders often widely different in interests, has become indispensable for policy makers to be able to manage the increasing complexities of a global urban system.

ANNE SKOVBRO

Professional career

2007 - 2010 Head of Planning, Urban Development, Finance Administration

2007 Chief Consultant, Lord Mayor's Office, Finance

2006 – 2007 Team Manager, Urban Development, Finance Administration

2005 – 2006 Project Manager, Ministry of Environment

2003 – 2005 Finance Administration, City of Copenhagen

2002 – 2003 Spatial Planning Department, Ministry of Environment

2000 – 2002 Research Center for Forest and Landscape, Ministry of Environment

1996 – 2000 Ph.d student, Research Center for Forest and Landscape, Ministry of Environment

1996 Consultant, Danish Technological Institute

1995 Project employment in Spatial Planning Department, Ministry of Environment

Education

2001 Ph.D, Department of Architecture and Design, Aalborg University

1995 Master of Science in Engineering, Department of Development and Planning, Aalborg University

Areas of responsibility

City Development and Planning, Container Terminal, Northern Harbour, Traffic Management, Public Procurement, Traffic, Northern Harbour Station, Christiania (Urban Area), Analysis concerning extension of Metro, Investment planning, Fast Track project.

MICHEL SUDARSKIS

Michel Sudarskis is the Secretary General of INTA, the International Urban Development Association, since 1987. He holds PhD in Economics and Political Sciences. Before joining INTA he taught on international co-operation and foreign affairs as Associate Professor with several Universities (Strasbourg, Paris, Nice and Lille) and served with international organisations in Italy and Belgium.

Michel Sudarskis writes and speaks regularly on urban issues; he has lead more than 50 international urban development missions on behalf of INTA including spatial analysis and strategies, establishing spatial framework for infrastructure planning, new towns and major urban regeneration or development projects, and worked with the UNCRD in Latin America, the EIB in the Middle East, Spanish Cooperation Agency in Morocco.

Participants

Name	Surname	Function	Organisation
Ronald	Aarts	Communication Manager	Deltametropolis Association
Lola	Davidson	Deputy Secretary General	INTA
David	Dooghe	Project leader of the Metropolis' Programme	Deltametropolis Association
Jack	Hoogeboom	Urban planner / architect	Jack Hoogeboom stedenbouw en architectuur
Martine	Liotard	Project manager	IAU-IdF
Christine	Lor	President Advisor	INTA
Klaus	Mandel	Director	Regionalverband Heilbronn-Franken
François	Noisette	Consultant	Kalutere Polis
Yvette	Oostendorp	Accordinating advisor	Dutch Council for the Environment and Infrastructure
Céline	Oosterlynck	Team Vlaams Bouwmeester	Vlaams Bouwmeester
Bram	Opsomer	Secretary	Flemish Advisory Council for Administrative Affairs (VLABEST)
Annemiek	Rijckenberg	Independent researcher and advisor	Jaar van de Ruimte 2015
Martin	Rivera Alzate	Intern	INTA
Viviana	Rubbo	Project coordinator	INTA
Enno	Strating	Sr. advisor governmental affairs	Provincie Flevoland
Alena	Ulasava	Architect urbanist, coordinator international projects	Bureau bos
Peppijn	Van Wijmen	Management consultants	APPM
Loes	Verhaart	Urban designer and planner	Municipality of the Hague
Tine	Vleugels	Team Vlaams Bouwmeester	Vlaams Bouwmeester
Marcel	Wijermans	Senior urban planner	Municipality The Hague

"DEVELOPING A SMART COMBINATION OF HUBS AND CONNECTIONS [...] IS THE ROUTE TO THE DEVELOPMENT OF SUSTAINABLE, POLYCENTRIC NETWORK CITIES."

"TRANSIT HUBS NOT ONLY HELP TO REDISTRIBUTE TRANSPORTATION FLOWS, BUT ALSO SERVE AS AN ATTRACTIVE MAGNET."

"DRAFTING AND SHARING A POLITICAL VISION, WILLING TO BUILD AN INCLUSIVE METROPOLIS, SUPPORTED BY THE MORE COMMON ECONOMIC AND ATTRACTIVENESS OBJECTIVES ARE KEY."

#6
CALL FOR PAPERS

"IF THE METROPOLITAN TERRITORY IS POLYCENTRIC, THIS MUST FIND ITS EXPRESSION IN ITS MODE OF GOVERNANCE."

"HOW CAN WE CAPITALISE UPON STRATEGIC METROPOLITAN TERRITORIAL ASSETS TO ACHIEVE SMART, SUSTAINABLE, INCLUSIVE GROWTH?"

"A METROPOLIS EMBODIES AT THE SAME TIME A PROJECT OF SOLIDARITY, A RESPONSE TO THE PROBLEMS OF GOVERNANCE AND ALSO A DEVELOPMENT PROJECT. IT DOES NOT HAVE A SINGLE PURPOSE."

Roundtable "From strategies to implementation"

PETER VERBON
STRATEGIC ADVISOR SPATIAL DEVELOPMENT — PROVINCE OF ZUID-HOLLAND,
NETHERLANDS

On behalf of Randstad Region I am pleased to take part in the Roundtable session "from strategies to implementation". You have asked to formulate a question which addresses the theme of the roundtable and some ideas to feed the discussion.

"HOW CAN WE CAPITALISE UPON STRATEGIC METROPOLITAN TERRITORIAL ASSETS TO ACHIEVE SMART, SUSTAINABLE, INCLUSIVE GROWTH?"

Ideas/background

Metropolitan and its linked Peri Urban areas have large populations, living in varied settlements of villages, towns and dense urban area's. They provide space to breathe, housing, agriculture, leisure, international connectivity and room for a broad range of business settlement on a relatively small scale. Each metropole has a unique set of strategic assets which have the potential to be more capitalized upon. Within Randstad Region the unique assets are: metropolitan horticulture, combination of a product-oriented economy (Mainport Rotterdam / Greenports (food&flowers) / agro-food business) and a service oriented economy (international law, financial centre) and the availability of international research centres and a well educated population. The innovation potential of the population is enormous.

To capitalize on the potential of these assets, smart sustainable growth strategies are needed. The strategies require a broad integrated territorial approach and symbioses between the economic clusters that form the assets. Public and Private sector need to work together in effective governance structure to make strategies reality. To illustrate how integrated territorial policies can accommodate smart, sustainable and inclusive growth the example of food(processing) is useful.

Food has always been produced close to cities. The large areas, which provided food for the cities within a day travel, are still part of the metropolitan fabric. These areas are still vital for food production. Local and global. But food production has disconnected from its surrounding, food processing is no longer transparent and quality is more about food safety than taste, social values and sustainability. To reconnect food & food processing to its metropolitan surrounding together with growth, smart solutions are needed. Two examples can illustrate the early steps and the dilemma's arising from these examples.

The example of industrial symbioses between Horticulture and heavy industrial complexes. In Randstad a major greenhousing area is present. To keep the greenhousing competitive major challenges emerge for product innovation, energy and resource efficiency and (inter)national connectivity. These challenges are met by an integrated territorial approach. To meet energy efficiency standards a "heat network" is being developed to transport and use residual heat from nearby heavy industry in the mainport of Rotterdam. Also CO_2 is captured and transported to the greenhousing areas using an OCAP-pipeline. This form of symbioses reduces energy costs and lowers CO_2 emissions contributing to climate goals.

To facilitate product-, technological and social innovation campuses are being developed where researchers, practitioners & other relevant stakeholders can meet and work close to each others making face to face interaction possible.

The example of a multi stakeholder approach to achieve circular food processing. In Randstad one of the world leading beer companies is settled. This company sets ambitious sustainability goals. Together with citizens, farmers and public government a dream was shared about brewing the most sustainable beer in the world. Making use of regional assets and in symbioses with its surroundings. The dream requires an almost circular beer brewing process. Connecting multiple stakeholders to the concept. Also outside the food chain! The concept is as follows. Natural resources are coming from farmers who grow crops through a biodiversity stimulating concept. Road traffic is being avoided as much as possible. Natural water comes from the coastal dunes which are also a major recreational area. Energy is coming from biomass collected in the surroundings of the plant. Beer brewing residue is used to feed cows. And dairy from cows on that regional diet is used to make high quality milk, cheese and meat sold on regional markets (equals EU internal markets). In a broad coalition regional government provides the needed room for spatial development, access to relevant research networks and is willing to target rural and structural development funding to facilitate innovation.

The examples show that symbioses of assets on a metropolitan scale will lead to innovation and growth. But these examples are just the first steps. We should also look at the metropolitan potential of numerous small scale initiatives experimenting with smart solutions for energy production, waste management and food production. It is clear that smart, sustainable growth will only flourish if stakeholders really want to make it happen and act flexible with there legislation, innovation funding and priorities. New dilemma's emerge for spatial development (how and where to cluster assets based on symbioses), infrastructure planning and legislation. Future EU-policy need to be ready for these symbioses.

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Towards multimodal mobility networks

TON VENHOEVEN
ARCHITECT/DIRECTOR — VENHOEVEN CS, NETHERLANDS

VenhoevenCS aims to improve the integration of infrastructure and urban development, an essential condition for the development of truly sustainable cities. Good junctions of all transportation methods (car, bicycle, railway, bus, and pedestrian, as well as high-speed rail, airplane, and boat) by means of hubs will create a single integrated and sustainable mobility network with a multitude of choices for all users at all times. If networks of non-motorized transport are non-existent, unsafe, or have too many missing links, this results in extra road traffic, with major consequences for the quality of life and the economy. Construction and expansion of large-scale infrastructure too often comes at the expense of the networks for pedestrians, cyclists, and public transport users. It is essential that a great deal more attention be given to the quality and transport potential of these fine-meshed networks when designing road and rail systems.

As Dutch chief government advisor for infrastructure, Ton Venhoeven was a member of the think tank Duurzame Mobiliteit ("Sustainable Mobility"), and he was also responsible for the study and publication entitled Station Centraal ("Central Station"), about multi-modal hubs. His book about multimodal mobility, written together with Tijs van den Boomen, was published in August 2012 by NAi Publishers.

Towards multimodal mobility networks

All modes of transport are projected to increase substantially in the coming decades at the worldwide level. Freight and air travel are expected to grow most substantially, with projected growth of 100% and 150% respectively (and that in Europe alone). But the expected growth in passenger travel is, at 66%, also enormous, especially in consideration of the current pressures on transportation in busy urban and metropolitan regions. While the rise of the internet has made working at home an option for many more people than ever before, that development is more than offset by the rising demand for travel resulting from the many new contacts that the internet has made possible. Paradoxically, this growth offers major opportunities for increasing the quality of life and health in cities and urban regions, while helping these areas function smarter and better in the process.

"a major challenge lies in distributing the enormous traffic flow among the different transportation options as efficiently as possible"

Causes of growth in transport

A number of different causes lie at the roots of this tumultuous growth in transport. More and more goods are being shipped all over the world, whether as raw materials or semi-manufactured products to factories or assembly sites, or as end products on their way to distribution centers, end users or rubbish tips. With the internet, anyone can individually order products and have them delivered right to their door. And thanks to cheaper and cheaper air travel, we are going away farther and more often to cheaper and cheaper holiday destinations. We are travelling more, because as welfare goes up, travelling gets easier. And so, too, do our ambitions increase; we look for better work farther away, or partner's job and children's school make moving closer to one's own job less of a workable option. Because transportation is easily available to most people, more and more companies, schools, hospitals, shopping centers and sports clubs are gravitating towards cheaper construction locations at the periphery of cities, where economies of scale can make them more profitable or affordable. This also makes them, on the whole, better accessible to more people from different centers of the urban region. And this, in turn, generates extra infrastructure and traffic.

Choosing between different transportation options for each journey

A major challenge lies in distributing the enormous traffic flow among the different transportation options as efficiently as possible. This means, where feasible, using the options afforded by pedestrian and bicycle travel; and where this is not feasible, by using the form or forms of public transportation that best meet the need, and ideally those which are not overcrowded so those who need to can still squeeze in. And for the rest, by car or by airplane, but in the minimum possible flow.

Urbanization happens around transit hubs

To allow people to choose per journey on a daily basis, the different mobility networks have to be optimally connected. These connections may be at transfer points, the hubs, or better still, at multimodal transit hubs where passengers can switch from car to railway, bicycle, boat or aircraft. Such transit hubs not only help to redistribute transportation flows, but also serve as an attractive draw and place of establishment for people and businesses, as a catalyst for urbanization and transport.

> "TRANSIT HUBS NOT ONLY HELP TO REDISTRIBUTE TRANSPORTATION FLOWS, BUT ALSO SERVE AS AN ATTRACTIVE MAGNET."

Multi-modal transit hubs can be found on a wide range of scales, each with its own spatial development opportunities – from international hubs like airports and seaports to urban and even smaller hubs, all of which present their own opportunities. Likewise, there are hubs for passenger transport and hubs for freight transport. Developing a smart combination of hubs and connections tailored to each individual urban region is the route to the development of sustainable, polycentric network cities with a hyper efficient transport structure and a high quality of life.

> "DEVELOPING A SMART COMBINATION OF HUBS AND CONNECTIONS [...] IS THE ROUTE TO THE DEVELOPMENT OF SUSTAINABLE, POLYCENTRIC NETWORK CITIES."

Drawing people and businesses to places that are accessible

The pull to urban regions is increasing, because these are the places where the prosperity is, with many more jobs and facilities than in rural areas. Businesses and facilities are also drawn from the country to the city, where it is easier to find personnel and clients. The result: cities and suburbs bursting at the seams, and rampant, clumping urban clusters, networks of many centers and sub-centers, with often vague and undefined interconnecting areas, some of which may be less than savory places to be. Coordinating the expected growth in transportation and the growth of these urban regions, and doing it in a smart way so they do not grow themselves out and lose their attractiveness, is a major challenge.

On the other side of the spectrum, we have more and larger areas where people are leaving, as the people who remain in them become more and more dependent on the distant urban regions for their work and facilities. Here, the challenges are very different: for example, the frequently observed need of the elderly for combining maintenance of basic facilities with accessibility by public transportation.

The major differences between the clumping urban regions, their peripheral interconnecting areas and the demographically shrinking regions call for a smart, differentiated traffic and transport strategy. The motorist, railway passenger, cyclist and walker all have their own advantages and limitations; what we need to develop

is a hybrid traveler, one who opportunistically switches modes of transport with changing situations. Connecting different networks into a cohesive, multimodal mobility network presents this strategy, with refined transfer opportunities from which the traveler can choose from at any moment.

"what we need to develop is a hybrid traveler, one who opportunistically switches modes of transport with changing situations"

Linking of space and mobility through combined mobility networks

There are a number of opportunities for structuring cities and urban regions to create maximum efficiency in people's use of mobility networks and space. One concept for doing so is Transit Oriented Development. This is a concept focused on optimizing the use of public transportation by making hubs accessible by the maximum number of modes, and concentrating the maximum development, commercial space, apartments and facilities around them.

Secondly, making public space as attractive as possible to pedestrians and cyclists increases the advantages of railway connections for passengers within walking distance (approximately 1 km) and cyclists (2 km). Bus passengers and motorists can also use the facilities of the hub and benefit from the railway connection if they can park in the vicinity. Car and bus accessibility further expands the reach of the hub. The combination of car and train is becoming more and more prevalent. On certain routes, the train is more attractive than the car, because the transit time can be spent sleeping, working or meeting.

"The combination of car and train is becoming more and more prevalent"

Transit Oriented Development and the polycentric urban cluster

When connections are optimal and the space is optimally organized for slow traffic, this creates an attractive place for a wide range of stores, businesses, meeting centers, residential space and facilities, from which a new type of city-within-the-city arises. Combining Transit Oriented Development with the development of polycentric urban clusters can create a combination of refined multimodal transportation network with a collection of strongly individual urban and suburban centers from which all can benefit.

The combination of a polycentric structure with a spread of functions around hubs can be used to prevent trains and metros being packed in one direction and empty in the other around peak commute times. This way, multimodal hubs can also be attractive places for social amenities like schools, theatres, museums and hospitals. This, in turn, draws residents with a taste for urban life. Others may prefer to live on the fringes, with room for a garden but still close enough to the facilities, and so not too far from such a hub. The consequences will be significant: better accessibility, lower threshold, improved health from more attractive public space with more opportunities to walk and bike, shorter travel times, better utilisation of facilities and better occupancy of public transportation both day and night.

Check out more about the subject at http://venhoevencs.nl/vision-and-research/towards-multimodal-mobility-networks

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The law creating a Metropolitan level the case of the Greater Paris

HUGO BÉVORT
DIRECTOR OF THE OFFICE OF THE DEPUTY MAYOR OF PARIS, PIERRE MANSAT.
IN CHARGE OF PARIS MÉTROPOLE AND RELATIONS WITH THE LOCAL AUTHORITIES OF ILE
DE FRANCE REGION. PRESIDENT OF THE "ATELIER INTERNATIONAL DU GRAND PARIS".

The bill to organize the Greater Paris is not yet final as the issue remains highly controversial. The debate on the creation of a Paris metropolitan has been revived for the last three years, but it actually dates back almost to a century ago. The bill is the culmination of a debate that was picked up in 2011, among the policy makers of the Paris metropolitan, and the City of Paris took the leadership.

This debate was made possible, on the one hand by the impetus given by the mayor of Paris, Bertrand Delanoë, and by the establishment in 2009 of a new political setting, Paris Métropole; on the other hand by the visibility given to the Greater Paris' issues by the former President of the Republic. The metropolitan issue has become a central theme then.

In 2010, the law reforming the local governments in France had made no provisions for Paris. Everything that could have been done within an unchanging institutional framework has been done. Today, Paris is facing the challenges of every 21st century's metropolis. But Paris still has to cope, like most global cities, with government's tools dating back to the 20th century and administrative boundaries of the 19th century.

When the government addresses the issue in 2012, it immediately announced its desire to finish off the unfinished system of the Ile-de-France Region.

This is actually a very old debate

It dates back from the 1920s, when MM Morizet, and Sellier Mayors of Boulogne and Suresnes, coined the term "Grand Paris". Three main ideas were dominant at that time: (1) Residents of the Greater Paris share a common fate; (2) Political and administrative fragmentation is damaging the effectiveness of public policy; (3) Opposition between Paris and suburbs is a source of inequality, but has led to the emergence in the suburbs of a singular destiny.

Yet in a century, two majors decisions were made: in 1964, a decree ended off the Seine County and created three new counties. In 1977, the direct election of the Mayor of Paris took place for the first time.

Two schools of thought have gradually emerged.

These opposite visions can be found, in different forms, in all major historical periods: in 1944, the liberation of Paris (Paris Committee of Liberation), in 1964, around the General de Gaulle, in 2007 with the Balladur Committee.

A. The integrated metropolis: territory / leadership / project:

(1) In order to effectively address the problems of the Metropolis, it is necessary to ensure the uniqueness of decision-making. (2) Efficiency implies a simplified institutional system and fewer numbers of administrative levels ensuring their place to the municipalities. (3) A single decision-making body must enable efficiency in the identification and implementation of the metropolitan responsibilities.(4) The institutional unity is seen as the mean of achieving greater territorial solidarity. (5) The creation of a single "Intermunicipal body" at the same scale, instead of the many existing urban groupings.

B. The Confederate metropolis:

(1) This model considers the strengthening of the metropolitan governance possible only through the coordination of policies implemented by the existing municipalities and other administrative levels. (2) The territory is polycentric. This polycentric must find its expression in its mode of governance. It means to have a shared and cooperative metropolitan driving strategic policy without doing " instead of". (3) Such governance can rely on tools that articulate the scale of public intervention. (4) The intervention model is based on the principles of sharing and subsidiarity, and on the desire to create a sui generis framework. Confederal institutions gather different levels of government (in this case, municipalities, counties, region) , and get support from the strengthening of the inter-municipal level. These models aim to give birth to a shared leadership.

> "IF THE METROPOLITAN TERRITORY IS POLYCENTRIC, THIS MUST FIND ITS EXPRESSION IN ITS MODE OF GOVERNANCE."

What do metropolitan representatives want?

When in 2012, President François Hollande said he will address the subject, he also says he will base his proposals on those of the elected representatives. But these representatives failed to come to a common position. There was a desire to move forward, to institutionalize an agreement, but no clear position on the mode of Governance. Paris Métropole (re)created the debate, organized it, draw public attention, but failed to arrive at a decision.

The terms of the law

The bill introduced by the Government evolved strongly, favoured by the lack of consensus among the elected representatives.

1) In the Upper House – the Senate, the Government proposes a bill for a "Confederate Metropolis"

The size of the Paris urban area (412 municipalities consisting of 10 million inhabitants) led the Government to favour a confederation of major intermunicipal bodies. So, the law foresaw both to organize large intermunicipal bodies (with a minimum of 300,000 population), and to create a coordinating structure - The Greater Paris as a kind of G20, to manage policy priorities. An ad-hoc model, with the priority to produce affordable housing; however, with limited jurisdiction.

But the Senate rejects the article organizing the intermunicipal bodies. And thus, the entire bill collapsed.

2) In the Lower House – the National Assembly: the Government proposes a bill for "an integrated Metropolis"

The conclusion drawn from the failure in the Senate was that "the consultation process went too far, we cannot rely on local officials." The Government thoroughly review the draft bill before returning to the National Assembly in July 2013 and introduced a series of principles: (1) Simplification of the administrative geography: creation of a metropolitan structure without any new layer added. It is therefore necessary to remove a level. (2) The Metropolis is not only intended to "eliminate distortions and territorial inequalities", it must also contains a real development project. (3) The State is legitimate to bring order and assume a stronger role in the organization of local authorities. (4) Paris should be brought under the common law regulating metropolises.

The main technical measures

1) Creation of Greater Paris, effective on January 1, 2016, a Metropolitan structure of common law, with its own statutes. It will be an EPCI (public structure for intermunicipal cooperation) that can levy its own tax. This is not a local authority in its own right. But a public body that respects the principles of specialty and exclusiveness. The idea is not to coordinate but to do "in place of/instead of" the municipalities themselves. It is meant "to define and implement actions of metropolitan interest, to promote a model of sustainable development, to reduce inequalities

and improve the competitiveness and attractiveness of the territory and the quality of life of its inhabitants". This EPCI is replacing 19 existing EPCI that will merge into the new one; it also takes over all their powers.

2) Greater Paris will gather 128 mandatory members: the Paris Municipality, the 123 municipalities belonging to the first ring of suburban counties; the municipalities of the counties of the second ring as long their EPCI include at least one municipality belonging to the first ring. All included, these municipalities have a population of 6.7 million inhabitants. The bill passed at a first reading and it allows the extension of the initial perimeter. This remains a small perimeter with mandatory constitution, leaving aside the 3 airports, the New Towns and very much of the less developed territories.

3) The Greater Paris is organized into fifteen territories. Like what is planned for the city of Marseilles, the "territories" would serve as a decentralized level for the implementation of policies adopted by the Metropolis. Each territory is controlled by a Council, and must have at least 300,000 inhabitants. The Greater Paris is then intended to replace the intermunicipal bodies included in its perimeter.

4) How the Metropolis is governed?

The Metropolis has two levels of governance: the Metropolitan Council and its president, and the territorial Councils. The Council of the Grand Paris in 2016 will include approximately 312 members: 1 Metropolitan advisor per municipality plus 1 additional metropolitan advisor for every 30 000 inhabitants.

The text of the bill foresees that a quarter of metropolitan advisors should come from the Council of Paris. Eventually, the Council would be composed of a panel of metropolitan counsellors elected by direct universal suffrage and a college of representatives of municipalities. This rule should be specified by an electoral law and should be apply to municipal elections in 2020. Decisions are taken by an absolute majority, unless otherwise provided (the definition of metropolitan interest requires at most 2/3 of the votes).

A powerful metropolis

The bill, at this stage, foresees that the Greater Paris, will have several types of powers in the place of the municipalities. On 1 January 2016, the Greater Paris will exercise the following powers:

Specific jurisdictions for the Greater Paris and explicitly referred to in the bill: these include the definition of a metropolitan project, a rationalization of management tools and bodies, and definition of priority tasks such as housing (metropolitan housing and habitat plans), environmental planning (climate and energy metropolitan plans), as well as the management of housing development programmes.

Powers exercised by the metropolises of common law. These include the areas of development planning (SCOT, PLU approval, ...), housing, urban policy, economic development and environmental policy. In addition, the metropolis will take over the powers exercised by the EPCI of the first ring that were in operation before the 1st of January 2016.

By 1 January 2018 (or to two years after its creation), the metropolis may exercise additional powers to implement projects of metropolitan interest. The metropolitan interest, defined by the Metropolitan Council by a majority of two thirds, helps to set the dividing line between the actions are under the responsibility of the metropolis and those that relate to the municipality. This concerns in particular the areas of economic development, the management of urban services (sanitation, waste, ...) but also the creation and management of large equipments in the fields of sport, culture, social and education. For most of them, these powers, once recognized as of metropolitan interest, may be delegated back to the "territories". Finally, since its inception, the metropolis of Greater Paris may exercise powers delegated by the State, the Counties or the Region.

Budget

The Grand Paris is financed by: (1) a general operating grant from the State; (2) its own taxes levied on behalf of the municipalities including all the economic taxes; (3) other financial support from the State.

> "A METROPOLIS EMBODIES AT THE SAME TIME A PROJECT OF SOLIDARITY, A RESPONSE TO THE PROBLEMS OF GOVERNANCE AND ALSO A DEVELOPMENT PROJECT. IT DOES NOT HAVE A SINGLE PURPOSE. "

First evaluation

So the main features of the reform are: a strong metropolis with significant resources, and able to ramp its power up. The logic behind the reform is really that the Metropolitan level plays a role in the place of the municipalities. A metropolis that moving from the model of Marseilles, embodies in the same time a project of solidarity, a response to the problems of governance and also a development project. This is not a single purpose metropolis.

It will be a metropolis with strategic and operational powers; however, a metropolis that carries risks such as a massive rise of powers crushing local dynamics; or the risk of limiting itself to a too small area that sets aside promising territories (airports, New Towns,...

There is a real concern about the overall effectiveness, and how to ensure that the Greater Paris focuses on strategic areas.

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Bridging the gap between long term strategies and socially requested short term results?

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What is at stake?

Becoming a metropolis is a long term project, that should involve the whole population, private partners, NGOs and, as well, numerous public entities. Numerous research papers and examples confirm the role of a strong and sustained political will at the hearth of success stories. In addition, strategic alignment among all categories of actors is a key issue for success. Indeed, developing synergies and alliances among investments projects, along with education or development of services will allow synergies, cost reduction, and sometime cut of losses. However, the process to initiate the discussion, draft a vision and translate it into sector strategic document and feasible projects will required some years.

At the same time, population as well as economic actors demand short term results. Indeed, they are struggling with difficult life conditions and exacerbated economic competition. Therefore, public authorities shall demonstrate their capacity to deliver prompt improvement of life conditions: traffic, air and water pollution, housing, land for economic development, education, leisure, services to economic activities, the list is endless. This pressure is regularly measured when the metropolitan area is run by elected representatives. However, the best metropolitan project will remain an idea if uncertain utilities delivery, bad recruitment conditions, increasing insecurity and other difficulties remain. It is no need to search far away in poor country to find examples: Marseilles struggles since decades to find its way, even though geography and history have given enormous advantages to this 26 century old city. Recruitment is yet as difficult as it is in old industrial cities in North-East of France.

Do we have constraints?

For sure, constraints are well known and a simple list is sufficient to support the reasoning: (1) prestige, as component of attractiveness, (2) engineering teams, more interested in preparing structural networks and big projects, (3) poor knowledge of the real life of people, particularly the poor ones, as well as the micro-entrepreneurs, (4) limitation of available budget, etc.

What comes from the field?

Citizens and businessmen didn't wait for us. Following examples illustrate the large range of projects and technologies we can observe around the world:

1) From the IT sector, using data liberated by public authorities through open-data processes, we can mention services giving real time situation of traffic, parking availability or car sharing opportunities. Numerous start-up propose new services, aiming to facilitate daily life, more or less taking into account sustainable development objectives.

2) From NGOs experiences, groups of Pioneers test new ways of life, more respectful of the climate, reducing waste or water consumption, looking for more healthy food and transport schemes. These experiences give very rich information, but dissemination lags in militant networks.

3) Bicycle self-services (as VLib in Paris, CycloCity in Vilnius…) are powerful tools aiming to develop bicycle use in cities. However, business plans for these services remain dependant of public subsidies, even for running cost (estimated at 0,75 € per trip for Bordeaux VCub).

4) From the first project in Canary Wharf in 2000, apartment buildings recycling containers spread around developed countries. Documentation of older experiences in developing countries as to be completed. Apart from administrative authorization processes, theses projects offer attractive low cost housing, built in a few month.

5) In Porto-Novo, the new development plan preparation will be underlined by pilot projects. The old fashioned technology of flooding scales will remind the population about flood levels. Opening of a new path will delimit areas not suitable for construction, because exposed to flood. The path will also give access to heritage locations, and invite discovering a rich biodiversity. Completing the pilot projects before enforcing the future town-planning regulation should enhance acceptance by the population.

What else?

Having in mind those successful projects, bridging the gap seems to be an easy task for powerful metropolises. That is not as easy. Indeed, these short track projects failed to scale up and to modify the global figure. Regarding technology and despite tremendous increase of motor efficiency, the overall consumption of gasoline and subsequent air pollution in our cities does not begin to decrease significantly. Low cost air travel and car sharing development in France is really impressive. However, a large share of these emergent markets are new travel, enabled by the significant cost reduction – that is simple economy. Transfer from less energy efficient modes are probably low, and sometimes negative (train to car sharing or low cost air travel!). On the same way, new IT services on smart-phones don't reach people that are not equipped, regardless on the bad quality of data and services outside dense and vibrant centres. Finally, strong reluctance to change habits can undermine efforts and consensus. For example, implementing offices or retails in business parks at the fringe of the metropolis is still attractive for decision makers (owning houses somewhere in the suburbs), but absolutely counterproductive in regards of transports policies aiming to develop public transport and active modes (by foot or bicycle).

Nevertheless, the main issue for metropolises remains to ensure a more equitable development among cities and neighbourhoods, as well as to reduce inequalities among citizens in access to public services. Because it will take time to deploy large programs to the far end of the metropolitan area, metropolitan authorities and theirs partners need to succeed when proposing attractive solutions and opportunities through short track projects and action plans. Special focus on specificities can also express interest and recognition to people, as well as less attractive neighbourhoods, contributing to foster metropolitan identity.

> "DRAFTING AND SHARING A POLITICAL VISION, WILLING TO BUILD AN INCLUSIVE METROPOLIS, SUPPORTED BY THE MORE COMMON ECONOMIC AND ATTRACTIVENESS OBJECTIVES ARE KEY."

Therefore, it seems that special attention should be made on short term projects and action plans. Strong evaluation of existing projects and innovations, mobilization of cross sectoral research teams (technology, economy as well as sociology, ecology, political sciences), large and honest participatory process are mandatory prerequisites. Success will need innovative approaches and dedicated human resources, as well as acceptance to take real but limited risk (limited because those short track projects are not expensive). The need to adapt administrative processes is also often identified. Even so, the key remain drafting and sharing a political vision willing to build an inclusive metropolis, supported by the more common economic and attractiveness objectives.

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GET IN-VOLVED!

Willing to contribute to the Metro in Progress Programme, to share your experience or looking to learn from experiences elsewhere? Please get in touch with us:

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What?

Metro in Progress is an open-source project on comparison of metropolitan areas that is currently still in the making. Interviews, programmes, comparisons and reports are available on both the INTA website (www.inta-aivn.org) and on the Deltametropolis Association website (www.deltametropool.nl). You can follow the latest updates of the project via INTA's Newsletter, twitter (#metroinprogress) and via the Metro in Progress website (www.metroinprogress.org). Furthermore, you can also actively participate!

Who?

Policy-makers and professionals, territorial authorities

Modes of governance change over time, seeking to give coherence to territories rich in creativity. The cultural and social context, political and administrative systems, economic levels, the legacy of history and so forth are all variables that explain why no single formula exists for the process of metropolitan construction. With this in mind, this programme offers you a wide overview of the metropolitan processes that are taking place worldwide.

We specifically look at more practical experiences to discover how dialogue and exchange between metropolitan stakeholders may be enriched.

How?

Sharing knowledge, learning from each other's experiences:

The interviews, roundtables, desk research etc. cover a broad range of topics: scaling the metropolitan area, governance and municipal cooperation, new forms of urbanity, metropolitan innovative economy and metropolitan sustainability.

Why?

Are you looking for specific answers? Contact us to organise a joint expert roundtable session that focuses on your specific case.

If you would like us to help you highlight issues and challenges that you are experiencing, you can be interviewed! Your experience and contribution will be published and shared.

Team Vlaams Bouwmeester