



*WORKSHOP ON TRAFFIC AND LAND USE PLANNING - ACHIEVE NEW
PLANNING SOLUTIONS*

Experiences, collaborations and future planning solutions

Documentation from the workshop

June 2010



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INTRODUCTION

In this documentation we have compiled the main parts of the workshop. Presentations as well as group work. Our intention has been to capture the process and the outcome in a way that makes it accessible and useful in the further collaboration within Catch MR. The presentations from the regions are recapitulated without any intent to assess or analyze the content. *The documentation has no intention to be complete. Thus, it should be read as notes.*

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OPENING OF THE WORKSHOP

Mrs. Georgia Larsson and Mr. Per Kristersson, both representatives of the Göteborg Region, opened the workshop on *Traffic and land use planning – Achieve new planning solutions*. They welcomed all participants to the first of seven workshops within Catch MR, a cooperation project financed by the European Regional Development Fund (INTERREG IVC).

Cooperation on sustainable transport solution

The overall purpose of the project, as highlighted by Mrs. Larsson, is to promote sustainable transport solutions by sharing good practice and collaborate on new planning solutions. All seven workshops will elaborate on the main theme but will all have different focus. The Göteborg workshop focuses on governance. It is also connected to the next upcoming workshop in Vienna, which will focus on urban sprawl.

Share, analyze, create and collect

The purpose of the Göteborg workshop was summarized by the words: to share, analyze, create and collect. Mrs. Larsson pointed out that the sharing process already had been initiated through the preparation of the workbook and through the discussions the day before. More specifically, the purpose of the workshop was to share knowledge on new planning and policy making processes as well as on problems, goals, and methods on traffic and land use planning. The aim was also to collaborate and learn from each other by letting each metropolitan region (MR) give a presentation on their regional planning solutions followed by a group discussion to raise good practice as well as contributions and cooperation possibilities. To reach the common purpose, active discussion was used. Mrs. Larsson also reminded the participants that data for the first chapter of the final report would be collected during the workshop.



Purpose

- Share knowledge on new planning and policy making processes that support sustainable growth within the metropolitan regions.
- Share problems, goals, and methods regarding "traffic and land use planning".
- Analyse each regional planning solution regarding the development of the "traffic and land use planning" presented by the participating regions. Draw general and specific recommendations from the analysis.
- Create active group discussions.
- Collect quantitative and qualitative data for the first chapter of the final report
- Use a basic workshop methodology to enhance results.

Governance – the theme of the workshop

Mr. Kristersson explained why the concept of *governance* was chosen as theme for the first workshop. He did it by introducing the Göteborg Region Association of Local Authorities (GR), and pointed out that GR, as a cooperation of local authorities, differs from the other

Catch MR partners. Mr. Kristersson explained that by being an association of 13 municipalities, GR is by necessity good at cooperation, and that this strength has brought them success in traffic and land use planning. Mr. Kristersson gave a brief introduction on how GR supports the development in the Göteborg region by providing a forum for exchange of ideas and experiences, targeting both civil servants and politicians.

Introduction to urban sprawls

Mr. Kristersson also gave a brief introduction to urban sprawl, as it is an important element in traffic and land use planning. He shared the Wikipedia definition of urban sprawls, and related the disadvantages of urban sprawl (e.g. long transport distances, high car dependence, inadequate facilities, and higher per person infrastructure costs) to accessibility and energy consumption. The higher urban sprawl is the higher is the consumption of energy.

Mr. Kristersson also included a reflection on the participating MRs' ring roads. Commonalities and differences in regard of sizes, number of inhabitants as well as edges of towns were raised. For example Mr. Kristersson explained that the size of the ring road of Göteborg is the same as the one in London whilst the number of people resident inside the circle differs greatly. Further, in the cities of Stockholm and Paris you find much smaller rings. The motorway ring road in Göteborg is the same size as the one in Rome. Budapest has almost completed their ring road.

Mr. Kristersson talked about different types of edges of town using the picture of lava crawling out or not. When there is suburbanization, we can talk about lava crawling out. When the city settlement is up to the edge, as in Berlin, lava hasn't crawled out. When there is a clear cut, there is a different land use restricting sprawl. Every edge of town looks differently

*“Urban sprawl, also known as **suburban sprawl**, is a multifaceted concept, which includes the spreading outwards of a city and its suburbs to its outskirts to low-density, auto-dependent development on rural land, with associated design features that encourage car dependency”* Wikipedia

Urban sprawls in Göteborg

Mr. Kristersson also briefed the participants on the different sprawls existing in the Göteborg region and the consequences of sprawl. He referred to suburbs built as suburbs as “normal sprawl”, dwelling in the country side at the coast as “Göteborg urban sprawl”. Mr. Kristersson also talked about unprivileged suburbs of Göteborg that have their nature, lakes, forests (and cultural events once per year) as well as their social problems, high level of crime, which makes the picture less glamorous. He also said that the special “Göteborg sprawl”, were to be the subject of the site visit later that day.

Mr. Kristersson explained how urban sprawl in the Göteborg region affects traffic and land use planning. One example given was on new job development areas constructed in central

urban areas along with good public transportation. He also shared a picture on urban sprawl where the road structure challenges public transport by its narrow streets and signs of no authorized traffic in more rural areas.

In the presentation Mr. Kristersson also shared some insights on solutions such as high capacity highways and efficient road structure, which in reality creates traffic jam. Further, he talked about many industries moving out to the ring road as it is more accessible by car, and he raised the question on what happens to public transportation and how to make it accessible at these locations? He also talked about how public transportation is used by people to commute to work in town as they *“select the housing from the weekend perspective.”*

Helsinki is another city drawn example from. The capital has one of the highest modal split in the world. For instance, it has a metro line 14 km by the sea, norm for building new dwelling.

Urban sprawls – a challenge to all participating MRs

Mr. Kristersson concluded by referring to the preparation of the workbook, which indicates that the participating regions share problems with urban sprawl. In all regions you find the effect of urban sprawl even though it looks different from MR to MR. He ended his presentation by highlighting the collaborating platform and the upcoming exchange and work.

WORKSHOP METHOD BASED ON TIME USE

Facilitator Mrs. Maja Saiduddin shared the structure and working method of the workshop. She encouraged everybody to use time instead of being forced by time. To enable the participants to use time, she proposed everybody to use filter and laser. A filter to select what is important to share. A laser to select what is most important to share. Mrs. Saiduddin also pointed out the concept of active collaboration before, during, and after the workshop, as part of a successful exchange. Representative from each MR gave a presentation followed by a structured group discussion on the following key questions:

- What can we learn from this region's experience?
- How can we contribute to the region with our experience?
- Which issues can we actively and concretely collaborate around?

Tools for achieving results

- Workshop guide: *A collective memory*
- Guidelines: *A core to collaborate around*
- Roles: *Structure for the group process*
- Flipcharts: *Visualization of our words*
- Time: *Using time instead of handling time*
- Group constellation: *Spreading the knowledge*
- Enthusiasm: *A driving force*

PRESENTATION - BERLIN-BRANDENBURG

The documentation has no intention to be complete. It should be read as notes.

Official name as a result of an open process

Mr. Frank Segebade gave the first regional presentation and introduced the Capital Region Berlin-Brandenburg as a model region. It got its official name approved by the two governments in 2006. The name was a result of a two year open process involving many partners. Mr. Segebade invited those with interest to visit their webpage and to download the core document that the representatives of the region are proud of.

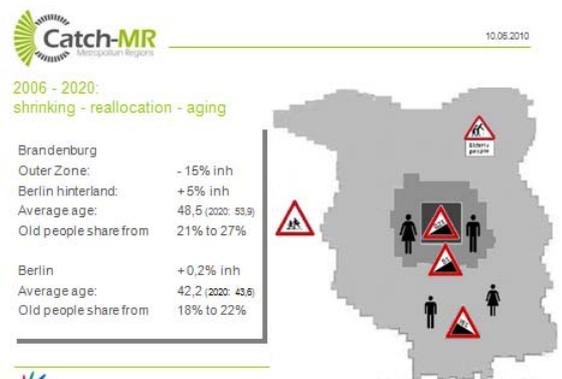
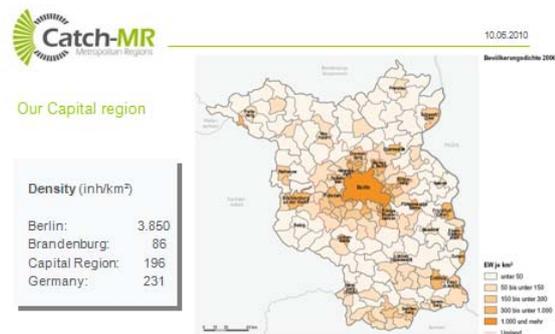
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The heterogeneity calls for different planning solutions

Mr. Segebade shared some facts on the extreme contrasts between Berlin and Brandenburg in terms of density: Berlin with high density and Brandenburg with low. He illustrated it by showing a plan of the region to visualize its very heterogeneous spatial structures (metropolis Berlin, surrounding region and wider region), which is a challenge in spatial development as it calls for different solutions to find adequate approaches and measures to influence the settlement and transport development.

Mr. Segebade also pointed out some characteristics differencing the Capital Region Berlin-Brandenburg from the other participating regions; such as its big size and the fact that it is not growing in terms of population.

The issue of unsettlement in the low density areas and its effect on the traffic were explained as well as its effects on traffic. Further, some points on the development tendencies were shared such as suburbanization on one hand and shrinking population in the wider region on the other hand. Further, the development towards more senior citizens, as the average age increased, was raised as an issue impacting mobility patterns. The population is constant in Berlin, even though there is immigration.



However, commuters are constantly growing. The bigger centers mostly have negative balances.

Joint regional spatial plan, valuable instrument

The presentation also highlighted the joint regional spatial plan, which regulates three aspects: settlement, open space, and transport. The spatial plans at state, regional and local level are harmonized.

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In the presentation, the issue of regulation and limitations was covered. The current plan defines as well which part of Berlin and Brandenburg that are allowed to be developed without any quantitative restrictions (privileged areas) and which areas are restricted in their development. The local plans have to be adapted to the regulation for the spatial plan. It is not possible to open a new settlement arena without approval etc.

Berlin settlement star

The presentation of the region also included information on the so called Berlin settlement star, an area in which residential settlement development and retail are concentrated by regulation. The areas are served by the regional rail transport system. Development in areas outside the axis as well in declining areas is restricted in order to minimize traffic. Mr. Segebade also mentioned their 46 functional centers of public service, as important elements in the planning.

10.06.2010
25 ha

Regulation of residential settlement development and retail

- Concentration in centres and along railway axis (Berlin star)
- Outside limit of 0.5 ha/1000 inh in 10 years (residential development zones)

Concentration of large scale retail in centres

INTERREG IVC European Union

Mr. Segebade ended the presentation by sharing information on the public transport and the road system covering region wide.

10.06.2010

Road system

- Covering regionwide
- High fraction of national and international transit traffic

Tägliche Kfz-Belastung auf Bundesfern- und Landesstraßen in Brandenburg 2005

Gesamtbelastung
LKW-Anteil

INTERREG IVC European Union

10.06.2010

Public transport

- 3,4 Mio. ridership (daily average)
- 10% growth of ridership 2002 - 2006

VBB Verkehrsverbund Berlin-Brandenburg

Association of all public transport authorities in the capital region

- 41 transportation companies
- 14 districts, 4 urban districts
- Special services in low dense areas

AnrufBus

INTERREG IVC European Union

Facilitator Mrs. Saiduddin asked Mr. Segebade about their **best practice**. The answer given was the **road map** and the **train traffic system** as it is the most important linkage. He added that they are very **proud of some of their instruments**. The fact that we have a **joint spatial planning department** shows that we can do it, concluded Mr. Segebade. Informal planning processes are something that the region wants to learn more about.

SUMMARY - GROUP WORK ON BERLIN- BRANDENBURG

In the table below, you find a summary of the outcome from the group work on Berlin-Brandenburg. The summary is based on the “flip chart presentations”. For a more extensive compilation please see appendix.

What we can learn from the region	How we can contribute	Issues to collaborate around
Clear legal framework	Informal cooperation	Knowledge transfer
Strong binding plan	Consensus planning	The role of public transportation in climate protection
Joint spatial planning association	Advising local municipalities	How to concentrate development in centres and axes
Clear road map	Toll road system	How to mobilize building land
Strong public transportation	Detailed transportation plan	
Concentration of development in transport axis	Urban development contract	Strategic transportation plan in MR
Polycentric regional development	Privileged and non-privileged areas	Ageing population
Integrated vision	Solutions for intermodality	Interlink between public and private transport providers
Common brand name		
Database for decision making		

PRESENTATION – LJUBLJANA URBAN REGION

The documentation has no intention to be complete. It should be read as notes.

Suburbanization – part of the challenges

The second presentation was given by Mr. Matej Gojčič from Ljubljana Urban Region. He started out with the problems and issues characterizing his region and the need for a new transport system. Suburbanization was highlighted as a challenge to Ljubljana as to all regions within Catch MR. Up to today, all money has been invested in roads, which according to Mr. Gojčič has contributed more to the problems than to the solutions. He also mentioned that they had discovered that most of the budget consists of taxation of oils.

Urban development with cars in focus

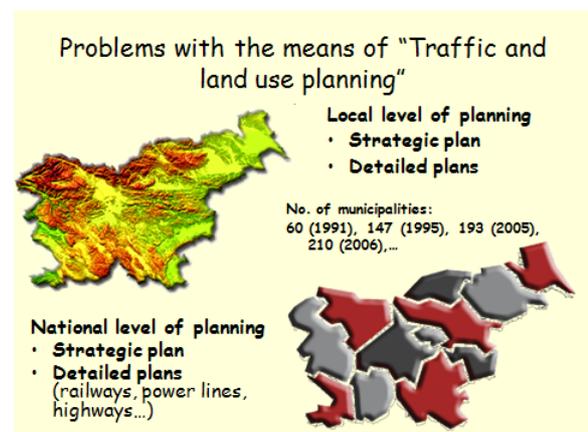
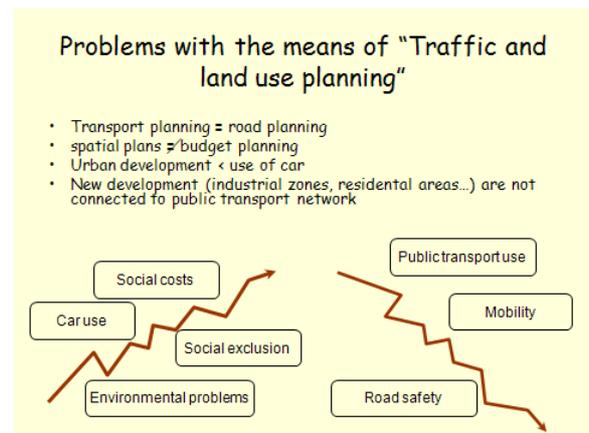
Urban development is adapted to the use of cars. New development areas are not connected to the public transport network. As the car use increases, the provision of public transport and road safety are declining, which leads to environmental problems, other social costs, social exclusion of groups without car etc. Mr. Gojčič also shared that they start to sense that people become aware of public transports.

Spatial planning not linked to budget

Further, Mr. Gojčič raised the issue of spatial planning not being linked to budget, which means that the implementation “might happen or not happen” as it becomes dependent on budgeting and political pressure. There is a lack of implementation instruments.

National and local planning levels

In the presentation, Mr. Gojčič recalled the audience that there are 25 municipalities in the region. He also told that the number of municipalities in the country is increasing. In 2006, there were 210. Mr. X also informed the participant about the fact that the spatial planning is divided into two parts: national planning and local planning. Today, there is no formalized regional level of planning. The lack of a regional body makes it difficult. According to Mr. Gojčič is a true challenge.



Another problem highlighted in the presentation was that the strategic plans are “very strategic” and that the detail plans are made for national infrastructure.

Regional Development Programme

Mr. Gojčič gave a presentation of the Regional Development Programme of Ljubljana Urban Region, a key document which has been elaborated by municipalities, other regional stakeholders and the national government. However, as the goals were not linked to the budgeting, it will not be achieved

Mr Gojčič told about the key objectives set in the regional development programme and the fact that they will not be achieved as they were not linked to the budget.

Another issue that was covered in the presentation of Ljubljana urban region was how to finance the transport system. Today people are subsidized to get to work. They get reimbursed by the cost of the tickets even if they use the car. Consequently, they are interested in high ticket cost.



Goals with the means of “Traffic and land use planning”

Regional Development Programme of Ljubljana Urban Region

three key objectives :

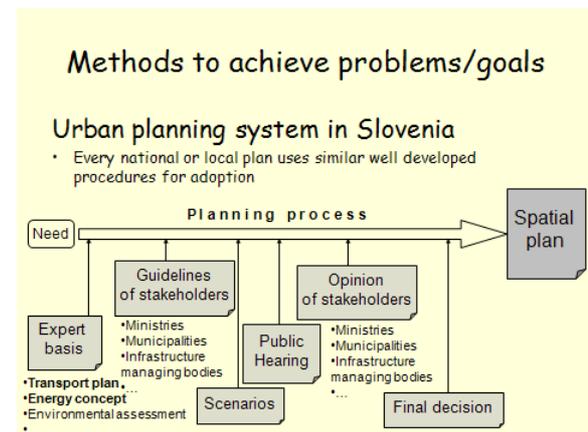
1. A functioning conurbation - on average, more than 80 % of people will have access to public areas and public transport within 300 meters of air distance by 2013.
2. Creative people and successful companies - the added value per employee will increase by 10 % by 2013.
3. To become a region with 'a European capital', where the quality of life is the highest in Europe.

Focus on changing the modal split

The focus in the region’s development of transport is on changing the modal split. The aim is for instance to decrease the car use and enhance the mobility of all population groups. The presentation also covered the issue of demographic changes such as the increase of elderly persons. Mr. Gojčič raised the question on how traffic will be in the future and its impact on environment.

Urban planning system

Mr. Gojčič also shared some points on the urban planning system in Slovenia and its advantages and challenges. Every municipality needs to have a spatial plan, which includes infrastructure planning.



The presentation also covered the recently introduced local energy concept, a concept that will be obligatory for all municipalities. Mr. Gojčič also included information on two key projects that are currently under implementation in the region: The regional spatial planning concept and the Regional plan of integrated public transport. Among the objectives to further develop, Mr. Gojčič mentioned coordination between different instruments, connection of

plans to budget programming, establishment of regional public transport bodies and promotion of good solutions.

Facilitator Mrs. Saiduddin asked Mr. Gojčič what he thinks that the region has succeeded with. His answer was that he is proud of the fact that **they have managed to gather people from different sectors and municipalities**, and that **they have started to cooperate and raise awareness**. The ideas have been given to responsible politicians. Mrs. Saiduddin asked Mr. Gojčič to conclude his presentation with his wishes from the workshop community. He answered that his region is interesting in discussing more about how a regional structure is working, who is responsible, how it is financed, how to coop with urban sprawls and modal split. Mr. Gojčič concluded that they, as Ljubljana urban region has **environment on the agenda** as well as strict environmental laws, **can contribute in that area**.

SUMMARY - GROUP WORK ON LJUBLJANA URBAN REGION

In the table below, you find a summary of the outcome from the group work on Ljubljana region. The summary is based on the “flip chart presentations”. For a more extensive compilation please see appendix.

What we can learn from the region	How we can contribute	Issues to collaborate around
Linkage between traffic and energy concept	Public transport association	Knowledge transfer
Regional development plan with clear indicators	Informal planning	Regional land use planning
Stakeholder participation	K2020	Local energy concept
Informal cooperation	Reducing the number of municipalities	Informal cooperation, linking stakeholders
Integration of land use and transport planning	Toll system financing the public transport	Public transportation solutions (corridors)
Consensus - building between municipalities	Ideas for changing the modal split and how to encourage intermodality	Technical informatics solutions
The need to link planning and implementation	Regional land-use planning	Integration of land use and transport planning
Real incentives for municipalities to follow the plan	Urban development contract	Exchange of experiences on incentives for municipalities
Public transport as the norm	Public transport association	Methods on how to increase public transport
Show capacity of mobility	Linkage of plan and budget	
	Good and bad practices	
	Interdisciplinary expert groups	
	Behaviour change	

PRESENTATION – OSLO-AKERSHUS

The documentation has no intention to be complete. It should be read as notes.

Binding the region together

Binding the region together is the slogan of the region Oslo- Akershus. The presentation from the region Oslo-Akershus was given by Mr. Tor Bysveen who started by giving a glance of the land use pattern in terms of a strong centre and scattered settlements along rail links. He also indicated the location of the forest areas (2/3).



Oslo-Akershus



Land use pattern

- Strong centre
- Scattered settlements along rail links



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Population growth with effect on traffic and land use

The Oslo-Akershus presentation highlighted a number of problems that are tried to be solved by traffic and land use planning. Mr. Bysveen told about the region's strong population growth, which has led to a huge rate of housing construction, as well as an increase of traffic and thereby emissions. Other problems pinpointed were the strong market forces in housing development, and the strong conservation interests for agriculture and areas for leisure activities. As a consequence, the question is raised of where to expand the society. Mr. Bysveen explained the situation from an historical perspective. During the Second World War, when there was a food shortage, the government told the people not to build on the land since it was needed for food production.



Oslo-Akershus



Settlement part of the regional challenges

The presentation also covered other challenges in the region such as: regional settlement patterns, retail planning and shopping patterns, freight transport and logistics, and local government finances, in view of increased density and traffic growth.



Oslo-Akershus



... problems...

- Regional settlement patterns.
- Retail planning and shopping patterns.
- Freight transport and logistics.
- Local government finances, in view of increased density and traffic growth.

Mr. Bysveen told the audience that today there are some regulations. However, the municipalities are strong on land use. In practice, they have a monopoly on how to build.

Goal to be competitive and sustainable

The presentation pointed out the goal of the Oslo region as to be a competitive and sustainable European region. Further, it addressed the goals of the transport system to be efficient, environmentally friendly, with access for all, with lowest possible need for private cars.

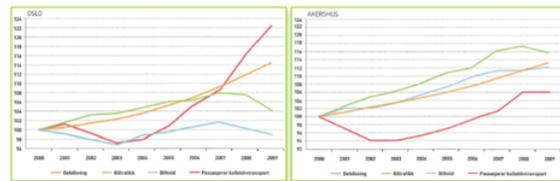
One important regional goal set by the politicians is that is to enable all anticipated growth in transport demand to be served by public transport, which means that the service produced today needs to be double. The region also works hard to have a more compact land use.

Public transport is going up in Oslo

The development of public transport differs from Oslo to Akershus. In Oslo it's going up, while it is stabilized in Akershus where the land is scattered and many households have more than two cars. "Once you have it, you use it."



Public transport development



Oslo package

Mr. Bysveen also explained the Oslo package, a funding scheme. Politicians have taken their responsibility to build a tunnel and once it was open it was made public. No public participation in the decision making process, which according to Mr. Bysveen was a reason for the success.

If you want to go to the city you have to pass the tolling and you have to pay your fee.

Changing attitudes towards the toll system

What do people think about the tolling system? The people who are negative towards the toll system are still in majority. However, the attitudes are getting more and more positive.

The money generated from the toll road system is used on roads (60 %) and on public transport investment (40 %). Some want the latter figure to be higher.



The toll road system

- Oslo package 3 (2009 –2028):**
Total 7 billion €. / Annually 350 mill. € (!!)
- **Roads and road safety: 58%**
 - **Public transport investments: 26%**
 - **Public transport operations: 16% (!)**



Increasingly positive attitude – because it works



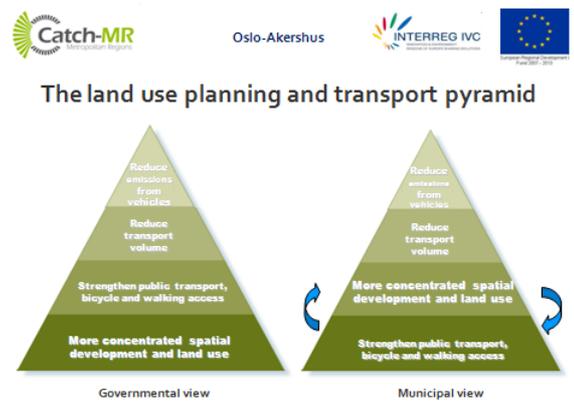
Joint regional ownership

Since 2007, there is a joint regional ownership and development of the main public transport provider. Mr. Bysveen explained that it took decades of decisions to create it. The organization Ruter is owned to 60 % by Oslo and to 40 % by Akershus. Ruter has a small administration and work on contracts with other transport companies. All modes of transport except from trains are included. Today there are also regional guidelines for localization of housing, businesses and services. Mr. Tor also highlighted that at the local level there is a demand for better frequencies on trains, trams and buses. The objective is to double the public transport capacity.

The presentation included some objectives on how to further develop the region's current planning solutions. One thing is to improve the dialogue and coordination between land use and transport policies and programs, for example with the 22 municipalities of Akershus.

Different actors with different views

Mr. Bysveen illustrated the differences in view between the government and the municipalities by showing two pyramids. He also explained that the government 1,5 year ago that the department of environment obliged the region to coordinate the planning on dense land use and public transport. The municipalities were invited into the dialogue after one year. Today they work hard to create a regional plan for Oslo and Akershus.



Facilitator Mrs. Saiduddin asked Mr. Tor about what other regions could learn from them. The answer given was the **funding scheme**, which has given the region additional money, and the **contracting system of Ruter**.

Mrs. Saiduddin concluded with the question what the region Oslo-Akershus needs from the other regions. Mr. Bysveen answered that they need a discussion on how to get a more dense land use system and how to through experts find solutions that the municipalities are ok with.

SUMMARY - GROUP WORK ON OSLO-AKERSHUS

In the table below, you find a summary of the outcome from the group work on Oslo-Akershus. The summary is based on the “flip chart presentations”. For a more extensive compilation please see appendix.

What we can learn from the region	How we can contribute	Issues to collaborate around
Clear vision and goals	The Berlin example for dense planning	Transport solutions in low density areas without enlarge these areas
Oslo-package	All modes of transport in one system	Climate gas reduction
Toll road system	Consensusplanning in Göteborg region	Long term development vision => coordination of authorities
Quality of life effects	System of integrated spatial plan	Different institutions in all regions
Access charges to finance public transport	Regulation at regional level	Instrument for density planning
Coordination of national and local transport plans	Coordination of local land use plans	Toll road system and packages
Clear political messages	Dialogue with stakeholders	
Denser land use patterns	Shopping centre planning (Budapest=	
Ruter organisation	Social housing instrument (Vienna)	
Arabe land conservation	SUM (Vienna)	
Dialogue among transport planners	Experiences with densification	
Joint public transport company	Regional joint planning solutions	
	Encourage use of public transport	
	Include railways in their system	
	Make attractive high density areas in rural villages - motivate people to live there	
	More dense land use	
	Scheme for the new regional plan	
	Consultation rounds	

PRESENTATION – VIENNA AND LOWER AUSTRIA

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Number one on life quality

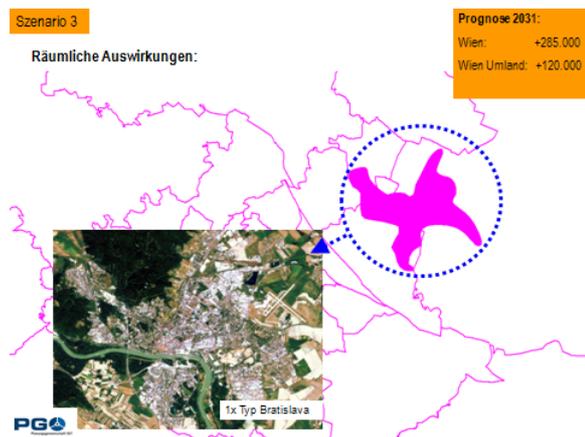
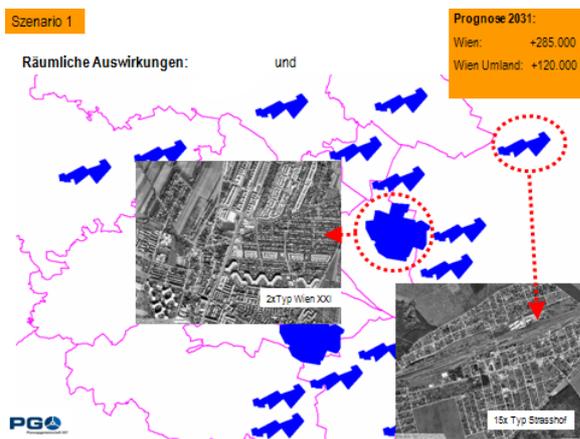
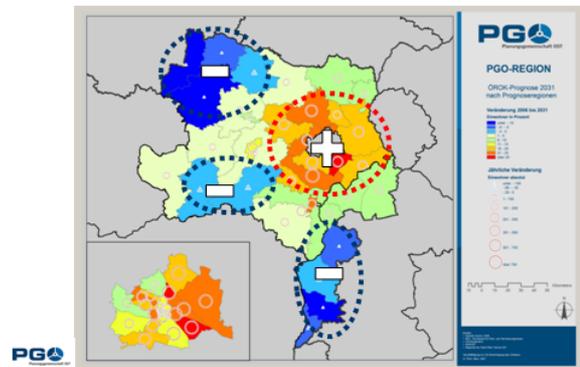
Vienna region is the number one on quality of life according to a recent study. That is how Mr. Christian Michael Peer and Mr. Hannes Schaffer started out there presentation on Vienna and Lower Austria. They explained that Vienna became number one because of its surrounding regions, which contribute with accessibility to public spaces, nature and nature protection and environment.

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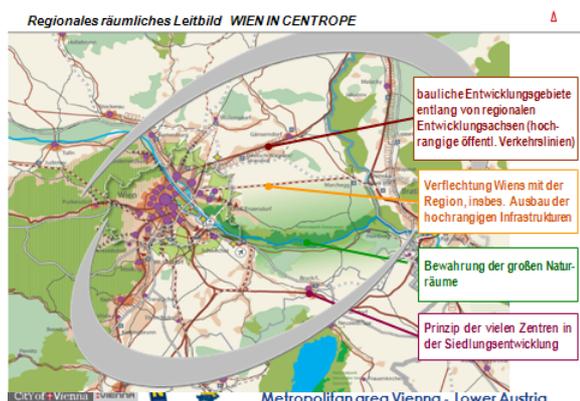
Region with growing population

Vienna is a growing region. Some of the surrounding regions are growing while others are not: a fact that was visualized by showing a map with pluses and minuses. Mr. Peer proudly told about the first time common scenarios regarding the population growth have been developed. The key questions are: where the population will settle and how it will impact the transport situation.

ÖROK Bevölkerungsprognose 2031
Verlierer + Gewinner



The awareness to cooperate already exists in terms of infrastructure axis, accessibility to protected areas, preservation of the region etc. Mr. Peer and Mr. Schaffer also shared that there is an intense discussion on the side of lower Austria on where the increasing number



of people should settle down. As it is today, there are a lot of options such as everywhere or in big or small development areas. Mr. Peer and Mr. Schaffer highlighted that this decision is related to urban sprawl and that it will affect Vienna a lot since it calls for infrastructure and public transport. Today, the region doesn't have a unified planning, which implies that there are some solutions in the metropolis and some outside the metropolis. However the border crossing cooperation has started.

Sustainability – a regional objective

As told in the presentation, the main goal for the growing Vienna is to do develop in a sustainable way. Mr. Peer and Mr. Schaffer told that they try to focus on all three dimensions of sustainability and that they have developed a concept in the master plan , which includes issues such as preventing traffic, improving the modal split, dialogue with the community, among others.

Life quality inside of Vienna

The presentation also included some pictures to give an impression of the situation inside of Vienna. As told by Mr. Peer and Mr. Schaffer, life quality is also a result of improvement of public space even in dense areas.

One example was an area which will be populated in some years. The development area will be well served by public transport. For instance, a metro line will reach out to the new area, which will also have a lake.

Conversion of Urban Space in Vienna



City of Vienna, Metropolitan Regions, N, Metropolitan area Vienna - Lower Austria

aspersn – „Die Seestadt Wiens“



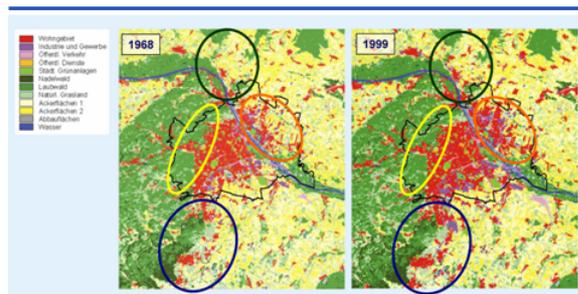
City of Vienna, Metropolitan Regions, N, Metropolitan area Vienna - Lower Austria

aspersn – „Die Seestadt Wiens“



City of Vienna, Metropolitan Regions, N, Metropolitan area Vienna - Lower Austria

Spatial Development: Landuse



Source: Kramer 2008

City of Vienna | N | Metropolitan area Vienna - Lower Austria

STAR 22



Business Center
Shopping Center (4000 m²)
Geriatric Center (Caritas)
Dormitory
Kindergarden
Start up's



City of Vienna | N | Metropolitan area Vienna - Lower Austria

Future directions for the region

Mr. Peer and Mr. Schaffer also told the audience about how they try to improve the modal split and densification of transport. Along the axis, we also try to improve modal split and densification of the transport Mr. Peer and Mr. Schaffer ended their presentation by looking into the future and the three directions for the region.

- (1) Today combined planning is easy at administrative level. However, in the spotlight of the public it is more difficult. There are still some unsolved issues between Vienna and lower Austria. One example that is put forward is a shopping centre which is not accessible by public transport.
- (2) A major task of future cooperation is the city urban management. The villages around Vienna are very powerful. The regional management today has a flexible approach to planning, sometimes too flexible according to the region's representatives in the workshop. Therefore, it is important to clarify important decisions within the cooperation areas.
- (3) A third point for the future is an institution combining all public transport. Today there is an institution encompassing a lot of partners. Most of them are public. It is working well even though it is bureaucratic. In the future the region might need an institution including even private partners.

The presentation was concluded by Mr. Peer and Mr. Schaffer highlighting the **art of "modeling through"**, a typical Austrian concept that describes a flexible decision making process.

Issues that they wanted from to learn from other regions were implementation of a road map as they think that it would be something inspiring for them. Another question raised is how to operate in the public light.

SUMMARY - GROUP WORK ON VIENNA AND LOWER AUSTRIA

In the table below, you find a summary of the outcome from the group work on Vienna and lower Austria. The summary is based on the “flip chart presentations”. For a more extensive compilation please see appendix.

What we can learn from the region	How we can contribute	Issues to collaborate around
Cooperation approaches	Integration on plans	Master plan for transport
Sustainable growth	Consensus - multilevel planning	Knowledge transfer on public transport association, suburban areas, and density of transportation corridors
Master plan	Political agreements on formal instruments	Bring energy issues up to regional level
Public space	Inner city development	How to tackle population growth
Suburban railway system development	Framework for national planning	
Informal instruments	Public transport as condition for retail centres	SUM - what can be achieved
Public transport association	Intermodality	Transport solutions integrated in new settlement planning
Densification along PT lines	Integration of energy issues into planning	Bike sharing
Integrative planning (land use & traffic)	Introducing the “Berlin whip”	Car sharing
Strong association for public transport	Regional brand name	Polycentric development
Platform for decision preparation	Electronic ticketing	Railway system
Well-functioning public transport system	Traffic organisation - contract system	Coordination of stakeholders and activities
Environmental regulation	Bad experiences in planning new areas	How to deal with increasing traffic
Transport solutions integrated in new settlement planning		Awareness raising
Understanding of urban sprawl		
Development within PT corridors		
Coordination of PT providers		

PRESENTATION –PROVINCE OF ROME/BIC LAZIO

The documentation has no intention to be complete. It should be read as notes.

Mrs. Adele Carlucci started the presentation by showing a map of the Lazio region and the Rome Province. She explained that the province of Rome can be viewed as the extended metropolitan area of the city of Rome. She also shared the structure of 121 councils, including Rome and the illustrated the land use and density in the different parts by showing a map of the geographic area. The transport planning started 10 years ago.

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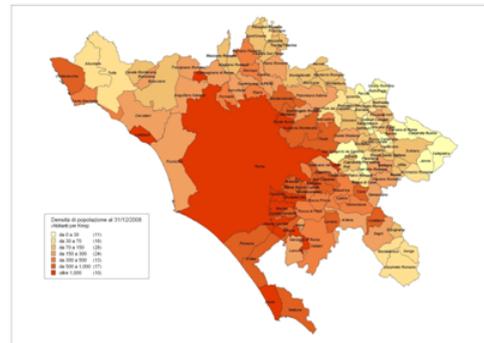
Area
5,352 km²

Population (2009)
4,125,169

Density
770.8 inhab./km²

Comuni
121 borough councils
(including the city of Rome)

Land Use



Population growth and its effects

Mrs. Carlucci proceeded with sharing the population growth rate and its effect on traffic and land use planning. She told that between 2002 and 2009 the population in the city of Rome increased by 7 %. The corresponding figure for the surrounding area was 19,6 %. As a result, the number of commuters increased a lot. Mrs. Carlucci also talked about the sprawling and how it further affects mobility and traffic trends in the region. Land use planning and traffic planning are not well coordinate at neither of the levels. As a consequence of the increased demand of transport, the economic costs of congestions have increased as well as the environmental impact.

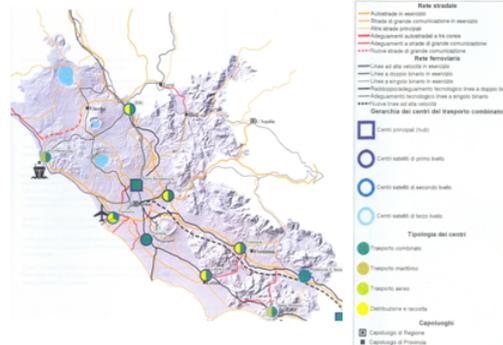
“Piano di Bacino”

The presentation also put some light on the “Piano di Bacino”, a plan recently adopted by the Province of Rome. The aim of the plan is to favor integration between different modes of transport, with specific reference to intermodality and logistic as well as to improve the accessibility at the exchange nodes.

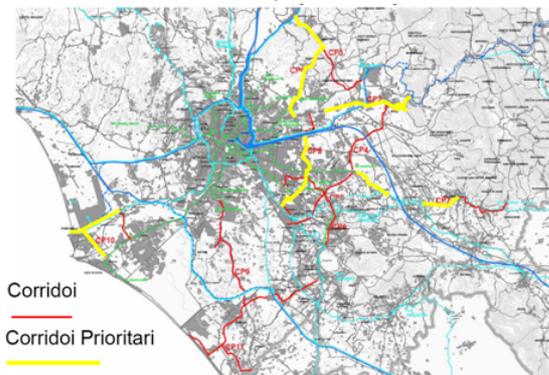
What we like at best...



Intermodality



Public Transport Corridors



What we like best ...

Transport on demand for people with special needs



Mobility Manager



Mrs. Carlucci also highlighted the **corridor for public transport** as good solutions. The presentation also included other examples of best practice such as the fact of increasing the train service and offering discounted tickets. Among the best practices, the presentation also included **Amico bus** targeting disable people and the new **concept of mobility manager**. Mrs. Carlucci ended the presentation by saying that they want to make a big effort to make it easier for people and to **change people’s mind**, which is something that already has started.

SUMMARY - GROUP WORK ON PROVINCE OF ROME/BIC LAZIO

In the table below, you find a summary of the outcome from the group work on Province of Rome/Bic Lazio. The summary is based on the “flip chart presentations”. For a more extensive compilation please see appendix.

What we can learn from the region	How we can contribute	Issues to collaborate around
Changing life style behaviour patterns	Public transport system (Berlin)	Fast PT corridors
Management of population growth within the means of public transport	Public campaigns ex. “Head on – engine off” (Berlin)	Alternative modes of transport
Plan “Piano di Bacino”	Cooperation on different levels	Electro mobility
Provincial territorial plan	Toll road system	Concept of mobility manager – mobility office
Mobility manager	K2020	Interlink between the different system levels of PT
Strong political commitment	Vision and goals for MR	
Discount on ticketing	Effective spending through coordinated investments	
Corridors in the region	Cycle and pedestrian infrastructure	
Amico bus	Congestion charges	
Awareness education	Methods to improve modal split	
Communication strategy	Exchange of experience on planning perspectives – monocentricity or polycentricity?	
Ambition to change	“Cavaliers” from Ljubljana	
Good examples of intermodality	Mobility management – soft aspects	

PRESENTATION – BUDAPEST/ CENTRAL HUNGARIAN REGION

The documentation has no intention to be complete. It should be read as notes.

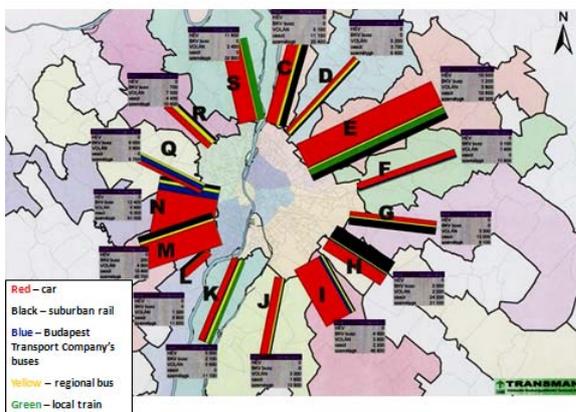
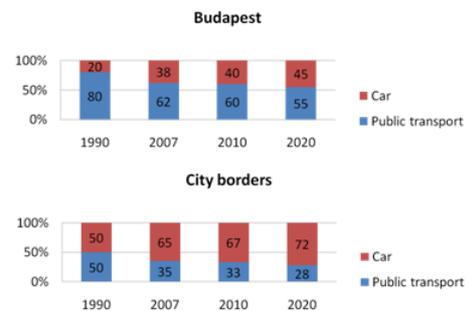
The presentation of Budapest region was given by Mr. Antal Gertheis. He started with showing a map of Hungary indicating the location of Budapest and central Hungary. He proceeded to explain the different challenges that his region is facing. One is the strong private investment and the fact that the transport planning and development are not able to keep up with the private developments. The result is newly built urban areas without public transport and growing settlements in the suburban area without transport infrastructure.



Modal split is changing

Further, Mr. Gertheis shared some information on the modal split of Budapest. The modal split used to be as high as 80 % in the city 1990. However, it's decreasing. He illustrated the situation by showing some photos of the region and different modes of transport. Today, there are approximately 300 000 daily commuters.

Modal split – - past, present and future



Challenging administration situation

Mr. Gertheis also raises the issue of administration as the most important cause explaining the situation of the traffic and land use planning. He informed the audience about the City of Budapest, the strong districts and the many and fragmented municipalities looking out for their own interests. The result is a delicate administration and planning situation. Further he talked about the lack of interaction between land use planners and traffic planners. Result of land use planning such as new housing and retail investments inside or outside the city border is inconsistent with traffic planning. New settlements are built without acceptable rail and road infrastructure.

Administrative and professional causes



Financial and political causes

The failures of traffic and land use planning can also be explained by financial causes. Lack of public resources leads to private investments, a situation where the public interest is difficult to protect.

Political causes

- Results and consequences of the administrative and financial explanations
- Political interests can influence land use and traffic planning process on every level



Mr. Gertheis also showed a photo on money spread in the air to illustrate big scandals on how public money is used. He also highlighted that political changes also affect the administration.

Goals for the future

The Budapest presentation also pointed out goals that the region wants to achieve. These are:

- More interactions in planning processes (sectors, levels, stakeholders).
- Reinforce the role of transport planning in overall planning processes having a well balanced relation with land use planning.
- A stronger regional zoning structure is needed where every municipality allows developments corresponding to the infrastructural and ecological capacities.

Mr. Gertheis talked about the wish to find cooperation techniques and methods on how to motivate different stakeholders.

In the end of the presentation, Mr. Gertheis shared some success stories. One was the new instrument **urban development contract**, where private developers contribute to public infrastructure. An example given is the Sovoya Park shopping mall financing a tram line extension. Mr. Gertheis also showed some photos on ongoing construction and new changes.



Facilitator Mrs. Saiduddin asked Mr. Gertheis what he thought that his region could contribute with to the others. His answer was the **development contract as well as the experience of involving private financiers into the public sector**. Mrs. Saiduddin also asked what the region of Budapest wants to learn from the cooperating regions. His answer was ways to cooperate and to finance as well as how to motivate stakeholders in the processes.

SUMMARY - GROUP WORK ON BUDAPEST/CENTRAL HUNGARIAN REGION

In the table below, you find a summary of the outcome from the group work on Budapest/Central Hungarian region. The summary is based on the “flip chart presentations”. For a more extensive compilation please see appendix.

What we can learn from the region	How we can contribute	Issues to collaborate around
Park and Ride system	Long term infrastructure scheme => co-financing	Exchange experts and experience across the border (Lower Austria and Vienna)
Urban development contract	Oslo package	
Value the own positive situation	Spatial monitoring	
Good practice - bad practice	Creating institutions step by step	
We're not alone, Budapest is not alone	Integrated public transport organisation	
Gaining common understanding as Metropolitan regions (Identity)		

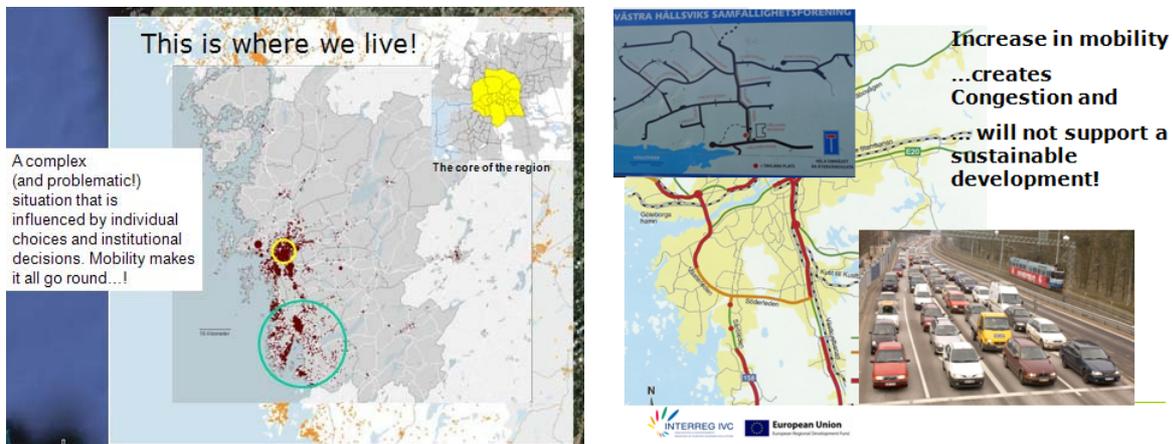
Disadvantages of decentralisation in MR		
Tackling deregulation		

PRESENTATION – GÖTEBORG REGION

The documentation has no intention to be complete. It should be read as notes.

Mr. Per Kristersson started out with drawing a birthday cake to illustrate lessons learnt from a political decision 40 years ago when the government decided to build 1 million houses in 10 years. His organization got the mission to decide on how many houses to be built in each municipality. The lesson was that it was much better to create a bigger cake instead of fighting over it. Mr. Kristersson related it to today and the challenge of sustainable development, which in a way is about creating a bigger cake for the next generation.

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Mr. Kristersson referred to the actual situation and the fact that all mobility is created by how we live. As one third is working in the centre of the core, many people commute, which created traffic jams.

In the presentation Mr. Kristersson included a reflection on the need for a change of paradigm and a more holistic approach to face the challenges. He shared the Göteborg region experience of moving from plan to process.

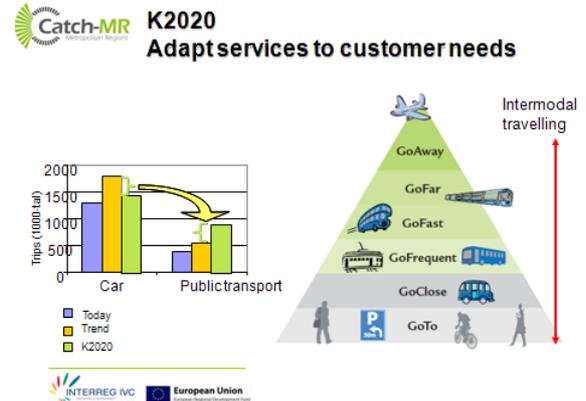
On that note, Mr. Kristersson explained how the process that had started 10 years ago and resulted in a structural plan for the region. He shared how Göteborg, as the biggest player, had given up power to others in order to enable a joint political decision involving all politicians at local level. In the political agreement, a shared responsibility of a sustainable structure was included. Mr. Kristersson highlighted the essence “we do it locally as we support the joint decision”. The



local municipalities decide how the regional plan should be integrated in their comprehensive plans. Thereby, they fulfill their part of the agreement.

As a result of the process, the project K2020 was taken in aboard. The ambition of the project is to double the modal split of public transport. K2020 takes into account all different modes of public transport as well as the congestion charge that will be introduced in a couple of years.

Mrs. Saiduddin asked Mr. Kristersson about his region’s contribution. His answer was the importance to have a **bigger cake and the experience to create a common future**. The facilitator also asked what Göteborg region needs from the other participants. His answer to that was methods of understanding what is happening, more structure and maybe some regulations!



SUMMARY - GROUP WORK ON GÖTEBORG REGION

In the table below, you find a summary of the outcome from the group work on Göteborg region. For a more extensive compilation please see appendix.

What we can learn from the region	How we can contribute	Issues to collaborate around
Modal split K2020	Toll ring	How to measure success
Participation => consensus	Indicators for measuring	Good practices for use of local arenas
The “cake theory”	Regulation	Support to smaller municipalities
Common goals and cooperation	Governance system	
Joint responsibility	Congestion charging system	
Proactive approach	Low cost on toll ring management	
Soft instruments	Long term investment management	
Participation process		
Local involvement in regional planning		
Clear political message for improving modal split		
Adopting PT services for real needs		
Process oriented planning method		

How to give up power		
Sustainable development planning		

CLOSURE OF THE WORKSHOP

Mrs. Larsson and Mr. Kristersson concluded the workshop by thanking everybody for good, enthusiastic and fruitful discussions throughout three quick and challenging days in Göteborg. Mrs. Larsson recapitulated the objectives of the work as well as the result such as shared knowledge, problems, and solutions. She pointed at the “story wall” with the flipcharts from the group works and concluded by mentioning the documentation of the workshop as the first input to the upcoming article.

Mr. Per Kristersson summarized the workshop in three bullets interesting to penetrate further These were: (1) How to create regional consensus? (2) How to create public agreement? (3) How to implement the planning?

Mrs. Saiduddin reminded about the (e)valuation form to fill in as well as the work to be done after the workshop such as to reflect upon commonalities. She also encouraged the participants to keep in mind all the points that had been raised regarding future collaboration and to bring them along to the next workshops within Catch MR.

NEXT STEPS

DOCUMENTATION ON PREPARATIONS FOR THE VIENNA WORKSHOP

During the Gothenburg workshop the project partners were asked to take part in the preparations for the workshop in Vienna (29 Sept. - 1 Oct. 2010). First of all, the group was required to reach agree on a procedure to connect the results of the Gothenburg workshop to the next workshop in Vienna.

Based on a reflection on the Gothenburg workshop, the partners decided that the Vienna workshop should focus on a number of special topics of common interest. The output of the Gothenburg workshop will therefore provide a list of topics. All partners should submit their additional suggestions within one week after reading the Gothenburg paper (deadline for additional suggestion of topics: 16 July 2010. Mailto: christian-michael.peer@wien.gv.at).

On this basis, the partners from the Vienna metropolitan region will prepare a draft ranking list of topics (<http://www.doodle.com/irbvb2fuykutu3gh>) for the Vienna workshop, where each partner will have the possibility to make the own preferences among all suggested topics visible (timeline for ranking the “doodle list”: 19-23 July 2010). Further steps consist in drawing up the final program of the Vienna workshop, and sending out the invitation to Vienna along with a detailed agenda.

As regards the questionnaire on preparations for the Vienna workshop, the group has agreed on the following procedure:

1. The proposed changes in the questionnaire will be formulated until 16 June 2010
2. The deadline for filling in the questionnaire will be 30 June 2010 (- this has been extended to 10 July 2010)
3. A first interpretation of the questionnaire results (qualitative and quantitative data, sprawl spots in the partner regions) will be drawn up for the Vienna workshop

As of now, we can inform you that the Vienna workshop will start on 29 September at 1 pm and end on 1 October at noon sharp. The ISC members will subsequently meet on 1 October from 1 to 3 pm sharp. Project partners attending the Viennese workshop are invited to reserve accommodation at the Hotel Royal by the end of August 2010. The following conditions apply to reservations under the keyword “Catch-MR”:

- double room for one person incl. breakfast: EUR 99,-- (VAT included)

- double room for two persons incl. breakfast: EUR 109,-- (VAT included)

The reservations manager of the hotel will ask you to provide the number and the expiry date of your credit card.



Hotel contact:

Ms Eva Kremslehner, Reservations Manager:
phone: 0043/1/40 44 670
fax: 0043/1/408 83 92
e-mail: eva.kremslehner@kremslehnerhotels.at
website: www.kremslehnerhotels.at

Hotel address:

Hotel Royal, Singerstrasse 3
A-1010 Wien
phone: 0043/1/515 68-0
e-mail: royal@kremslehnerhotels.at

Please do not hesitate to contact the Viennese project partners for any further information you may require.

APPENDIX – EXTENSIVE PRESENTATIONS OF THE GROUP WORK

INTRODUCTION

This compilation is based on core documents developed in the group works during the workshop on *Traffic and land use planning – Achieve new solutions*. The representatives from the partner regions in Catch MR, were divided into 6 groups. The work in the groups were documented in two days; flipcharts with the most essential parts and on paper to cover the discussions. In this compilation, you'll find an aggregation of these two documentations. The words in bold text are from the flipchart and thus the core content according to the groups. The presentation is by region and by group.

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GROUP WORK ON BERLIN-BRANDENBURG

GROUP 1

- What can we learn from this region's experience?
A strong binding plan is interesting, but not necessarily possible in all regions.
How an ageing population influence the traffic
The participation in regional planning and how it works
- How can we contribute to the region with our experience?
Consensus planning and informal planning, good examples in Oslo-Akershus and in Göteborg region
Advising local municipalities
Spatial plans on municipality level, traffic planning on state level
Cooperation with the surrounding districts as in Vienna
- Which issues can we actively and concretely collaborate around?
The above mentioned
Knowledge transfer

GROUP 2

- What can we learn from this region's experience?
Joint spatial planning association
Clear legal framework, no exceptions
Strong and well functioning associations
Collaboration tool – one organisation
Clear regulation – “yes and no areas”
Joint public transport association (VBB)
Clear rules for municipalities
Sticking to the legal framework, less/no exceptions
Good cooperation at different levels of planning

- How can we contribute to the region with our experience?
Informal cooperation (regional management)
Toll road system (Oslo)
Commuters – common challenges
Decline of commuters, mainly buses, no best practice
Soft instruments, informal solutions (Vienna)
Not too much privatisation => high share of public interest in public transport (Vienna)
Good PT share (60%) in the city (Budapest)

- Which issues can we actively and concretely collaborate around?
Knowledge transfer
How to establish cooperation? We also discussed the question if it will happen within the project or if contact is already established outside the project
Organizing public transport association

GROUP 3

- What can we learn from this region's experience?
They have a good database for decision making MR/R
Clear road map (what to do)
Joint spatial planning department, MR/R, which allows them to make a polycentric regional development
They have an integrated vision on where to do what
Concentration of development in transport axis
Polycentric regional development
Valuable process on common name and understanding
Planning regional authority for region by law existing since 15 years, before informal
Responsible: two ministers – same departments responsible in Berlin/Brandenburg
Informal structure because working with shrinking cities, can't manage with existing instruments

- How can we contribute to the region with our experience?
Urban development contract allows using private means
The role of private actors in public transport
Detailed transportation plan (Rome), something to look at

Question marks:
What do you do with the less privileged areas?

- Which issues can we actively and concretely collaborate around?
Knowledge transfer
The role of public transportation in climate protection (Vienna)
Integration of spatial planning
How to concentrate development in centres and axes

How to mobilize building land Strategic transportation plan in MR

Climate protection

CO2 important

If informal work works, you don't need laws but then you need the confidence

Traditional city has to think also in a regional context as part of a bigger cake is better than part of a small cake

Vienna – regional management – platform between administration of Vienna and the small villages around Vienna, Confidence is rising

Oslo package To have the money you are able to give the money to the “losers”, money comes from the toll ring, find added value to share the toll money

Attractive and effective PPT

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GROUP 4

- What can we learn from this region's experience?

Strong planning system (spatial plans)

Binding regional plan, a good joint authority

Public transport system (strong)

How Berlin-Brandenburg has managed to integrate this in national/regional policy

How do the trains fit in the public transport system?

Integration of alternative transport in lower-dense areas

Interesting whip ideas

- How can we contribute to the region with our experience?

Informal planning solutions

Interested in privileged and non-privileged areas

- Which issues can we actively and concretely collaborate around?

Concentration of settlement around axis

Interlink between public and private transport provider

Development and direction of joint public transport company

We would like to know more about:

Joint regional plan

Was there a real democratic process also for the low-density areas?

GROUP 5

- What can we learn from this region's experience?

Strict planning law, well defined responsibilities (Joint spatial planning department)

Common brand name for the region - Name branding

Well defined responsibilities

Can help not only be useful in the field but also connecting public transport. This will be an issue in the next decade. How will Scandinavia do?

Demographic studies determine planning of traffic and land use

Informal communication between partners is also important

- How can we contribute to the region with our experience?

Informal planning

Networking (informal) may solve lack of legislation, give up the interests and understand the needs of others (confidence)

Problems of the city can be solved on regional level

“Big cake is better than the small cake”

Vision can help persuade politicians

Plan must be lined with the budgeting, find added value one way to persuade all parts

- Which issues can we actively and concretely collaborate around?

Ageing population especially in the region

Attractive/Efficient public transport

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GROUP 6

- What can we learn from this region’s experience?

Joint spatial planning department

Traffic association

Strong regulation

How are the rules followed?

Fascinating how the regions work together

Focus on areas with transport

How do they succeed to bund different experts to one conform platform?

Spatial regional plans – very strong land use planning

Berlin might try and find individual solutions in some aspects

2 cities with different problems

Joint planning regulations are important

- How can we contribute to the region with our experience?

More flexible planning

We are behind them, difficult to provide solutions

Funding – learn more about

Funding – investment + running the system

Solutions for intermodality

Suggestion – mobility corridors – intermodality

Effective two level crossing solutions

- Which issues can we actively and concretely collaborate around?

Exchange of knowledge

By learning more, we will find ways to collaborate

The project has a website where we can post comments and ideas

GROUP WORK ON LJUBLJANA URBAN REGION

GROUP 1

- What can we learn from this region's experience?
 - Bus stop frequency – Is 300 meter from bus stop is that a realistic goal?**
 - Linkage between traffic and energy concept**
 - Regional development program**
The regional development includes all stakeholders. Everything is in it but lack of money leads to lack of reality.
 - Stakeholder participation –** how do you include all the stakeholders?
 - Handling demographic problems –**
Demographic dimension- how do you handle that? The social service is lacking
 - Roads are temporarily the problems**

- How can we contribute to the region with our experience?
 - Public transport association (Vienna & Berlin-Brandenburg)**
 - Informal planning (Oslo-Akershus, Göteborg)**
 - K 2020 (GR)**
 - Reducing the number of municipalities => cooperation of municipalities**
 - Tolls financing public transport – environment**

- Which issues can we actively and concretely collaborate around?
 - Knowledge of local energy concept
 - In Berlin there is some budget to cover the social infrastructure at state level, maybe we can collaborate on that?

GROUP 2

- What can we learn from this region's experience?
 - National planning system**
 - Local energy concept**
 - Clear indicators – regional development programme**
Car brings money, PT takes money

- How can we contribute to the region with our experience?
 - Strong public transport association**
 - Tolls for change of modal split (+, -) Higher costs during peak hours (Oslo)**
 - Clear rules at regional level**
 - Intermodality - ideas for changing modal split**
Set up instruments for PT
Allocate money to PT
Shift the thinking of politicians

- Which issues can we actively and concretely collaborate around?
 - Knowledge transfer**

Hungary – easy to travel with bicycles on trains

GROUP 3

- What can we learn from this region's experience?
 - Implementation of local energy concepts**
 - Participation process**
 - Informal cooperation**
 - Not too much road development**
 - Expert groups for informal planning
 - Goal to connect planning and budgeting is interesting
- How can we contribute to the region with our experience?
 - Public transport association, integration of public transport (Vienna)**
 - Regional land-use planning (Budapest)**
 - Urban development contract (Budapest)**
 - Discourage private motorisation, encourage intermodality**
- Which issues can we actively and concretely collaborate around?
 - Regional land use planning**
 - Local energy concept (Vienna)**
 - Informal cooperation, linking stakeholders**
 - Public transportation solutions (corridors)**
 - Technical informatics solutions**

GROUP 4

- What can we learn from this region's experience?
 - Integration of land use and transport planning**
 - Informal cooperation**
 - Consensus-building between municipalities => regional plan**
 - Better communication (formal)
 - The need to link planning and implementation**
 - Real incentives for the municipalities to follow the plan**
 - Ambitious plan, integrated of land use and transport planning
 - Different private services in region in PT
 - Possibility to form a good working region system
 - Only strategic plans not operational
 - Planning and implementation come together
 - Encourage the municipalities
 - The state must force to implement the plans
 - Stakeholders are involved in the decision process
- How can we contribute to the region with our experience?
 - How to establish a transport authority**
 - How to encourage public transport**
 - Road user charging to finance public transport**

Common planning – individual responsibilities – common framework for stakeholders

Cooperation between different transport organs

The way to organise the implementation

- Which issues can we actively and concretely collaborate around?

Integration of land use and transport planning

Exchange of experiences on incentives for municipalities

Examples how to organise the implementation process

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GROUP 5

- What can we learn from this region's experience?

Public transport as the norm

Break the link between the car – budget to make it car to PT budget

Show capacity of mobility

- How can we contribute to the region with our experience?

Plan and budget linked

Good and bad practice (GR)

Expert groups – interdisciplinary

Force to voluntary change behaviour

Contribution of the private sector for public services

Public transport should be pushed, and car traffic should go down

Reduce car space make public space in cities for pedestrians and cyclists

Good practice to share since other cities made the same mistakes years ago and they have succeeded in priority of public transport

- Which issues can we actively and concretely collaborate around?

Knowledge transfer

Local energy concepts

GROUP 6

- What can we learn from this region's experience?

No choice for car owners

Many plans do not correspond to action plans

- How can we contribute to the region with our experience?

Connect planning and budgeting

Methods for coordination and cooperation among different levels and actors

It was the same situation in Norway 30 years ago

People normally act rationally – it is the question of possibilities, whether it is feasible to use other modes of transportation

To influence the politicians

To ensure budgeting related to planning

To start with charges/planning (long term procedure)

To start with implementation (action plan and how to build partnership (GR))

- Which issues can we actively and concretely collaborate around?
Methods on how to increase public transport
Transfer of experience from other regions

GROUP WORK ON VIENNA LOWER AUSTRIA

GROUP 1

- What can we learn from this region's experience?
Cooperation approaches
Sustainable growth
Master plan/Strategy (density)
Public space
Good planning association/system
Good planning cooperation between city and region
Not good cooperation between levels – lots of plans but how do they connect?
How to manage the population growth in a sustainable way?
- How can we contribute to the region with our experience?
Integration of plans
Cooperation between plans
Consensus – multi level planning
- Which issues can we actively and concretely collaborate around?
Exchange of knowledge (ex. Master plan for Transport)

GROUP 2

- What can we learn from this region's experience?
Suburban railway system development
Densification along PT lines
Informal instruments
Public transport association in the region
- How can we contribute to the region with our experience?
Political agreements on formal instruments
Intermodality
Inner city development
Public transport = condition for retail centers
National planning framework
- Which issues can we actively and concretely collaborate around?

GROUP 3

- What can we learn from this region's experience?
Strong and well operating PT-association

Cooperation MR/R (City – Urban – Cooperation)
Integrative planning (Land use + traffic)

- How can we contribute to the region with our experience?
Integration of energy issues into planning
- Which issues can we actively and concretely collaborate around?
Bring energy issues up to regional level
Knowledge transfer concerning PT-association and suburban areas + density of transportation corridors

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GROUP 4

- What can we learn from this region's experience?
Well-functioning platform for decision preparation
Well-functioning public transport system
Good environmental regulations
Transport solutions integrated in new settlement planning
Good relations with the surrounding areas
Over the border connection
Difficult to contact with Bratislava
Good but difficult cooperation with villages
- How can we contribute to the region with our experience?
Introducing the Berlin-whip
Be more spatial oriented
Want this, promote this!
- Which issues can we actively and concretely collaborate around?
Exchange experiences how tackle huge population growth
SUM – what can be achieved
Transport solutions integrated in new settlement planning

GROUP 5

- What can we learn from this region's experience?
Understanding of urban sprawl
Building (development) within PT corridors
“Verkehrsverbund” coordinates PT providers
Master plan not legally binding (but good)
Learn the reasons why people go outside the city
- How can we contribute to the region with our experience?
You need regional “brand name”
Electronic ticketing
- Which issues can we actively and concretely collaborate around?
Bike sharing

Car sharing

Radial vs. net system (Polycentrical development)

Improve railway system + use it (Railway ring?)

GROUP 6

- What can we learn from this region's experience?
Good infrastructure don't guarantee the use of public transport
Three federal governments ... what is the role of the municipalities?
Flexible organisations?
Traffic association (including trains)
- How can we contribute to the region with our experience?
Traffic association – contract system that would bind different service-providers (Oslo)
Bad experience in planning new areas
- Which issues can we actively and concretely collaborate around?
Coordination of stakeholders and activities
How to deal with increasing traffic
Awareness raising

GROUP WORK ON OSLO-AKERSHUS

GROUP 1

- What can we learn from this region's experience?
Clear vision, goals
Oslo-package for many years
Toll road system
Quality of life effects
Keep it simple
Long term planning => 20 years, clear goals
Reducing noise, emission
Gaining space for people instead of cars
“keep it simple”
- How can we contribute to the region with our experience?
The Berlin example for dense planning
All modes of transport in one system
Consensus-planning in Göteborg region
System of integrated spatial plan
- Which issues can we actively and concretely collaborate around?
Learn more about the different institutions in all regions

Instrument for density planning

The toll road system and packages

Planning system (Berlin-Brandenburg)

Public based transport association, politically controlled

Consensus planning of Göteborg

System of integrated plan

Binding stakeholders together => reliable cooperation

Implementation of toll ring system

GROUP 2

- What can we learn from this region's experience?

Access charges to finance public transport

Coordination of national transport plans and local ones

Motivation of smaller municipalities for higher grade of density

2010-2019 National transport plan

- How can we contribute to the region with our experience?

Regulation at regional level

Dialogue between municipalities and PT organisations/coordinate planning

- Which issues can we actively and concretely collaborate around?

Coordination of local land use plans

Dialogue with stakeholders (transport associations, users etc.)

GROUP 3

- What can we learn from this region's experience?

Clear political messages

Toll system and the "Oslo Package"

Denser land use patterns

Ruter organisation

- How can we contribute to the region with our experience?

Shopping centre planning (Budapest)

Social housing instrument (Vienna)

Sum (Vienna)

- Which issues can we actively and concretely collaborate around?

Toll ring, Oslo Package

Arabe land conservation

Ruter organisation

How to densify urban structure

Dialogue among transport planners

GROUP 4

- What can we learn from this region's experience?

Toll system to finance public transport investments

Joint public transport company

Clear goal: take growth on public transport

Oslo package, good operating toll system

Brave politicians to operate the toll system with negative public emotions

RUTER – joint public transportation company

Expensive PT planning

Dependent municipalities depend on the tax of the people

Clear goals, growth in PR

Metro line construction

Great environmental policies

- How can we contribute to the region with our experience?

Experiences with densification

Regional joint planning solutions

Encourage use of public transport

Compact cities, how to deal with densification

Regional spatial plans, joint planning

Better modal split

- Which issues can we actively and concretely collaborate around?

“Hen or egg-issues” Transport first or dense building first?

What comes first the spatial planning or the PT development?

Regional planning practices

Regional cooperation

GROUP 5

- What can we learn from this region’s experience?

Oslo package for additional funding => control traffic or enforce PT

Protection of farmland is important

Even small organizations can coordinate public transport (If they have the money)

Central function in small villages (school, shops, doctor,..) reduce the need for transport

- How can we contribute to the region with our experience?

Include railways in their system

Make attractive high density areas in rural villages => motivate the public opinion to live there

Who will pay for public transport if/when people change travelling patterns (use PT) and no toll is collected

Include railway into public transport system

- Which issues can we actively and concretely collaborate around?

Balance between transport solutions in low density areas but not to enlarge these areas

How to get more dense urbanisation => reduce sprawl

How to motivate (financially) denser urbanisation in public transport corridors?

How to establish balance in helping improve mobility in low density areas and not encouraging urban sprawl at the same time

GROUP 6

- What can we learn from this region's experience?
 - More about the toll ring**
 - Coordination of levels and plans**
 - Process on decision making re the toll system
 - The company that provides different contractors

- How can we contribute to the region with our experience?
 - More dense land use**
 - Scheme for the new regional plan**
 - Consultation rounds**

- Which issues can we actively and concretely collaborate around?
 - Toll rings**
 - Climate gas reduction**
 - Long term development vision => coordination of authorities**

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GROUP WORK ON BUDAPEST/CENTRAL HUNGARIAN REGION

GROUP 1

- What can we learn from this region's experience?
 - Park and Ride system**
 - UDC – Urban Development Contract**
 - Value the own positive situation**
 - Good practice – bad practice**
 - We're not alone – Budapest is not alone**
 - Gaining common understanding as MR regions (Identity)**
 - It can be a problem with private investors because it is difficult to reach the goal of where it is best to build. But it is also positive if you can get more money
 - Interesting to see how the city and region are growing together
 - Identity for the region

- How can we contribute to the region with our experience?
 - Long term infrastructure scheme => co-financing**
 - Oslo package**
 - Spatial monitoring**
 - Creating institutions step by step**
 - Integrated public transport organisation**

- Which issues can we actively and concretely collaborate around?
 - Exchange experts and experience over the border (Lower Austria and Vienna)**

GROUP 2

- What can we learn from this region's experience?
 - Urban development contract**
 - Disadvantages of decentralisation in MR**
 - Tackling deregulation**

- How can we contribute to the region with our experience?
 - Mobility manager**
 - Strong public transport association**
 - Strong regional planning cooperation**
 - Municipality reform** – redefine boundaries, larger municipalities (more efficient)
 - Car pooling/sharing**
 - Bus canes (corridors)**
 - Knowledge centre
 - Early dialogue – business centres, soft instruments

- Which issues can we actively and concretely collaborate around?

GROUP 3

- What can we learn from this region's experience?
 - Good modal split, PT structure**
 - Urban development contract**
 - Too fragmented administrative system is not good**

- How can we contribute to the region with our experience?
 - Stable planning (urban) system, administrative system**
 - SUM**
 - Decentralisation of planning**

- Which issues can we actively and concretely collaborate around?
 - Regional level of planning**
 - Organisation of the planning process**

GROUP 4

- What can we learn from this region's experience?
 - Urban development contracts**
 - Market is not all – balance**
 - Park and Ride**
 - Regional and urban development plans
 - Strong, small municipalities
 - Private money in the PT development
 - Good PT network, frequent

- How can we contribute to the region with our experience?
Set the conditions for the market, strong planning
Long-term planning
Lobbying for public interests
Toll system to finance public transport
Emphasis on reducing maintenance “delay”
How to create bigger plans?
- Which issues can we actively and concretely collaborate around?
Building a regional identity with many different stakeholders
Long term financing of public transportation

GROUP 5

- What can we learn from this region’s experience?
Need a bigger plan and regional understating
Urban development contract – developers contributing to public infrastructure
Strategic plans must be politically finances or at least have mechanism to ensure that public interests are incorporated
- How can we contribute to the region with our experience?
Learn of example of funding by private sector
Control of the administration so that they work in the interest of the public, not personal interests or interests of investors
General/Regional understanding and common goals are needed
Experiences to control lobbyists and prevent corruption
- Which issues can we actively and concretely collaborate around?
Help to find the right platform to integrate the different districts
How to establish informal and formal communication among stakeholders (e.g. investors, public, municipalities, and public transport providers)?
How to get districts/municipalities to work together for common goals?

GROUP 6

- What can we learn from this region’s experience?
Lack of coordination: too many city districts
Get more political consensus between the levels: it’s important to think outside the boundaries
- How can we contribute to the region with our experience?
More participation process
Create the dialogue process
Construct a metropolitan identity
- Which issues can we actively and concretely collaborate around?
Share experiences
Coordination of public transportation companies

GROUP WORK ON PROVINCE OF ROME/BIC LAZIO

GROUP 1

- What can we learn from this region's experience?
 - Changing "life style" => behaviour patterns**
 - Lack of thinking => automatic action
 - Plan "Piano di Bacino"** could be interesting => integrating modes of transport, intermodality/interchange
 - Provincial territorial plan**
 - Mobility manager – we would like to learn more!** A promising concept
 - Public transport corridors – how does it work?
 - Compared to Budapest they have money, they can afford cheaper tickets

- How can we contribute to the region with our experience?
 - Public transport system (Berlin, long experiences)**
 - "Head on – engine off" Campaign of Berlin => CO2 reduction Campaign**
 - Cooperation on different levels (Vienna)**
 - Toll road system (Oslo)**
 - Public transport system K2020 (GR)**
 - Vision and goals for MR**
 - Joint planning philosophy, intermunicipality cooperation of the centre and the surrounding municipalities
 - Need for definition/development of visions for the MR and for the transport

- Which issues can we actively and concretely collaborate around?
 - Electro mobility** – conversion of motorini/vespas to electric vehicles
 - Mobility manager – mobility office**
 - Integration of different traffic systems – more infrastructures for intermodality

GROUP 2

- What can we learn from this region's experience?
 - Sun**
 - Strong political commitment**
 - Discount on ticketing**
 - Corridors in the region**
 - Amico bus**
 - Mobility manager**
 - Awareness of problems
 - Use incentives to attract people using PT
 - Free transport for low income
 - Scattered financing – clear financial structures
 - Rain => more traffic

- How can we contribute to the region with our experience?
 - Free umbrellas**

Cooperation between levels

Effective spending through coordinated investments

Change mind of people behaviour patterns

Setting up cooperative structures, process management, methods

Find new money to spend on toll system (Oslo)

Coordinate investment, more efficient

- Which issues can we actively and concretely collaborate around?

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GROUP 3

- What can we learn from this region's experience?

Public transport corridors

Awareness education on PT

Ticketing solutions (discounts)

AMICO bus for disable travellers

- How can we contribute to the region with our experience?

Introducing alternative modes of transport

Cycle and pedestrian infrastructure

- Which issues can we actively and concretely collaborate around?

Fast PT corridors

GROUP 4

- What can we learn from this region's experience?

Communication strategy

Amico bus

Transport corridors

Small municipalities, good contracting

Regional plans are binding

Very slow changing

Insight of the need of a better city life

Electric bus

Car sharing

- How can we contribute to the region with our experience?

Congestion charges

No referendum but Political consensus

Methods to improve modal split

Exchange of experience on planning perspectives – monocentricity or polycentricity?

Reorganise the accessibility of the public transport

Private – public corridors

- Which issues can we actively and concretely collaborate around?

GROUP 5

- What can we learn from this region's experience?
 - Mobility manager**
 - Good examples of intermodality**
 - Spend taxes of cars in Public transport**
 - Ambition to change**
 - Car industry may cripple public transport
 - Moped/vespa is not sustainable transport
 - Synchronizing timetables and ticketing may improve modal split
 - AmicoBus – bus on call for disable, old, sick
 - “Mobility manager” subsidizing part of annual ticket for administration
 - Promotion is necessary to encourage people to use PT
 - Buying trains shows ambition o make difference
 - Car owners taxation dedicated to improve public transport
- How can we contribute to the region with our experience?
 - Improving modal spilt – restrictions of car driving**
 - Connecting different public transport system
 - Legislation must be simple and transparent
 - Connecting transport plans with land use plans
 - Access restrictions and parking policies can contribute to reduce number of cars in the city and more use of PT
- Which issues can we actively and concretely collaborate around?
 - Interlink between the different system levels of PT**
 - Improving modal split => convincing Romas not to use cars – model can then be used anywhere in the world
 - Long term planning may contribute to independency from current political tendencies

GROUP 6

- What can we learn from this region's experience?
 - How to manage population growth within the means of public transport**
- How can we contribute to the region with our experience?
 - “Cavaliers” from Ljubljana**
 - Mobility management: soft aspects (priority for buses, bicycle parking)**
- Which issues can we actively and concretely collaborate around?
 - Integration of different traffic system s**
 - More infrastructures for intermodality**

GROUP WORK ON GÖTEBORG REGION

GROUP 1

- What can we learn from this region's experience?
How to double the modal split /K 2020
Participation => consensus
How to go from **consensus to reliability?** Binding follow up
How to finance implementation
The pyramid of intermodality
- How can we contribute to the region with our experience?
Toll ring
Indicators for measuring
Some more regulation
Berlin whip
- Which issues can we actively and concretely collaborate around?
How to measure success?

GROUP 2

- What can we learn from this region's experience?
The cake theory
Common goals + cooperation
Joint responsibility
Proactive approach, Take our responsibility
Soft instrument
Communicative approach, strong informal instruments
- How can we contribute to the region with our experience?
More structures and regulations
Incentives for commuters
- Which issues can we actively and concretely collaborate around?

GROUP 3

- What can we learn from this region's experience?
Participation process
Local involvement in regional planning
Clear political message for improving modal split
Adopting PT services for real needs
Structure plans => strategic as possible, detailed as necessary
- How can we contribute to the region with our experience?
Governance system (politicians,...)

Congestion charging system

- Which issues can we actively and concretely collaborate around?

GROUP 4

- What can we learn from this region's experience?
 - Selling the product**
 - Planning method – process oriented**
 - The centre must give up some power to achieve real regional power**
 - Emphasis on sustainable development in planning**
 - Good political background => take the chance!
 - Think broader; the centre must give up some power
- How can we contribute to the region with our experience?
 - Low costs on toll ring management**
 - Long term investment management (toll-income)**
- Which issues can we actively and concretely collaborate around?
 - Sharing good practices for use on local arenas (transport corridors, rural developments etc)**
 - How smaller municipalities can be supported**

GROUP 5

- What can we learn from this region's experience?
 - Understanding that planning is a process and not stable**
 - “From plan to process”**
 - Learn how to give up power**
 - Combine whip and carrot to improve mobility
 - Public transport must be norm for development
 - Informal planning and informal communication
 - Planning is a process not a document
 - Giving up power may give us more power
 - Educating people help raise common awareness and understanding of problems
- How can we contribute to the region with our experience?
 - Long term effects of planning
- More structure also in daily planning of the civil servants**
- Which issues can we actively and concretely collaborate around?

GROUP 6

- What can we learn from this region's experience?
 - Dialogue and participation process**



Ambitious goals

How to make big cake

Long history of political dialogue

- How can we contribute to the region with our experience?
Set limitations on the responsibilities of municipalities

- Which issues can we actively and concretely collaborate around?
Less issues on governance on participation process