

CityRegion.Net
Minutes from the workshop in Częstochowa
October 2010

Meeting, organisation, topics: Thursday 21st October

Welcome and Introduction by the Mayor of Częstochowa

Welcome and Introduction from the Lead-Partner City of Graz and the Lead Expert.

- Overview of the general current status of the Urbact program and the project CityRegion.Net (Annual conference, next dissemination events, interim product, case studies, etc.)
- Discussion

Presentation:

“The investment capabilities of the City Czestochowa and surrounding”

Presentation:

“The building of the information infrastructure for North Subregion E-region Częstochowa”

Tour –the city Częstochowa and surroundings: Municipality Olsztyn

Presentation:

“Olsztyn – the municipality with future”

Presentation:

“Revitalization and city development – the regional cooperation in the Śląskie Voivodeship”

Meeting, organisation, topics: Friday 22nd October

Local Action Plans

First round of presentations:

Kielce

Munich

Châlons-en-Champagne

Questions, Recommendations

Presentation of the final outputs of planning tools and financial instruments
corrections and final decision of the handbook planning tools and financial instruments
from the questionnaire „planning and financial tools“

- > General recommendations
- > Concrete measures, actions in the cities
- > Best practice projects

Dissemination events

Financial issues

Local Action Plans

Second round of Presentations

Czestochowa

Trikala

Graz

Questions, Recommendations

Introduction of the program of the FINAL Meeting in Graz (07-08.04.2011)

Conclusion of the meeting and next steps

Final Outputs

SUB-THEME 1: PLANNING TOOLS & FINANCIAL INSTRUMENTS

- > Land use
 - > **Which measures can be taken against urban sprawl?**
 - Reduce the use of space, compression of urban centers
 - Reduction of urban sprawl with peri-urban settlements of low density and low integration potential
 - Balance the territorial distribution of the businesses and the services
 - Awareness raising and implementation via well-prepared local spatial development plan
 - Cooperation in planning matters, obligatory measures on land-use planning and spatial planning, a regional plan providing strict or mandatory regulations that are consequently applied (Graz, Zürich)
 - Measures influencing the private sector: funding of housing or infrastructure of the provincial government
 - Adjusting settlement, development and accessibility to public transportation, powerful regional body
 - "Volumes capture" method (Cityplan with rules in Arezzo)

- > **How to define common land use policies in order to guarantee a coordinated development of the entire spatial potential?**
 - Territorial Cohesion Blueprints (SCOT) in France - planning document which defines fundamental orientations of the organization of the territory and the evolution of the urban zones
 - New, innovative, efficient distribution basis of the return flow of taxes from the national level (Finanzausgleich) and the funding from the provincial government (“BZ”)
 - Legal recognition for cooperation amongst different public bodies (Italy 2000)
 - Reduce population pressures on the environment, taking “measures” in the transportation, building and industrial sectors (Trikala)
 - Legal framework to incorporate social, environmental and economic needs in the spatial order (Kielce)

- > **Is there any legal basis (law, etc.) for urban planning on the local and/or the regional level?**
 - 3 laws in France (Law of orientation and planning territories; law for spatial planning and sustainable development; law relative to the reinforcement and simplification of the procedures of intermunicipal cooperation - All the existing planning blue prints are based on these three laws.
 - Federal space planning law and subsequent cantonal law in CH (no further regulation on regional or local level)
 - Regulations of the regional planning programmes (Graz - Styria)
 - Structural and City Plan in Arezzo
 - National, regional and urban regulations in Greece and Poland
 - Development program (Bavaria) contains guiding principles for regional planning and the regional plans - distinguish between areas suited for settlement, regional green belts and the rest of the region

- > **Is this subject a fixed part of any cooperation in your region?**
 - The conurbation community of Châlons quite naturally elaborated a Territorial Cohesion Blueprints (SCOT)
 - Themes of the federal and cantonal space planning law, especially settlement and traffic, are subject in all planning regions in the canton of Zurich
 - Polycentric city: in biggest centres main functions, smallest ones only the main services to be all-sufficient. (Arezzo)
 - While amending general urban planning of Trikala, the spatial plans of the surrounding municipalities were integrated
 - No, however it is a topic for the ULSG (Kielce)
 - Official cooperation in the regional planning association, which is mostly a compromise (Munich)

> Mobility

> **Which measures are efficient for the connection of the city centre with the region by public transport?**

- The conurbation community (F) organizes authorities of public transports. They assure the direct exploitation either delegate it to private companies.
- Established cooperation of Canton of Zurich with all cantonal cities and municipalities. The surrounding regions of neighbouring cantons are integrated in the public transport system. (Best practice transportation system for Europe)
- 3 different levels of programming and financing (Arezzo) as improvement of intermodality, reorganisation of parking system through shuttle services between semi-peripheral parking areas and the centre, etc. (town mobility plan)

> **Which measures are efficient for the connection of the city centre with the region by public transport?**

- Capable regional/ supra-regional railway infrastructure linked with an efficient local tram and bus network
- Higher habitat densities would lead to efficient, cost-effective rail-bound transportation systems
- Development and extension of public transport infrastructure with special focus on the promotion of other transportation modules (train, metro and tram)
- Upgrade and extend road networks for decreased traffic congestion
- Kielce Metropolitan Area is served by a transport company owned by Kielce City and other municipalities participate in the costs, which are calculated according to kilometres and received subsidy.
- Common public transport system with a single tariff system. This transport network has to integrate rapid trains (S-Bahnen), subways (U-Bahnen), trams and buses

> **How can the individual traffic be decreased and the public transport be extended?**

- Facilitating the modal transport, offering effective alternatives to the road freight (rail, river)
- Regulating the use of private cars, facilitate car sharing
- Pedestrian and cycling routes, using the bike to limit the use of the individual car
- Integrate mobility into a global vision of territorial planning
- Reducing parking space – efficient shuttle bus system
- Management of parking space (quantitative limitations)
- Reducing capacity of main individual traffic entrances
- Long-term change of behavioural and consumption patterns of drivers
- Education, encouragement linked with development of public transport infrastructure

- > **If a public transport system exists, how is it financed, e.g. how is the financial burden being divided between the city and the surrounding communities?**
 - Finance structure Arezzo
 - > The National Government finances interventions and gives to the Region the responsibility for implementing specific projects.
 - > The Region, through the Regional Development Plan, decides priorities and funds for a three-year activities plan.
 - > As local governments, the Province and the Municipality carry out interventions on mobility through their ordinary incomes.
 - > The responsibility of actual local public transport service (in the city and in surrounding areas) is assigned to a unique consortium through the provincial call for tender.
 - KTEL Triakalon, ASTIKO KTEL : service companies of the region of Trikala
 - Costs of public transport system within the framework of Kielce Metropolitan Area are mostly incurred by City via Municipal Transport Management
 - Financing of ZVV (Zürcher Verkehrsverbund):
 - > Tickets: 49.6%
 - > Canton ZH: 19.2%
 - > Municipalities: ZH 19.2% (weight of every municipality: 80% by traffic-supply, 20% by financial strength)
 - > Other Cantons: 3.0%
 - > Other Incomes (rights, publicity...): 9.0%
 - MVV (Munich Tariff and Transport Association) presented at the Munich workshop in July 2009
- > **Do you have a cooperation (association or similar) for this subject in your region?**
 - The transport on the territory of the town of Châlons-en-Champagne is a skill devoted to the conurbation community
 - Zürcher Verkehrsverbund (ZVV) manages lines of SBB (federal), VBZ (Zurich: Verkehrsbetriebe der Stadt Zürich) and regional transportation suppliers (mostly busses)
 - “Consultation tables system” for defined programming and funding models (Tuscany) - the Region, the Province, the Municipality and the stakeholders subscribe a Local Development Agreement called PASL (*Patto per lo sviluppo locale*)
 - MVV since 1972 in Munich
 - Traffic association in Styria

> Location management

> **How can an efficient location management work?**

- Public and professional authorities have to work by taking into account: the urban density to manage the deficit of land, the functional mix, the quality of the projects and the buildings and the accessibility.
- No strategically fights in between the region.
- Using EU Plans for Sustainable Urban Development e.g. in order to support private companies (Arezzo)
- Balanced approach of all parameters which define social prosperity in harmony with natural environment
- Strategic long-term planning, prioritising the challenges, balancing and integrating the corporate response
- Estimate the economic potential of KMA to treat it as one spatial territory (Kielce)
- Find at least one concrete example under win-win conditions, increase the sense of urgency/opportunity of the stakeholders

> **How can stakeholders be integrated?**

- Complete an extensive stakeholder analysis.
- Convince them of the advantages
- Participation in planning and implementation phase
- Forming strategically steering groups
- Support communications and training in order to maintain a full picture of what issues and concerns are top of mind for stakeholders.
- Concrete offers (win win situations) like Soccer Championship, Olympic Games Munich
- The Region, the Province, the Municipality and the stakeholders subscribe a Local Development Agreement called PASL (*Patto per lo sviluppo locale*) that determines objectives, activities and monitoring to carry out multilevel-shared projects.

> **How can new business branches be developed?**

- Business driven ideas should contact public bodies
- Finding new business branches have credibility with region's primary stakeholders - and equipping them to support adoption in the field (integrated message plan).
- Participation in international research projects
- Close cooperation between university, business, public sector; to incubators, technology parks
- Building clusters
- New branches through the aim of IPSUD as the functional use of public spaces, the use of particular sustainable building methods ("bio-architecture") aimed at saving energy; the improvement of peripheral areas (Arezzo)

- › **Is this subject part of a common structure (association, public company, etc.)?**
 - GZA (Greater Zurich Area): marketing abroad
 - Economic promotion: canton of Zurich: for all Zurich municipalities
 - City of Zurich: for Zurich itself
 - Kielce: Economic development – yes, few but joint location management of cities and surrounding municipalities – no
 - Joint location management is defined as a topic for the strategy of the “greater region” and implemented now partially as a pilot project in URBAN+ (Graz)
 - Other cities not yet

› Environment

- › **How can a vulnerable region be protected?**
 - Local authorities are key players in managing the environment
 - Regional plan with binding regulations is needed: areas suited for settlement within the catchment areas of high-capacity public transport stops, regional green belts as recreation areas and fresh air supply, restricted areas in flood plains, emphasis on urban renewal instead of growth at the urban fringe (including shopping centres)
 - City Plan sets feasibility studies concerning geological, seismic and hydraulic issues; for the existing infrastructures, in accordance with Region, Province and other Local Authorities, renewal activities are scheduled. (Arezzo)
 - Conservation and restoration of natural ecosystems, management of water and soil resources, promotion of environmental policies, integration of biodiversity in sectoral policies
 - Wildnispark Zürich and Agglomerationspark Limmattal as two best practice projects in CH (presented in Zurich 2009)

- › **Which measures can be taken for an efficient environmental (e.g. waste water, garbage) management?**
 - Fees per weight for a sack of garbage
 - Disposal of garbage organised by municipalities
 - All waste water goes to cleaning factories
 - Garbage management not only for the city centre, but jointly with surrounding areas (Graz, ...)
 - Prohibition for farming waste and dunghill usage
 - Enforcement of environmental education and public dialogue with the long-term objective to achieve a radical change in production and consumption patterns
 - Organization of trainings, placing information at commune websites
 - Participation in ecological projects and co financing for renewable energy sources

- › **How can de-graded areas & the historic centres be revitalised for citizens and tourists?**
 - By law on federal, cantonal and partly on local level that regulates conservation of historical substance (Zürich)
 - Subventions to make interesting the conservation for the owners
 - By using EU programmes and funding in defining and granting these issues
 - Increasing public spaces and green zones in the urban grid
 - Protecting the remaining urban ecosystems
 - Reducing pollution, control of the land use
 - A conservation fund for the city centre set up as part of the Conservation Act of the historical centre of Graz.
The fund pays for renovation and protection schemes in the 5 protection zones: frontages, gates, traditional roofs, gardens.

- › **Is this subject part of a common structure (association, public company, etc.)?**
 - Some private associations, but mostly organised by the state.
 - All steps require working groups with stakeholders and local institutions. (consultation method – implemented?)
 - Associations of waste and waste water management (cooperation of municipalities in Styria)
 - Integrated Solid Waste Management in Western Thessaly - Environmental Development Agency of Western Thessaly (PADYTH S.A.) The mission is solid waste management in Western Thessaly, promoting the cooperation of local Municipalities
 - IT-Cooperation CitiesNet (Digital cities of central Greece S.A)The company plans to innovatively exploit and implement (Installation , operation, maintenance, development) broadband infrastructure (each municipal MAN and wireless networks)

- › **Criteria of common interest & financing**
 - › **Methods of realisation**
 - › **Stakeholders attracting**
 - › **Methods of financing**
 - › **New financing models**

- › **Which criteria must projects of common interest on “sub-urban level” (co-operational level) fulfil?**
 - Compulsory and optional skills, multiannual in terms of economic development and territory planning.
 - Network of productive, institutional and local fields that allows to converse with each other. (Arezzo)

- Projects of a common interest for all involved partners (city, region) producing an added value. (win-win conditions)
 - All partners (municipalities) must have an equal position, the same problems to tackle, the same interests.
 - Project should deal with subjects of common interest and should be recognized of course as projects of public interest by law (Poland)
 - Enhancement of quality of life, upgrade transport systems, spatial organisation, specialisation and complementation of productive sectors
- › **How can these projects be realised and financed (funds)?**
- Financed by national, regional and local funds. Framework Programme Agreements, Regional Development Plan and own incomes of the city (Italy, Poland, Germany)
 - Federative intermunicipal structures (associations of cities, conurbation communities, and urban communities) are placed under a regime of appropriate tax system in France
 - Depends on the specific situation of the region and the intensity of the common interest for a project (CH)
 - In the framework of URBAN PLUS/Regional Competitiveness Styria 2007-2013 part financed by the European Funds for Regional Development
 - Financed by EU program ESPA (National Development Plan GR) 2007-2013 and the Sectoral Operational Programs
- › **How can stakeholders be attracted?**
- Stakeholders are invited to consultation tables and they contribute to regional and local programming through the mentioned PASL, but they also could programming agreements, programming contracts or local agreements
 - Persuading them to get a value added for the whole region
 - New policies of national/regional subsidizing/funding could be an incentive for collaboration-projects
 - Promotion of consenting mechanisms for enhancing the dialogue among stakeholders and achieving consensus on commonly accepted action programmes
 - Clear explanation and discussion of planned project
 - Presenting complex conception of project realization in a simple and attractive way
- › **Are private-public-partnerships a widely spread instrument in your region to finance common projects?**
- Privates can propose to local administrations to finance, carry out or manage public works that have already been approved.(Arezzo – Italy)
 - Infrastructure projects were constructed with the method of “Concession” before the introduction of law 3389/05 then PPP’s made their appearance in Greece with the ratification of that law

- Châlons-en-Champagne will use the practice of PPP for local authorities in France (since 2004) for the renovation of the trade and exhibition centre
 - Graz projects: Urban II Startup centre, Tram to shopping centre Murpark.
 - A promising attempt, the so-called Inzell-Initiative, where traffic problems are discussed (Munich)
 - No, due to too complicated law in Kielce (Poland?)
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- › **Public Resources (EU, National, Provincial, Regional, Local)**
 - › **Planning Reliability**
 - › **Private Ressources (Single Investor, PPP model, Project fund e.g. with bank)**

› Presentation of Local Action Plans:

- LAP drafts from:
 - › Kielce
 - › Munich
 - › Châlons-en-Champagne
 - › Częstochowa
 - › Trikala
 - › Graz

- › Discussion

Necessary Content:

- 1) Overall aim (Subtheme 1 & 2 ...see implementation)
- 2) Specific objectives (description of your pilot project ... see proposal)
- 3) Target groups (stakeholders for your project...see Local support group)
- 4) Planned activities
- 5) Methodology on project level
- 6) Complementation with other interventions
- 7) Financing of your pilot project (fundings)
- 8) Innovative character
- 9) Summary (lessons learnt)

| LAP MATRIX | Cooperation of smaller municipalities | Cooperation big city and surrounding municipalities | Multi level decision making model |
|--|---------------------------------------|---|-----------------------------------|
| Land use and suburbanisation | Graz | Graz Châlons | Munich Zürich |
| Efficient transport system | | Czestochowa Trikala Oradea | Arezzo |
| Economic development | | Kielce Graz Châlons | Munich |
| Efficient environmental measures | | Czestochowa Trikala | |
| Criteria for regional projects and financing | Graz | Kielce Czestochowa Trikala Châlons | Arezzo Munich Zürich |

Local Action Plan – latest topics

- › **Kielce: Sustainable development of Kielce Metropolitan Area**
 - joint development in the City - hinterland cooperation
- › **Graz: Joint Location Management in Graz & surroundings**
 - Development of an efficient regional location management
- › **Munich: Increasing the sense of urgency (opportunity) and improvement of the framework for a better regional cooperation (land use management)**
- › **Arezzo: Sustainable development and Mobility**
- › **Czestochowa: Regional financing of public transport & environment policy**
- › **Trikala: ICT technology**
 - planning tools for a joint regional implementation, (mapping) geographical information system
- › **Chalons-en-Champagne: Finding new ways to finance**
- › **Zurich: Optimising existing regional cooperation - building up a metropolitan region**
- › **Oradea: Mobility Management – regional parking space management**

Preparation of the Final Event (final conference & study visit on mobility)

Graz (6th & 7th to 8th April 2011)

Topics:

- Presentation of the handbook of regional structures & planning and financial tools
- Presentation of 9 LAP's of all partner cities
- Organisation of a study visit for experts on mobility
- Invitation of European wide practitioners in this field