1 PROCEEDINGS

METREX Brussels Autumn Conference
7-8 October 2014

Brussels Proceedings
Tuesday 7 October 2014

METROPOLITAN DIMENSION to European affairs

10 keys to understand Brussels

Scotland House

Alfredo CORBALAN
Head of project ADT/ATO

1-6   Good morning ladies and gentleman. I have the task to try to explain to you in ten minutes how Brussels works, so it will be just some main key messages for you to have a context, a better understanding of the context for the presentation that we'll come on to about our different type of corporations at metropolitan level and also a different metropolitan study that will be presented later on.

So, just some figures. The Brussels capital region is 1.1 million inhabitants. It is composed of 19 municipalities, as you can see on the map and one of these 19 municipalities is the municipality of Brussels, which is there and here. So, there is on one hand the Brussels' capital regions and inside the Brussels' capital regions there are 19 municipalities with one of them it's the municipality of Brussels. We have 10% of inhabitants of Belgium for a very small territory, which is not even 1% of the territory.

One for elements, that's – Belgium is a federal state so there's really – it's composed of mainly three regions. The Flanders region, the Wallonia region and here, that's the Brussels' region. So, the regions have very strong

connection it's like a federated state. It's a bit comparable to the German lander, so the three regions are the all competences and especially on spatial planning and spatial planning and strategic planning is the all competences of the regions. So the national state, the federal state are nothing, no word to say about the definition of the spatial planning thought by the three regions. It doesn't even have a role of cooperation between the regions it's really their own confidences. The other institution, which are the community, but I will not go now because then it will take me the ten minutes I have to present you all the keys.

So, as you know Brussels is a modest metropolis, worldwide metropolis. It's an international city for several reasons. Of course one reason is the international aspect due to the fact that it's the headquarters of many international and European institutions. But a second aspect as well as the international side of Brussels is that one-third of the inhabitants are foreigners and if you take into account maybe foreigners plus people with a foreign background, you can reach even 50% of the inhabitants, which makes the City quite diverse and with several assets in the ranking, like also a lot of institutions but also, like the number of non-governmental organisations. So as you see there, it's the headquarters of the European institutions.

There is maybe a paradox, first paradox about the city, that's it's rich. It's rich, but only in terms of GPD. According to some EU reports the region of Brussels is the third richest in Europe in terms of GPD, which is good. For ten persons, inhabitants of Belgium we produce 20% of the GDP.

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METREX
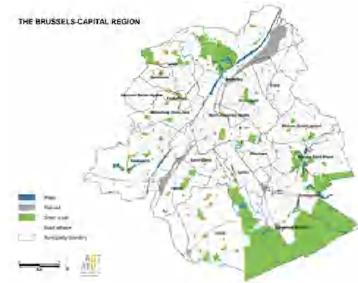**Autumn Conference**
7 October 2014

10 keys to understand urban development in Brussels
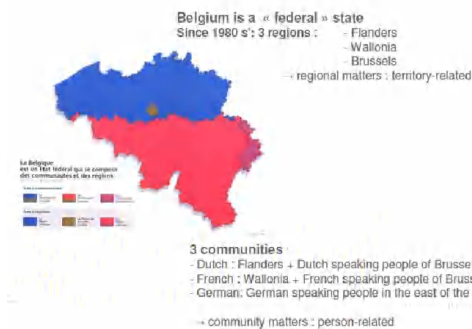
Alfredo Corbalan: acorbalan@adt.irisnet.be

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Some figures

THE BRUSSELS-CAPITAL REGION

- **161,4 km²**
  0,53% of Belgium

- **1.088.134 inhabitants**
  10% of Belgium

- **19 Municipalities**

- **7 044,99 hab./km²**
  20 980 hab./km² in Paris
  4 505 hab./km²in London
  3 861 hab./km² in Berlin
  2 149 hab./km² in Roma

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1. A city-region

Belgium is a « federal » state
Since 1980 s's: 3 regions : - Flanders
- Wallonia
- Brussels
→ regional matters : territory-related

La Belgique:
est un Etat fédéral qui se compose
des communautés et des régions

3 communities
- Dutch : Flanders + Dutch speaking people of Brussels
- French : Wallonia + French speaking people of Brussels
- German: German speaking people in the east of the country

→ community matters : person-related

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2. An international city

→70.000 jobs dedicated to international fonctions

→1st worldwide city for international organizations

→2nd worldwide city for diplomatic representations

→2nd worldwide city for Congresses

→33% of inhabitants are foreigners

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HQ of european Institutions

→ Comission, Council, Committee of the Regions, CESE

→ 1.800.000 m² of offices

→ 4 schools pour 8.000 pupils

→ 30.000 european civil servants

+

NATO

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3. Brussels is a rich city…

→ Brussels = 3rd richest European region

→ 12 millions m² of offices

→ 690.000 jobs

→ 19% of belgian GDP

7-18   On the other hand it's the inhabitant for Brussels are not so rich. In terms of income it's – some municipality of Brussels are amongst the poorest municipality of Belgium if you take into account the income. We are also facing a high level of unemployment as you can see and especially amongst youngsters. Also specially for the area you are going to visit this afternoon, the former neutral area of Brussels.

Why do we have this paradox? One of the explanations is the fact that in Brussels we have a high number of unemployment, of jobs, 600,000 jobs. Despite of the crisis we are still creating jobs, but those jobs are not occupied by people living in Brussels. Half of the jobs are occupied by people living outside of Brussels, living either in Flanders or Wallonia. So that's 60% of these jobs are occupied by commuters that come every day to Brussels to work and to go back home. This means that the functional urban area is much wider than the Brussels region. The Brussels region is 1.1 million habitants, whilst the functional urban area, depending on the limitation is between 1.8 million and 3 million habitants, but you will have more details about that in the presentation later.

The second paradox is that even if the shape of the city is a classical European anthology, as you can see on the different map. The city developed with American sociology with a city centre dedicated for some business and some offices, and also more poor inhabitants and suburbs where there are much richer habitants. You can see on the right of the map, it's showing the income of the inhabitants, so the blue – that blue is high income and the light blue and white are low income. So you can see that it's mainly in the centre of the region. So just some pictures of the CBD that were created in the 60's, 70's.

So this is the two main CBD's, central business districts. This is the north central business district; you can see it when you come from the Airport by train. The second one is the European Quarter; we are here, so you know it probably. And then the City Centre where the former Bourgeois houses were occupied by the more deprived people and also immigrants in the past.

In the second town of Brussels, Flanders and Wallonia region you have less dense areas with typical houses with gardens. As you can see that's – you cannot really notice the difference between the Brussels region and the Flemish region it's the same, mainly the same shape.

When just, [unclear 0:08:58] Brussels is experiencing a very growth, demographic growth. We are expecting an increase by 10 person or inhabitants to 2020, which is a lot of challenges for us to have all the facilities and create the jobs for those new inhabitants. Well that's Brussels, it has its own tools, original tools, like spatial planning tools and used planning tool. Also there are, of the 19 municipalities, as a strategic and land use communal too and as you will see we are now the Europeans with more recently some metropolitan tools in order to cooperate more at a metropolitan scale on several issues. To finish, that's how – in order to accommodate, to build houses, to create jobs for all those new inhabitants, they have in the new strategic development planner process that will be presented more in detail by my colleagues. There are some priority zones, 7 priority posts to create new neighbourhoods in the city. So that was the context for Brussels. If you have questions I will be with the whole day so you can come and ask me more details or for more explanation. Thank you for your attention.

Moderator: Thierry BAERT

From what you said, Alfredo, it's easy to understand that the issue of metropolitan Brussels has a strong impact on the three Belgium regions, so we'll now listen to two presentations from those regions. One region couldn't attend the meeting today, so first the vision developed by the Brussels capital region itself and then from the Flanders region. We start with the Brussels region with an exercise launched by the Brussels' Authority, Vision 2014. Three teams worked on it and Freek Persyn was one of the architects that worked on this Vision 2014, Freek the floor is yours.

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4. …BUT a population not so rich

→ unemployment = 20,5 %

→Youth unemployment = 30 %

→ Some very poor Municipalities

→Low income of the inhabitants

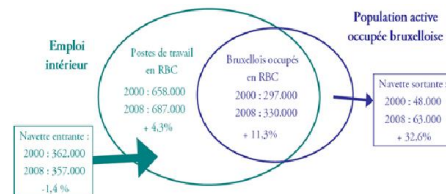2010 European Year for Combating Poverty and Social Exclusion

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5. A « commuters » tradition

+/-360.000 jobs occupied by commuters

60% of the jobs

A metropolitan area wider

→Between 1.8 and 3 million inhabitants

Source: AATL - DEP

Railway Express Network Area

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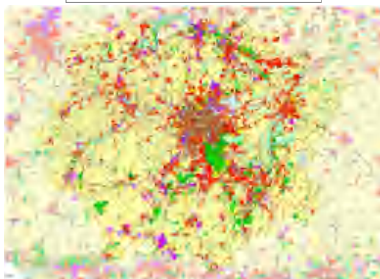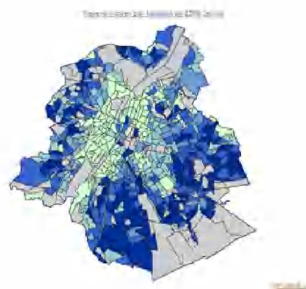
6. A classical european morphology
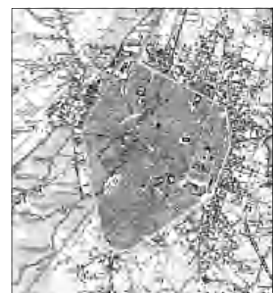
1777   **1858**

7. An « american » sociology

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5 High-class residential
4
3
2
CBD
1
Inner City
Low-class residential
Medium-class residential

Burgess Model

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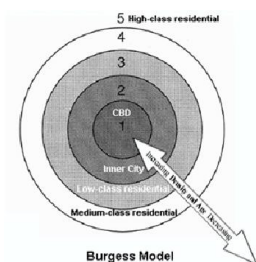
→Development of CBD's (Central Business Disctricts)

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Around a CBD
→A transition zone with derelict houses

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In the central neighbourhoods

→The former bourgeois houses are today letted by the more deprived classes, the immigrants…

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In the second crown of Brussels and the periphery

→the Bourgeoisie and the Middle class

Brussels-Capital Region

Flanders Region
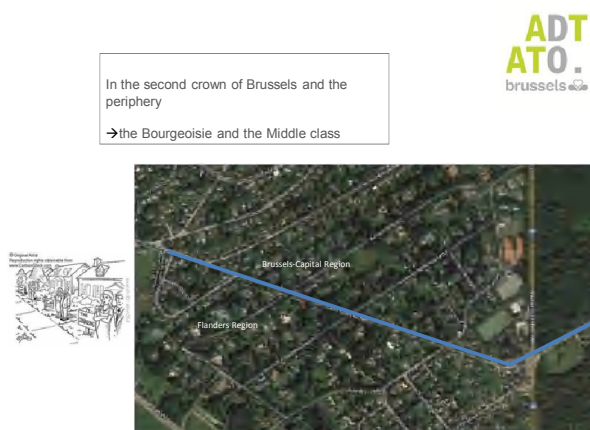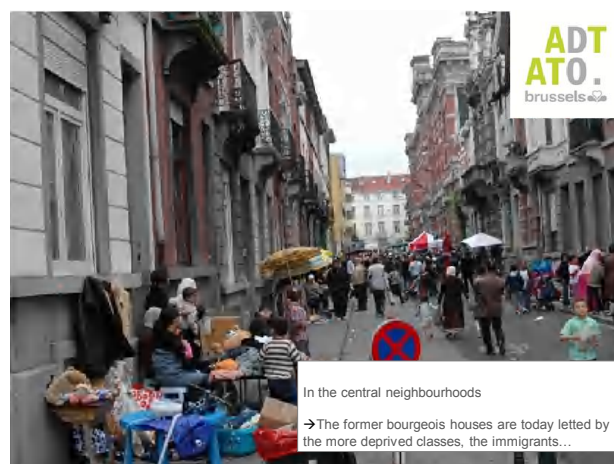
8. A city with a high demographical growth

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Perspectives 2020

+ 130.000 inhabitants

+ 47.000 youngsters 0 to 18

+ 19 % in the Region

+ 30 % in poorest quarters

= 50 new schools !

= 9.500 news social or mid-rang dwellings
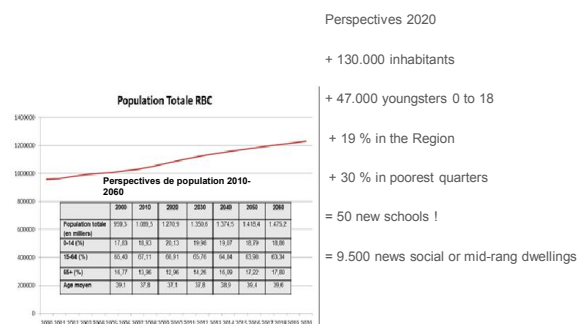
9. Own tools for urban and strategic planning

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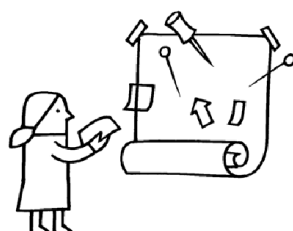
Regional Tools
- 1 Regional Sustainable Development Plan (PRDD)
- 1 Regional land use Plan (PRAS)

Communal Tools
- 19 Communal Development Plans (PCD)
- 19 Communal Land-Use Plans (PPAS)

Recently, some metropolitan tools

10. Future strategic zones for development…

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7 Prioritary Poles

Reyers, Tour and Taxis, Heysel, Schaarbeek-Formation, Josaphat, Canal, Hippodrome of Boisfort.

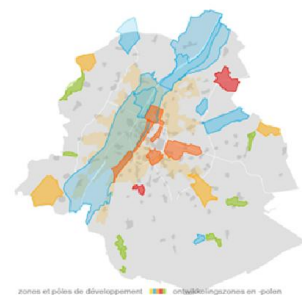**6 Poles for specific Developments**

4 University Campuses

2 Reconversion sites (prisons, NATO)

7 Poles in the "second crown"

Poles to be urbanised or densified

6 Metropolitan and international poles

EU-quarter, Brussels South, Brussels North, Centre (Louise/Namur,Central avenues), Administrative city

zones et pôles de développement   ontwikkelingszones en -polen

Brussel 2040 - A design exercise to prepare policy

Freek PERSYN
Architect 51N4E

1-24   Good morning. I've decided to do a presentation which is based on the fact that I think you are already all experts. So I will flip through slides with a lot of speed to give you more of a feeling of the work that we have done, then I will explain it into detail. The question that we were asked to do is to do an 8 month to a year design exercise, together with two other teams, running in parallel, on the question of the metropolitan area of Brussels and how to envisage its future. The work that we have done you see as the background, which is this one, which is taking the metropolis of Brussels and trying to understand how it could relate to the multiple complex that is around it.

First of all in this exercise we really tried to look for a positive project. I think Brussels is an amazing city and it needs, first of all, a kind of a positive attitude. Of course it's the City which has changed a lot. This is how the European Union looks today, this is how it looked 100 years ago. A 100 years ago there was a very strong plan and made by King Leopold the Second, which has absorbed a lot of the dynamic of the City, but is today, let's say, out of scope. But this idea of a robust framework is also the idea that we took for the vision we developed.

The second reality of Brussels is the reality of the Euro Delta, so the big urbanised area with Brussels being here, but the other cities Ghent, Antwerp, Rotterdam, as part of the big urban field and hence Brussels is a city in competition. It belongs to this urban field but at the same time it has to define its own position in this urban field. This is a common representation of the type of metropolis Brussels is part of.
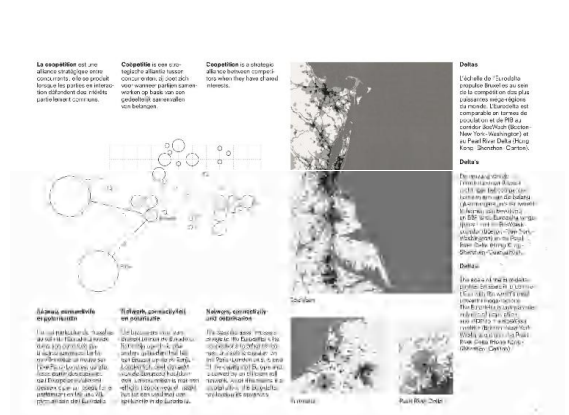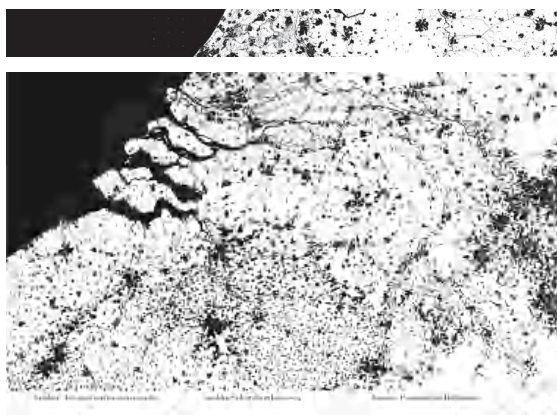
The specifty of Brussels is that in this metropolitan, or in this urban field that the City of Brussels is a very international city, international in many ways. This is maybe a first critique that we did with the vision on the current political plans of Brussels, is that – the international aspect, which is on the one hand an expat-reality, and on the other hand a kind of deprived migrant reality that there's almost an institutionalised political approach of these two problems. What we've tried to present is one integrated approach which could deal with the issue of internationalisation in – from one single perspective.

So the notion of hybridity becomes very important and this is an example of the criteria of one of the predecessors of the European Union, the place where the cappuccino and the espresso were introduced in Brussels. We think this is a very important switch to make, the switch from the Euro Delta to places like this, places where exchange is facilitated and a hybrid culture can emerge.
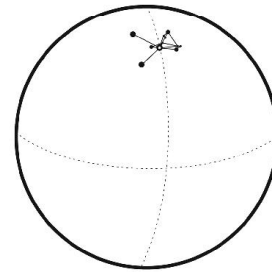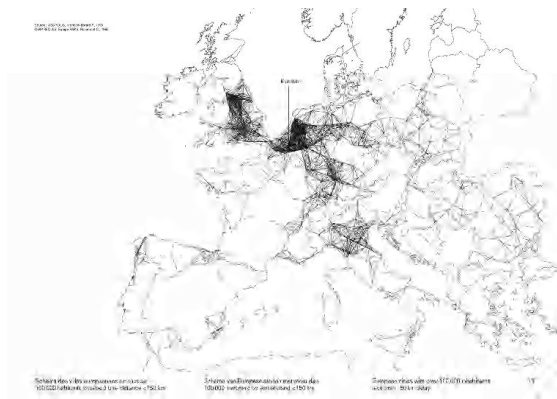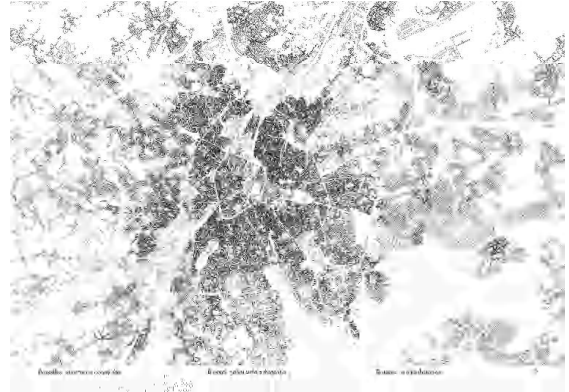
Based on that division, the vision is about stressing the fact that Brussels is not a radial concentric city. So this is the image, but as was explained before it's not its daily reality. We think Brussels is at once the small metropolis in a large urban field, but also a global metropolis. So it's in the midst of this dense network of connections. So Brussels should in its vision, we think, play a double strategy. The strategy of connecting, of releasing, but also re-centring. So this is the image of Brussels that we imagined. Part of the network of cities, Paris, London but also the Euro Delta, but also being as a city, as an urban environment. The representation of how people can interact and can relate to each other.

In order to make this a bit more manageable we developed a set of three instruments. If I could go through them quickly. The first instrument is Iconographic Urban Fabrics. So it's not only the idea of where you want to have urban development, but also very much how we start to map the fragmented urban space of Brussels give rise to a lot of specific and very identity based spots that consist of the urban fabric. These are, in a way, connected together by a network, so I will not go into this, but the ground plus as an example of how such an urban place can shape the city. The largest switch that should be made is to address this as a core produced space in different scales and to somehow invent projects that can stimulate the urban substance, both in Brussels and outside.

VISION

Schéma des villes européennes ensituées à
100.000 habitants, situées à une distance ± 150 km

Schéma van Europese stedenmet meer dan 100.000 inwoners op een afstand ±150 km

Scheme of cities with over 100.000 inhabitants with over 150 km

Bruxelles illustrée dans sa double relation
avec le réseau d'Europe centrale et le monde

Brussel, getoond in haar dubbele relatie
met het Centraal-Europese netwerk en met de wereld

Brussels in its dual relation to the central
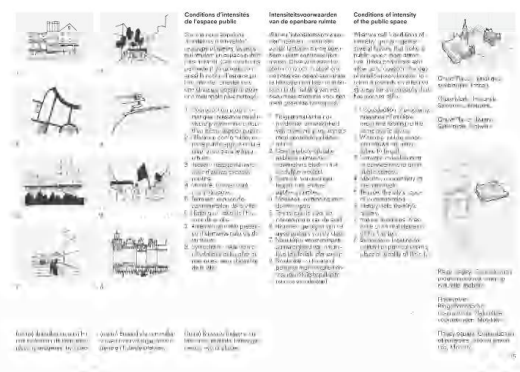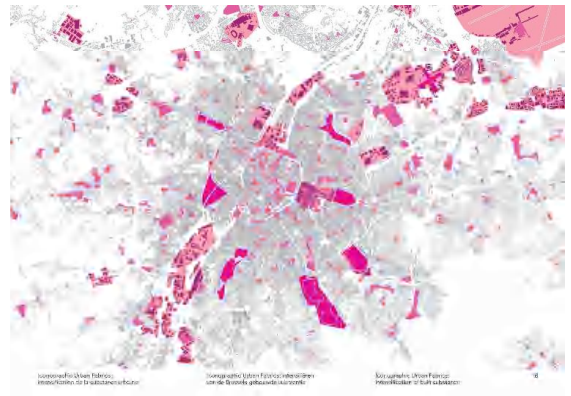European network and to the world

INSTRUMENTS
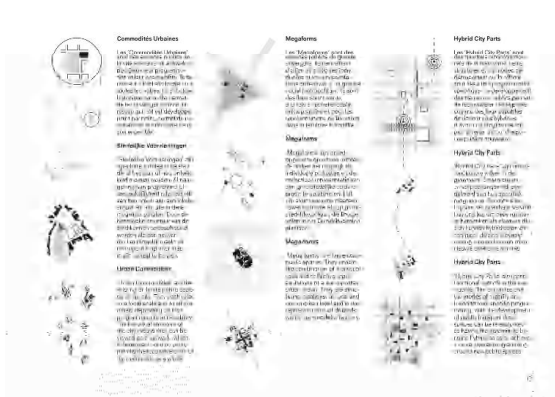
1.
Iconographic Urban Fabrics

Iconographic Urban Fabrics   Iconographic Urban Fabrics   Iconographic Urban Fabrics

Conditions d'intensités
de l'espace public

Intensiteitsvoorwaarden
van de openbare ruimte

Conditions of intensity
of the public space

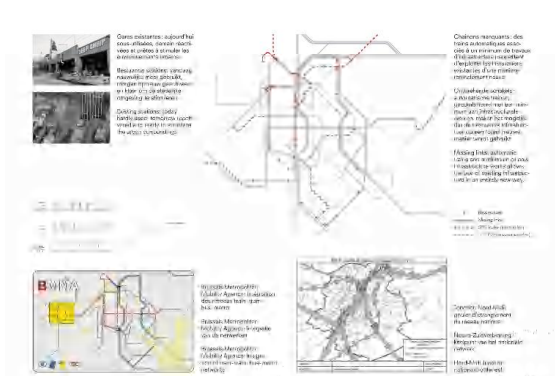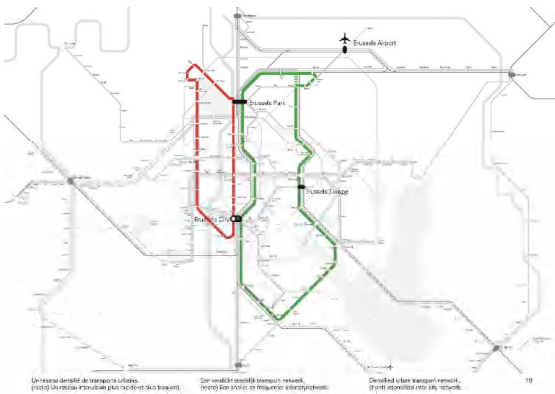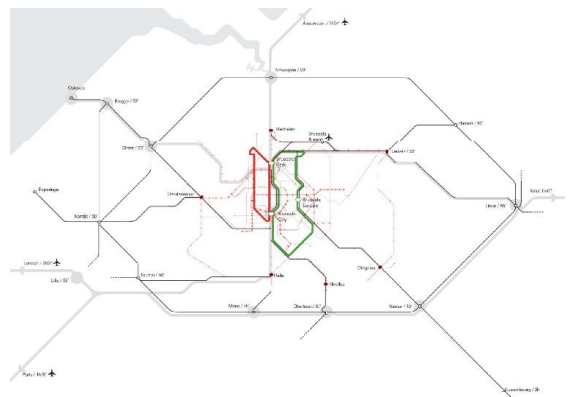**2.**
Enhanced Urban Movement

Mouvement urbain amélioré   Beter bewegen in de stad   Enhanced Urban Movement

25-48   The second instrument is enhanced urban movement, which starts at the scale of redefining the national railway infrastructure. This is the scene or standard and what we proposed is both a re-commission of the very star based railway system into a more looped based and to add a loop of mobility inside the metropolis of Brussels itself, which as you can see can link all of this urban substance together in a new way. What is specific about this proposal is that it is not new infrastructure, but it's recycled infrastructure. So what you see here is the existing railway network, existing stations and what our plan consists of is proposing to reuse it, change it from a national level to an urban level and by just adding a few loops that you somehow reuse a lot of unused infrastructure that is sitting in Brussels today.

So basically it's a project that shifts from infrastructure as a kind of heart investment to infrastructure as more of a management investment. We also proposed if you have a polycentric city no longer to have a central station. So the central station would become an urban station and the main national stations would become these four stations.

What you see in this map is a park system, which was part of the fourth instrument we saw, metropolitan geographies. It's about highlighting the side rivers of the main river that no longer crosses to Brussels, but is replaced by a canal. Heart is the hydrography, I'm passing through quickly just to give you an idea. So, again a proposal to defragment existing space, take existing parts and to connect them by stressing the side rivers as unity, possible development units, and so to have a park system which somehow takes all of these fragments and gives them a new scale again.

So what I proposed today as instruments was to work on two levels. On the level of the urban substance and on the level of defragmenting, creating new continuities by addressing the unused railway infrastructure and by addressing the unused side river structure. But the core, I think, idea of this vision that we proposed is the idea of alliance projects to somehow take every opportunity and make it a vehicle of the vision. So this map that we drew is not a final image, but it's more a map of potentials. The ideas that you can pick up on these potentials can start to collaborate on them. On different scales, this is the scale of the Molenbig a river, which runs from Brussels to Flanders, which has this quality already but

has an inaccessible crossing through it and so in a way it's activating a reality that exists and the idea of an alliance project is that the project somehow creates the metropolitan alliance to make it happen.
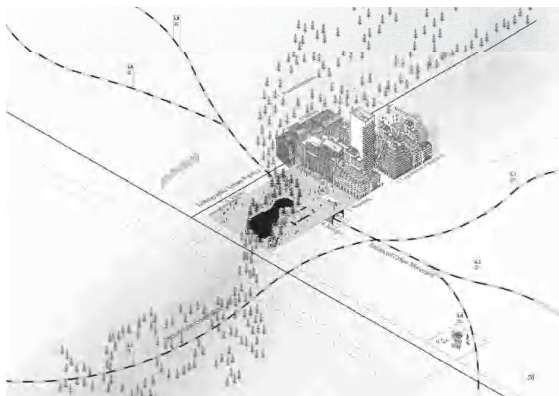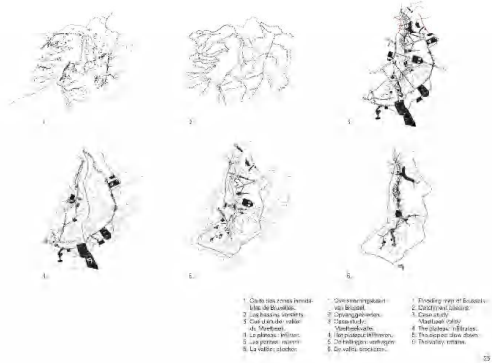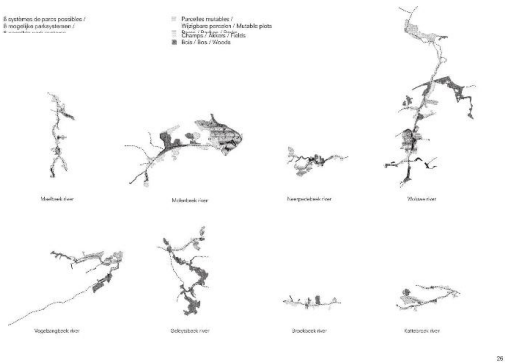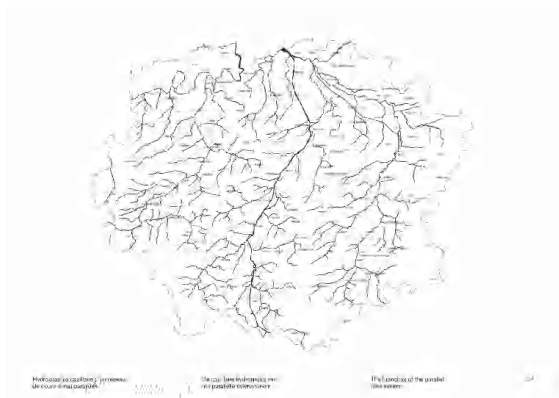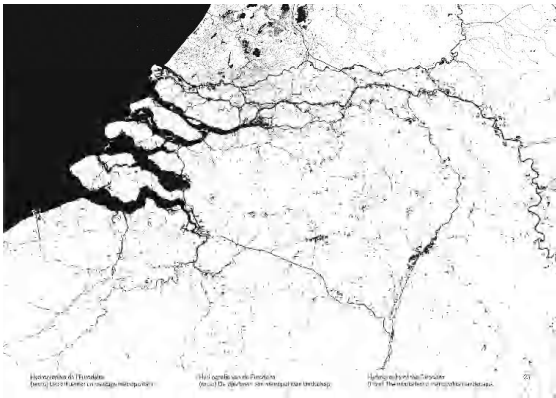
On another scale, very, very, small another alliance project, which is a crossing of an existing subway network, again an affluent – an existing crossing across the railway tracks where we propose to make an alliance between the subway and managers and the two neighbouring communes to install new programme on the connection going from the one side of the railway infrastructure to the other.

So the vision is really trying to address the issue of a series of actions on the plan. This plan as a plan of potentials and an important part of the work is to communicate these issues, communicating these issues was taken up by the development plan, which Stan will explain. But which also started the debate about what kind of reuse could be done. So this is the idea taken up by political parties. Even by the essence of itself. But there is the real question, how this exchange and how this – if the region produces ideas, how can it pick up on these ideas and how can it make it happen. I think for the amazing city that Brussels is, this idea of how to put it in action is a real question and I think we will debate later. I would say my suggestion is to talk about this first and foremost because already the Brussels region with its 19 cities inside of it is already a metropolitan question in itself. Even without talking about going beyond the boundary of the region. So it's a huge issue that collaboration and cooperation, if it's not thought of, that it will not exist. Thank you.

Comment from the floor: I disagree entirely with the idea that you cannot have a plan and just have actions. To plan a division and framework and the actions of the implementation process you need more, otherwise you get islands of development which have no integration and no connection with one another. Sorry.

3.

Metropolitan Geographies

Géographies Métropolitaines   Grootstedelijke Geografieën   Metropolitan Geographies
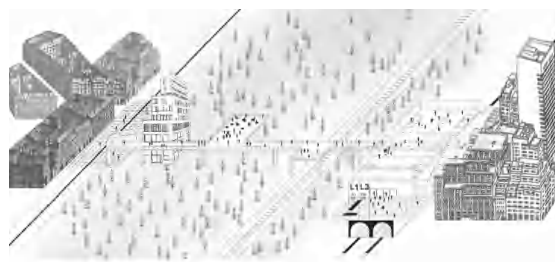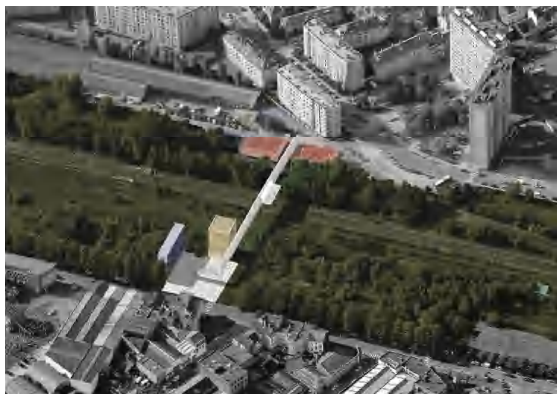
ALLIANCE
PROJECTS

Molenbeek, étude de cas
d'un système de parcs

Molenbeek, een casestudy
van het parksysteem

Molenbeek, Park System
case study

Beekkant, étude de cas
de commodités urbaines

Beekkant, een casestudy
van een stadsvoorziening

Beekkant, Urban Utilities
case study

A series of actions, not a plan

Pas un plan, une série d'actions

Een reeks acties, geen plan

A series of actions, not a plan

Un réseau express tout de suite !

Jannie Haek lanceert idee van kleine spoorring rond Brussel
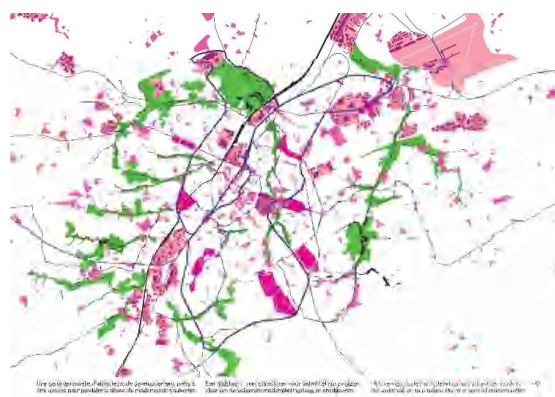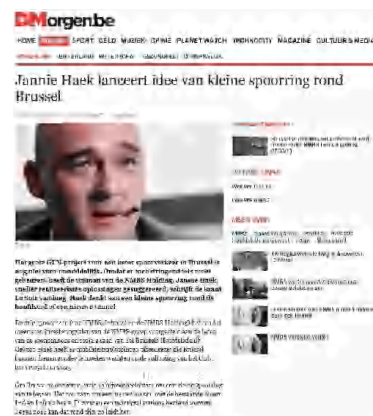
Regional Plan for Sustainable Development

Sven De BRUYCKER
Brussels Urban Development

1-6   Hi, I'm Sven De Bruycker. I work for the Brussels capital region. I work for the officials in contradiction to Frank. We changed our name, we work now for the Brussels Urban Development and I'm going to have two parts in my presentation. Firstly, a little bit of Brussels territorial context and afterwards I will explain a little bit of the metropolitan parts of the regional blend of sustainable development. So this is a little bit of context. It's the drawn map of Brussels in 1777 under Austrian occupation, or under Austrian authority. What you see is the pentagon, the walled centre of the city, which is like nowadays we would call it a village, with around it some small sized entities, like St. Gilles and some small entities around it.

This is the first real urban or metropolitan, you could say, plan for Brussels. It's made by the King Leopold's architects to have a drastic extension of Brussels at the end of the 19th century by a series of avenues and housing, public transport and equipment like a hydrodrome or equipment of that age. It's nice to see how in the 19th century they did it in an integrated way, an extension of a city.

This is Brussels nowadays. The black line is the region, so you see it spills over. The airport in the north spills over, the ring infrastructure, the airport and the ring infrastructure totally spills over and then the third real spill over is like the industrial canal valley.

If we zoom out we see this network, the dense central Belgium railway network, we call the RER zone. The Regional Express nets about 30 kilometres around Brussels and it connects very well and the aim is to make it better and better connected with much frequency and much stations. So this is the – we could call one kind of functional zone of Brussels. This is where you see the same thing in built and unbuilt space.

Corporations and numbers, Brussels capital region, 19 municipalities, RER zone 125, 1.13 million inhabitants in Brussels, 2.9 in the RER zone and the zone produces 33%, one-third of the total Belgium GPD. So, this is an important functional zone as three universities, three valleys and a well-connected railway network.

Metropolitan Planning in the Brussels Capital Region

Sven De Bruycker
Direction Studies and Planning

BRUSSELS URBAN DEVELOPMENT
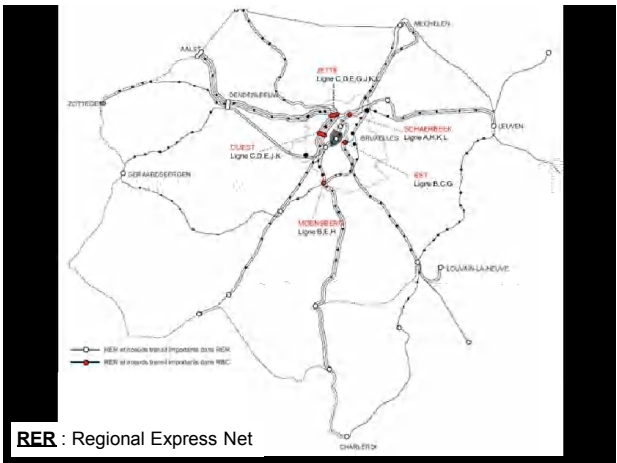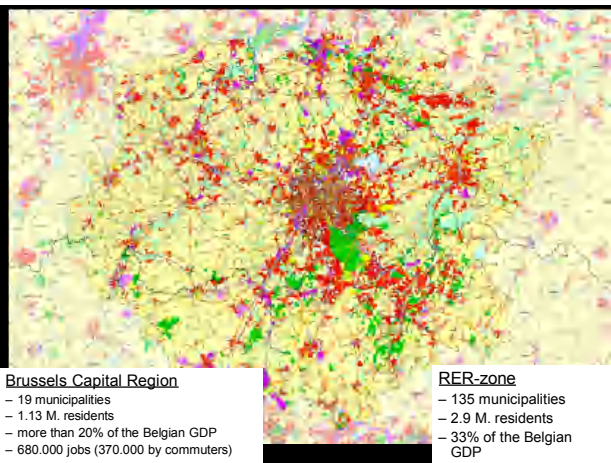BRUSSELS REGIONAL PUBLIC SERVICE

Brussels 1777

1866, Victor Besme,
Plan for the extension
and embellishment of
the Brussels
agglomeration

Brussels 2014

RER : Regional Express Net

Brussels Capital Region
– 19 municipalities
– 1.13 M. residents
– more than 20% of the Belgian GDP
– 680.000 jobs (370.000 by commuters)

RER-zone
– 135 municipalities
– 2.9 M. residents
– 33% of the Belgian GDP

7-12　　This is a zoom, another zoom out, and then we see this i-form appear. We are in the middle of Brussels, so Brussels – that's also at that scale with the Lille and Charlois Liege, Antwerp and Ghent in the north. So it's also an important aspect of the Brussels reality that it's like this metropolitan entity like the raw entity of London or Paris. But that's the metropolitan reality, but this is an institutional reality, that gives that there's no more Belgium authority like Alfredo explained and you have three structural plans for the same metropolitan zone.

So in the middle it's the Brussels strategy, in the north the Flemish strategy, with the cities Antwerp and Ghent and in the south the Wallonia strategy. They all have an idea about the metropolis, but it's three different ideas and they are – since the regionalisation of Belgium, not really very well concerted.

Our plan, the Brussels plan, the original plan for sustainable development is on top of the planning hierarchy, but has no legal instrument. But it dictates the other legal plans, so it's the strategy for the whole government, for all regional competencies, planning, mobility, environment, economy and housing.   The first one was drawn in 1995 and now the second real one will be drawn and it's awaited for the beginning of 2016. So we're working on it.

The challenges, why we need a new plan, big demographic growths, employment, training and education problems, environment, like all of us, polarisation of the city, very much poor people. Mobility and internationalisation and since the beginning of the thinking about the plan the Brussels government told us that the challenges can only be met at sub-regional level and that is the metropolitan levels for Brussels, the true socioeconomic basis of the Brussels region, from the Brussels capital government.

Objectives. So demographic growth produced a lot of housing, 6,000 per year. Now it's 4,000 per year. Reduced amenities, there's a shortage of childcare, cultural, sports, recreational equipment. School infrastructures, shops and public qualitative public spaces in Brussels.

The third objective is develop the urban economy by looking at the Brussels' job potential because there is a mismatch between the Brussels people and the Brussels job reality.

Training is an important element to do it on the other way, to make the people more ready to take a little bit higher jobs. Then the fourth big objective is the mobility as motor of urban development.

So we have five development tools described in the plan, polycentricity, a landscape network, an economic structure, a mobility structure and the fifth one, the fifth element, the metropolitan development. So I'm just going to explain three of them, because I've put the landscape and the economy in the metropolitan development.
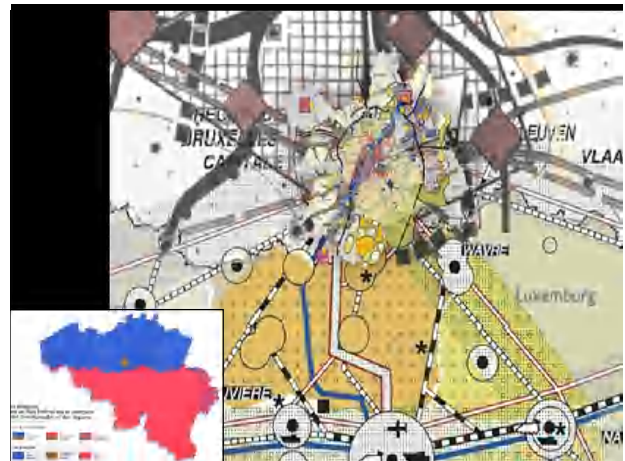
Regional Plan for Sustainable Development (PRDD)
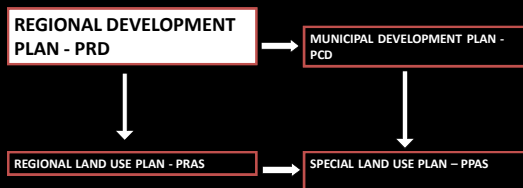
- Indicative strategy drawn up by the government as a whole.
- Objectives covering all regional competences: planning, mobility, environment, economy, housing,…

  - 1995: PRD 1 (2002: updated)
  - Sept. 2013, Project of the PRDD
  - Beginning 2015: Public hearing
  - Beginning 2016: PRDD

CHALLENGES

1. Demographic growth (+112.000 inhabitants by 2020)
2. Employment, training, education
3. Environment
4. Polarisation of the city, poverty
5. Mobility
6. Internationalisation

*"These challenges cannot only be met at the regional level, but must take into account **the metropolitan level,** the true socio-economic basis of the Brussels Region. The responses must reflect the mechanisms for competition and cooperation existing at this level".*

Brussels Regional Government, 2010

OBJECTIVES

1. Produce **housing**
   - + 42.000 units by 2020 (= 6.000/yr)
   - 20 % by public operators (= 9.500)

2. Produce **ameneties**
   - Shortage of:
     - child care and school infrastructures
     - cultural, sports, recreational equipments
     - local shops
     - qualitative public spaces

3. Develop the **urban economy**
   - develop sectors with Brussels job potential
     - tertiary, production, logistics, commerce
   - training supply in the most suitable chains
     - industrial, TIC, environment
   - develop the activities with international radiance
     - universities , congres, tertiary sector axis, tourism

4. **Mobility** as motor of urban development

Territorial development tools

1. Polycentricity
2. Landscape network
3. Economic structure
4. Mobility structure
5. Metropolitan development

13-24   This is a plan that was drawn by the Dutch architects of Cartier a Pay who were another team who worked on the preparation like Frank's team worked on the preparation of the our plan, this team did. They drew this map, it shows a good abstract view of polycentricity, create multifunctional dense well-connected centres instead of one Brussels centre. We could go to 10, 12, 13, I don't know.

The last news from the Brussels government is agreement in – we just met the Brussels government in Belgium so agreement shows that this polycentric idea is translated in – that they will concentre the next five years on the development of the canal zone and the development of 11 new urban districts. You see them summed up, South Station is one of them, Leopold Tree Nato sites for example, shows the front layers of Leopold West Station, so 11 quarters that will be developed to put a lot of inhabitants and to create a lot of jobs. Seven of them have been calculated, the number of inhabitants that could live there. For seven of them it's meant 41,000 inhabitants to say a number and 19,000 jobs, in seven of those polls.

Images of the polls that are being developed, the Heysel Stadium will be destroyed and will become some kind of commercial housing dense area. The Josaphat Station, the parkway, which the Belgium television networks, media pool. Some examples, the future of the South Station over here, so some images of those 11 projects.
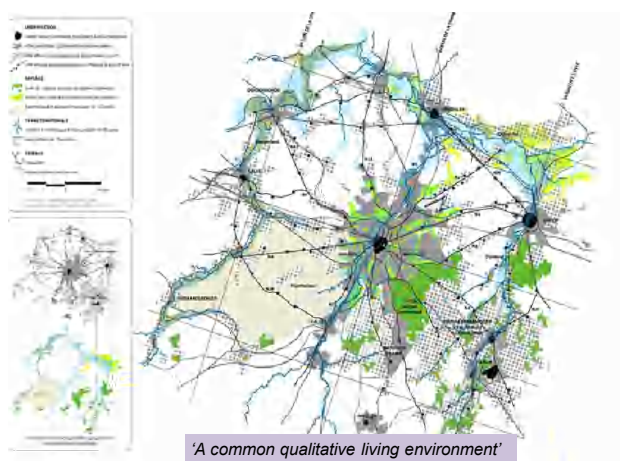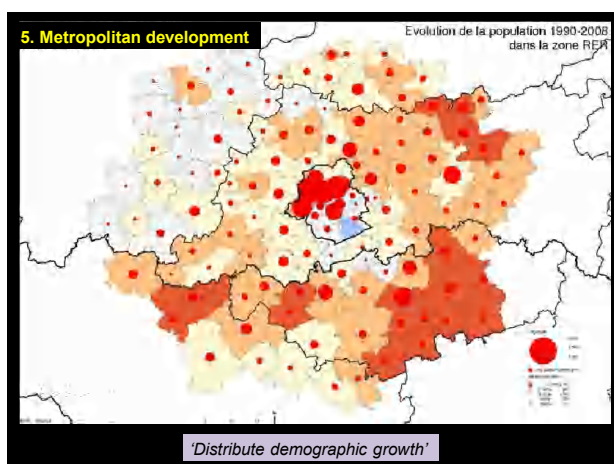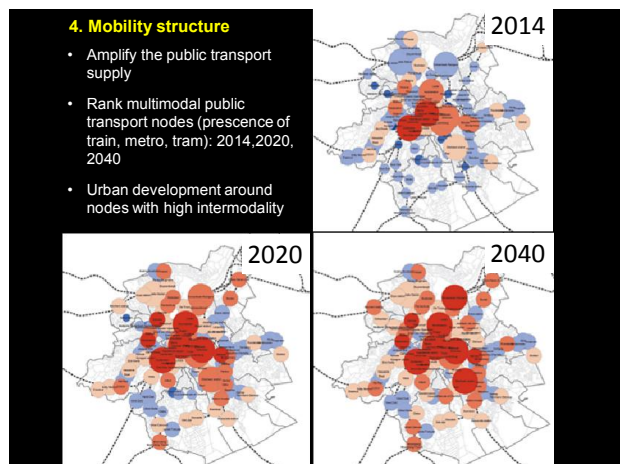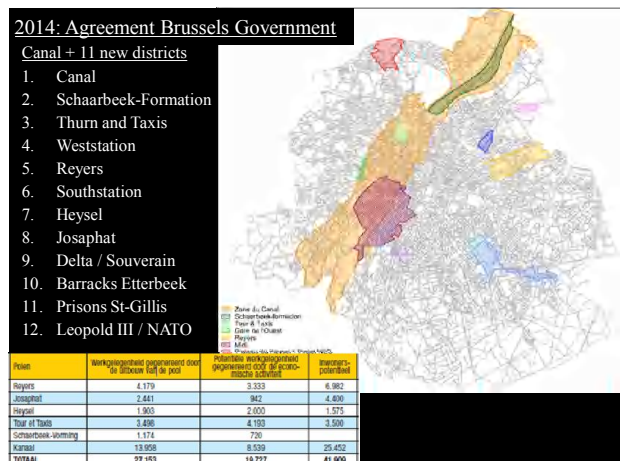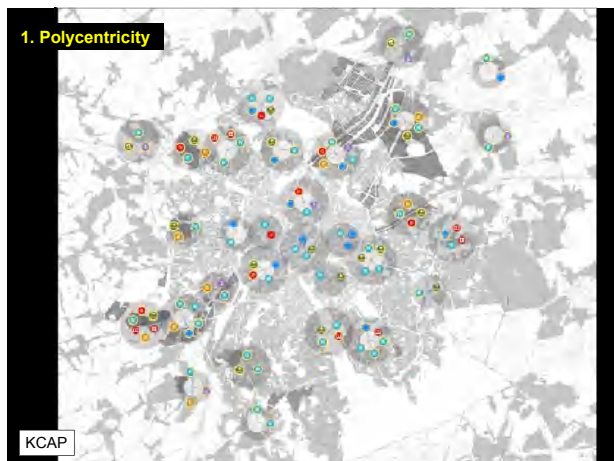
Another polycentric development too, is the mobility structure. The aim is to put a lot of money in amplifying the public transport supply in Brussels. So there was – been made a ranking of all the multi model public transport notes, their presence in 2014. We just have two that rank as primary transport modes, it's the Red Bulls Central Station and South Station and the aim is to, by creating new links, higher frequency to have more of those primary polls and to have in 2014 like eight of them. Schuman for instance will be added, Scarbick Station, but also Etterbig Station for instance. So to become polycentric in that way, to add also urban density and multi-functionality to those will enable better and better connected places, that's the concept.

The metropolitan developments, you see not only Brussels is demographically growing, but all of the municipalities around it. So we need to distribute demographic growth. We need common politics as living environments based on the valley structure. We need zones of landscape co-operations. Co-operations that

could be gone between Brussels and Flanders with, on the valleys, on the rivers, on the park as systematic structures.

Metropolitan consultation for economic attractiveness, because there are network universities for instances to have a debate about where to put a football stadium, or commercial centres. Development of a metropolitan logistic system. So it's important it's a machine, so it needs to work in a logical cooperative way, a logistic system. So that's part of the plan, I have ideas for this and an invitation to our surrounding regional neighbours to work on this together.

Another thing to work on is amplified in the metropolitan public transport offer. We have inter-regional trams, we have metros, we have trains. We have our bus system also. The aim is to better and better make it one system by integrating of ticketing verification, timetables. Have a debate about the organisation of the station. To try to have it more in a coordinated way. Control of road traffic could also be an aim. The ring is a big debate between our regions. Verification, taxis, parking rights, a new system to control car traffic and bicycle highways. So this is also a metropolitan plan for bicycle infrastructure like highways as flat as possible, as straight as possible in a zone from Brussels to about 15 km around it. To have the people coming outside of Brussels to work and get them in by bikes, but also to get the people from Brussels to the recreational zones or the green zones around it by bikes. Thank you very much.

1. Polycentricity

KCAP

2014: Agreement Brussels Government

Canal + 11 new districts

1. Canal
2. Schaarbeek-Formation
3. Thurn and Taxis
4. Weststation
5. Reyers
6. Southstation
7. Heysel
8. Josaphat
9. Delta / Souverain
10. Barracks Etterbeek
11. Prisons St-Gillis
12. Leopold III / NATO

Polen	Werkgelegenheid gegenereerd door de uitbouw van de pool	Potentiële werkgelegenheid gegenereerd door de econo-mische activiteit	Inwoners-potentieel
Reyers	4.179	3.333	6.982
Josaphat	2.441	942	4.600
Heysel	1.903	2.000	1.575
Tour et Taxis	3.498	4.193	3.500
Schaarbeek-Vorming	1.174	720	
Kanaal	13.958	8.539	25.452
TOTAAL	27.153	19.727	41.909

4. Mobility structure

- Amplify the public transport supply
- Rank multimodal public transport nodes (prescence of train, metro, tram): 2014, 2020, 2040
- Urban development around nodes with high intermodality

2014

2020

2040

5. Metropolitan development

Evolution de la population 1990-2008 dans la zone RER

'Distribute demographic growth'

'A common qualitative living environment'
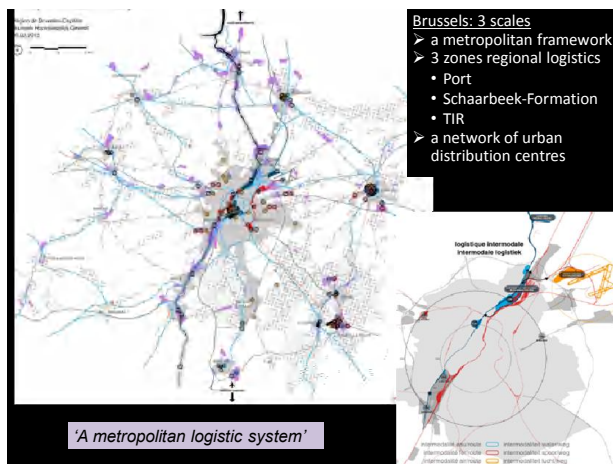
'A continuous, structuring, open-space-network between city and Hinterland with metropolitan parcs and integration of 'forests, agricultural zones and flood areas'

zones transrégionales de coopération paysagère
landschappelijke samenwerkingsverbanden tussen transregionale gebieden

'Zones of landscape cooperation'

'Metropolitan consultation for economic attractiveness'

Consultation about:

- localisation new office-zones
  - vacancy: 30% in Hinterland, 10% in Brussels
  - growing importance public transport

- network universities (international attractivity)

- big equipments: f.ex. football stadium, commercial centers

- development of a metropolitan logistic system

Brussels: 3 scales
➢ a metropolitan framework
➢ 3 zones regional logistics
  • Port
  • Schaarbeek-Formation
  • TIR
➢ a network of urban distribution centres

'A metropolitan logistic system'

logistique intermodale
intermodale logistiek

- train: RER
- + 3 interregional tram-lines
- + RER-bus
- 3 rings
  - tram at regional border
  - tram/bus at 10km
  - tram/bus/rail at 20 km
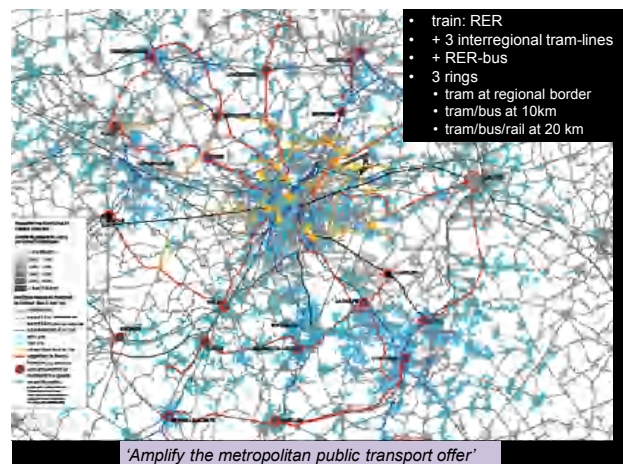
'Amplify the metropolitan public transport offer'

'Optimalise the metropolitan public transport offer'

➢ Role 'Metropolitan Community'?

➢ Collaboration between all public transport providers

  ▪ integration ticketing, tarification and timetables
  ▪ RER: infrastructures, localisation stations, …
  ▪ interregional tramlines
  ▪ RER-bus

➢ Consultation in order to control road traffic:

  ▪ optimalisation Ring (strategic importance for 3 Regions)
  ▪ intelligent tarification in RER-zone
  ▪ taxi-agreement with Flanders
  ▪ 'Park and rides' at RER stations near roads
  ▪ bicycle highways

Bicycle highways

THANK YOU !

Metropolitaan kerngebied

Wiet VANDAELE
Ruimte Vlaanderen

Good morning, I am Wiet Vandaele. I will briefly tell you something about the project that we have started with our department for, what we call them, Metropolitan Core Region. It's the area formerly known as the Flemish Diamond in Belgium so to speak, the eyelashes of the Belgium Eye.

What we think is special about this area is you can see vaguely here it's the area between the cities of Ghent, Antwerp, Leuven and Brussels. It's a heavily urbanised region. Within this region it accounts for 40% of the Belgium population and only 14% of its territory. What we think is most peculiar about it is that it houses many small cities, and I hope I don't offend anybody if I call Brussels or Antwerp a small city. In international respect it is, but they appear in close proximity in this region.

In short, what our plan tries to do is bring out the best of both worlds, of the metropolis and say the small town. We believe that this region holds the potential of functionally integrating these different cities so they could, so to speak start working as if they were one city without losing their characteristics of the human scale that is cherished widely in the region.

I believe we have some territorial assets that we can use to bring this strategy into play. First of all what is typical for this region is the high density of what they call metropolitan functions. We mean by that amenities with an international draw, such as opera houses, stadiums, but also headquarters of international companies, etc.

This comes from a study that compared all European cities about 50,000 inhabitants and it shows that the more inhabitants your city has

the more of these metropolitan functions it holds, which is kind of logical. But then you see the cities within the Metropolitan Core Region kind of outperform their expectations. They are all above the line, which mean that, for instance, a city like Ghent holds the kind of amenities that don't go together with a 200,000 people city but more with a 500,000 people city. We think that has something to do with the idea that these cities borrow size from one another and are able to uphold more of these metropolitan functions than they would if they were located somewhere in isolation and I think we need to work with that.

Also, this region is very well internationally connected. If you look at the maps the 10T, the trans-European networks, this region kind of comes out as one big blob of infrastructure. So it's very well connected into these international networks. It has a high density of so-called metropolitan hardware. Probably because of that, this region remains quite popular with foreign investors. The graph is hard to read, but you'll just have to take my word for it. This is an excerpt from the International Investments in 2012 and then you see that more than 50% of the foreign investment in Belgium was made within the Metropolitan Core Region. Of course all of that territorial capital comes with a flip side. The map on the right shows the large pockets of urbanisation in Europe and then you see that the Metropolitan Core Region kind of comes out as this big blob of urbanisation, even on a European scale. It's because this region is famous, or infamous if you will, for the type of runaway sub-urbanisation that we have seen in the past decades and all the problems of soil-sealing and pressure on open space that comes with it. But it's not just a problem for open space, with it comes pressure on the housing market. There's nowhere else but in this region of Belgium, it's the highest and we are also internationally renowned unfortunately for having the most congested cities.

If we take that and look at the future, as mentioned by the previous speakers, we are facing serious demographic growth. Flanders is looking at an extra one million people by 2050, and that's not even counting the people from Brussels. I think everybody can see that if we keep on, kind of business as usual scenario, these challenges that present will be exacerbated and the territorial capital, our assets will not be valorised. So we think we need a regional strategy and not just every individual city trying to cope with these challenges on its own. We need a regional strategy to tackle these issues.

Very briefly, we are working on a kind of regional division for this Metropolitan Core area that we tried to hang up on two networks, an urban network and a network of open spaces. We think that, as opposed to what we did in the past, was looking at individual cities and individual places within Flanders and tried to make the best of that. Now we think we need to upscale our vision a bit and look at the relationship between places and we think that these networks could be instrumental in doing so.

Also we choose these networks because we think they offer a robust framework for what is in essence uncertain developments for the future and we think that more than anywhere else in Belgium we need a new model for the obsolete model of city versus countryside. We think that these frameworks could potentially offer those. We tried to work on different issues because in a region like this you can start working on very – two minutes already, oh my god. Okay, I'll pick up the speed.

We think first of all we need to work on what is a metropolitan transport system. If you want to move between cities as if you are moving within the one city, you need an appropriate transport system. So we need to conceptualise our public transport within this region as if it were a regional metro. We think we need highways for electric bikes, so people can commute between cities instead of within a city.

We think we need to work on a critical mass of inhabitants to achieve the necessary economies of scale and follow the demographic road to places that are well plugged in to this metropolitan transport network.

I will skip over the metropolitan functions and go straight to the open space I think. A necessary pre-condition for all this metropolitan hustle and bustle that we want to organise is a highly performing open space. So we need to make sure that eco systems can produce enough services like drinking water, clean air, an adequate micro climate in order to sustain all this metropolitan activity that we're about to see. So we need to work on green and blue arteries. The biggest river systems within Flanders and within Belgium run through this area and have their confluences in this region. This has been the kind of framework for urbanisation in the past, but it's kind of forgotten and we need to bring that back as a guideline for development.

We also want to look at this area and try to conceptualise it again as a productive landscape. Because the classical productive services like agriculture or mining have all but died out in this region. We need to look at where they can find a new vocation, such as short cycle agriculture, locally grown food, etc. If all of that works we could conceptualise the Metropolitan Core Region as one of several metropolitan buildings blocks within this delta that was mentioned by previous speakers and we think that through smart specialisation of these building blocks, this delta could become a global contender.

In order to implement this vision we are trying to lobby I should say with the European Commission to get us an ITI, an Integrated Territory Investment. This is a new, fairly new, instrument of territorial cohesion that helps financing regional development. We think we need to work on new types of governance. We don't think the classical way of a region with provinces and municipalities can work, but we really need to find ways of how the different cities can cooperate and make agreement in order to get from – in order to make this jump to the metropolitan level. And I'll leave it at that.

Moderator: Thierry BAERT

A few words perhaps, not on behalf of the one region, I cannot represent in any case, but just to say that their vision is in a sense quite similar to the Flemish one, considering Brussels as a metropolitan area, impacting a lot on the one region. And on their vision of the metropolitan system, I don't disagree with the Flemish regions, I just ask am I right in saying that?

Okay, so an incredible complex situation. Visions that are roughly convergent from the different sectors but lack of influence, lack of authority, no national authority, no federal authority are able to implement the ideas. So, how to make things work, how to put ideas in practice, how to plan at the real scale. That's the task for the following speakers and I will start by giving the floor to Dirk Van de Putte the Deputy Head for the Territorial Development Agency for Brussels and has the dreadful task to present the governing structures in Belgium, and in just ten minutes.

Governance structures and examples of concrete cooperation

Dirk Van de PUTTE
Deputy Director ADT/ATO

1-6 In my presentation, I will give you in the first part an overview of different governance tools developed to manage the Brussels metropolitan area since the federalisation of the country and the creation of the Brussels region in 1989. In the second part I will give you three concrete examples of metropolitan cooperation.

As you have seen already in the previous presentations, one of the specialities of Brussels is that its metropolitan area is spread over three regions, Brussels, Flanders and Wallonia. Three regions that have exclusive competences for organising their own territory and developed their own spatial planning strategies and policies.

In order to first cooperation on issues of inter-regional interests, the regions can sign cooperation agreements between them and also with the federal state. Several cooperation agreements have been signed concerning the Brussels metropolitan area, mainly in mobility and environmental related issues.

I will present you two of them in the days later. Despite the efficiency of this tool, it appears to be sometimes too institutional and not enough operational. Moreover it involves only public regional administrations and no other public sectors, like municipalities, provinces or private actors from the civil society.

In 2012 two initiatives were taken to reinforce cooperation that could have a positive impact on the management of the Brussels metropolitan area. In November 2012, the regional ministers in charge of spatial planning signed an agreement, creating an international information forum. This new tool is seen as an exchange platform on spatial planning issues that could interest more than one region. Of course the Brussels metropolitan area is one of two issues of interest for the three regions. Per year there are at least one meeting of the three ministers and four meetings of the representatives of the three regions. Amongst the several missions of this forum there is for instance the possibility to finance government studies. Two of them will be presented just after.

This is a positive step towards more cooperation in Brussels metropolitan area. Nevertheless, one of the weaknesses of this tool is its legal statute. It is just an agreement between ministers, which was not approved by any of the three regional parliaments. So it's very dependent on the political will of the three different ministers.

A second initiative goes a step further, with the possibility of creating a Brussels metropolitan community. This initiative is linked to the sixth reform of Belgium state that gives more competences and power to the regions. In that framework a political agreement was found to open the possibility to create a metropolitan community for Brussels. This metropolitan community is not a new level of governance, it is a place for consultation that does not affect the autonomy of each region.

But this tool is not yet implemented because the three regions have to now sign a cooperation agreement to define precisely the governance and the content of this metropolitan community. The discussions for the creation of this new tool will postpone it until after the federal and regional elections that both took place in May 2014.

The Senator of the cooperation agreement, creating the metropolitan community is a priority of the newly elected Brussels government. We hope it will be the same for the two other regional governments. As you can see on the left map, the metropolitan community should cover an area corresponding to Brussels region, the Flemish and Walloon provinces. This area is different from the Brussels functional urban area as defined by ESPON which is wider as you can see on the right map.

ADT
ATO. brussels

METREX
Autumn Conference
7 October 2014

Governance structures & examples of metropolitan cooperation

Dirk Van de Putte
Deputy Director
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Overview of metropolitan governance structures
ADT ATO. brussels

Institutional tool: Cooperation Agreements

- Legal Framework : « Law 08.08.1980 creating the Regions »
- Example of « Cooperation agreements »:
  - Maintenance of road infrastructures
  - Coordination of Common initiatives on road and public transport
  - Waste management
  - Water management
  - Mobility of workers
- Limits:
  - Very institutional
  - Not always implemented
  - Involving only regional administrations

Overview of metropolitan governance structures
ADT ATO. brussels

New tool: an interregional information Forum on Territorial Development

- Created on november 2012 (interministerial agreement)
- Composition: Ministers and civil servants of the 3 Regions
- Missions
  - Identify territorial planning processes of interest for at least 2 Regions
  - Facilitate concertation on new planning documents
  - Organise and facilitate exchange of information on new planning processes
  - Finance common studies

Overview of metropolitan governance structures
ADT ATO. brussels

New possible tool: A metropolitan community

- In July 2012, 6th Reform of the State: law opening the possibility to create a Metropolitan Community for Brussels
- Purpose: A place to facilitate concertation on issues of transregional interest BUT respecting the autonomy of each Region

- not implemented yet
- A priority for the new Brussels Government:
  - Sign a cooperation agreement creating the metropolitan community
  - Topic: economy, employment, mobility, environment, road safety…

Overview of metropolitan governance structures
ADT ATO. brussels

New possible tool: A metropolitan community
Area covered is different than the functional urban area

Metropolitan community area

Functional urban area

Overview of metropolitan governance structures
ADT ATO. brussels

New possible tool: A metropolitan community
Members:
  - 3 Regions
  - Federal state
  - 111 Municipalities
  - On voluntary basis : 2 Provinces
Topics of cooperation
  - Potentially: all topics of interregional interest
  - The law insists in focusing on Mobility, road safety and public works on roads

7-12   Below, and so they find who are the members of the new body? The three regions and the federal state, but also the 111 municipalities. The two provinces of the federal Flemish and Walloon province could join on a voluntary basis. And so they find the topic of cooperation, actually all topics of inter-regional interest could be concerned. Nevertheless the law clearly mentioned topics related to transport and mobility are a first focus of the metropolitan community. This metropolitan community is an important step towards the creation of a real metropolitan governance body for Brussels.

We have to face several challenges for its implementation. The first one is the political will to implement, allow and efficiently create the body. Not all political parties are in favour and there are also different perceptions between Dutch speaking and the French speaking parts. So a difference of perceptions can be seen, for instance in the name of the body, which is different in Dutch and French. I suppose everyone is aware of the subtleties.

The second one is a mismatch between the anticipated pyramid of cooperation and the real functional area. But most of you in your cities are experiencing the same mismatch.

The other challenges are more related to finance and governance issues and it will be very interesting in hearing later on during the debate the experiences and recommendations from the cities and regions of Frankfurt, Helsinki and Toscana.

After presenting your three to the Brussels metropolitan area, the cooperation agreements, the information forum and the project of metropolitan committee, I will now present to you briefly three concrete examples for metropolitan cooperation.

The first one are involved public sectors and the third only on perfect sectors. A first example is a cooperation agreement signed between the three regions in 2007, to help low skilled workers from Brussels to find a job outside the Brussels region, and more precisely in Flanders where there is a vacancy of low qualified jobs. It is a collaboration between the three regional employment public offices that decides to cooperation to define a yearly common action plan, implemented by the seated staff in each structure, dedicated staff from each structure. This collaboration is a real success because around 1,000 persons from Brussels have found a job every year.

A second public example is the creation of the railway express network around Brussels. This is also a cooperation agreement signed in 2003 between the federal state, the three regions and the National Railway Company. They are concerned, as you can see on the left map, and it is not exactly overlapping with the functional urban area you can see on the right map. But the mismatch is less dramatic than the one of the metropolitan community presented previously.

The conclusion is the private partners, if they can make an initiative to push forward the development of the metropolitan area and this association is a strong force of lobbying in favour of the promotion of the metropolitan cooperation. They all organised several events, gathering key political and economical decision makers, such as the Belgium prime ministers in the three regions. They are now developing complete projects in the field of economic development, international attractiveness and city marketing. This is a great concrete example of an initiative from the civil society, a metropolitan cooperation. As I said yesterday it's important to take in this process the private stakeholders. Thank you.

Overview of metropolitan governance structures

ADT ATO. brussels

New possible tool: A metropolitan community

Challenges:
- Political agreement to create the body
- How to deal with the mismatching between the perimeter of the metropolitan community and the real functional urban area?
- What kind of governance structures?
  - with so many members?
  - How to involve civil society
- What concrete project to start with?
- How to finance the body and the actions?

Example of metropolitan cooperation (public)

ADT ATO. brussels

Social: Interregional mobility of workers
- Cooperation agreement signed in 2007
- Aim: to help low-skilled workers from brussels to find jobs outside of the Brussels Region

- Participants and Governance structure
  - The 3 regional offices for employment
  - Strong concertation at all levels: strategic, operationnel
  - No common structure but a common action plan and dedicated staff from each structure

- Achievements
  - Have found more than 1,000 jobs/year
  - Have increased employability of job seekers providing job coaching and dutch classes

Example of metropolitan cooperation (public)

ADT ATO. brussels

Transport : Railway Express Network
- Launched in 2003
- Aim: Develop a Railway Express Network in the Brussels Metropolitan area

- Area

Railway express Network area

Functional urban area

Example of metropolitan cooperation (public)

ADT ATO. brussels

Transport : Railway Express Network

Governance structure
- An executive committee: Mobility ministers
- A steering committee: representative of : 3 ministers, 3 regional administrations and 4 public transport administrations
- Technical working groups

Challenges
- Delays for the establishment of the network
- Different views about the aim of the network between the regions and the national railway company
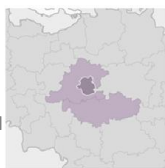- The Region have no words concerning the financing

Example of metropolitan cooperation (private)

ADT ATO. brussels

Economy

Brussels Metropolitan

- Bottom-up initiative in 2007 from the business sector
- Aim: contribute to the economic development of the Brussels metropolis

- Initially: a delimited area of cooperation
But now: no more fixed boundaries

Brussels Metropolitan

Functional urban area

Example of metropolitan cooperation (private)

ADT ATO. brussels

Economy

Brussels Metropolitan

- Participants and governance structure
  - The 3 Regional and the Federal employers federations
  - One common structure with a board, a general assembly, 2 permanent staff and 4 dedicated staff from the 4 structures
  - Projects and structure financed by the 4 partners, CEOs of belgian company, private sponsors and the 3 Regions

- Achievements
  - An european benchmarking study on the competitiveness of Brussels
  - The publication of long-term vision for the Brussels metropolis
  - Lobbying force to promote metropolitan cooperation
  - Concrete initiatives in 3 fields: economic development, internatial attractivity and city marketing

Metropolitan landscapes

Stefan DEVOLDERE
Deputy Flemish Government Architect

1-12   The idea was to talk about study metropolitan landscapes, but in fact the study hasn't advanced enough yet to really discuss it. But what I would like to do is just explain a bit the context in which the study was launched. First of all I have to explain what Vlaams Bouwmeester is what it does. Vlaams Bouwmeester is the Flemish Government Architect. It was established in 1999 and as a sort of consultant for the government, which is embedded in the Flem's administrations, but in the horizontal way, which means that it can play a role as a free agent. It's not place in a specific section.

The Mission Statement is to develop a long-term vision for a high quality architectural environment to advise and supervise the execution of a Flemish architectural policy and to establish and broaden architectural cultural awareness amongst the public authorities. The aim of all that is of course a high quality built environment in Flanders, meaning architecture, infrastructure and landscape. The government architect has a mandate of five years, which means that now we are up to our third one, which is Peter Swinnen, the one on the left. He also has a team and he has a toolbox. I'll try and remember what the toolbox is.

So our message, first of all it's giving advice on public projects, it's participating in media and the debates, also instigating debate. It is an instrument of the open call procedure, which is the most famous instrument, which is a kind of competition we organise for local commissioners to find an architect for their project. It is commissioned art projects, in which we are also involved. It is private projects that try to tackle specific sectorial issues we

launched by the projects on living, on care, etc. Another instrument, important instrument which is roughly translated in 'space laboratory' and that's the one I'm going to talk about now.

It started with a drawing, it was in this book. This is a sort of booklet that we launched at the beginning of the mandate, trying to – sort of a memorandum of the issues that we wanted to deal with during the five years. This is the drawing done by Peter Swinnen, which explains – in fact, I don't know if you can see but this is Flanders and it tries to explain that we want to think about Flanders in, as a special context at large. By doing – by crossing borders, not just physical borders but also sectorial ones and development speculative spatial scenarios for Flanders in, as an urban area within Europe. This drawing also identifies five potential zones for thinking about those scenarios. As you can see one of those is a sort of, around Brussels. Of course Brussels is not part of the Flanders region.

The first project that developed from that idea was a cultural one, which is – we collaborated with the Flemish Architectural Institute to launch a competition for the architecture going on in Venice in 2012. This is a drawing that was made by the winning candidates with a project that's called, 'Mission of the Territory'. What they tried to do is to understand and intervene in the Flemish metropolitan condition through research by design. This research by design was done by graphic designers, architects, urbanists, also artists, sort of a collective. This is a drawing that was made within this project that shows the different sectorial claims and layers that are in the same complex Flemish built environment and the issues that come from that. The main idea is that it is within the built environment that we have to try to make fit, to solve the puzzle of those different sectorial claims.

So the project was shown in the Belgium Pavilion but also in Antwerp in an exhibition room in the art campus at deSingel where the Pavilion itself was reproduced at a scale of 1:2, this is it. It was placed within the exhibition and it was used during the exhibition as a room for discussions and workshops with all different stakeholders in clubs, different government levels, but also different sectors etc. The results from these discussions was published in a book and it was also – another result of this was Labo Ruimte which is in fact another collaboration between us, the team of the Flemish government architect and the Department of Regional Planning

TEAM
**VLAAMS
BOUWMEESTER**

VLAAMS BOUWMEESTER
(Flemish Government Architect)

established in 1999
consultant for the Flemish Government
embedded in the Flemish administration

develop a long-term vision for a high quality architectural environment
advise and supervise the execution of Flemish architectural policy
establish and broaden architectural/cultural awareness amongst public authorities

aim: a high quality built environment in Flanders
(i.e. architecture, infrastructure, landscape…)

Stefan Devoldere, Deputy Flemish Government Architect

1	Bob Van Reeth	1999
2	Marcel Smets	2005
3	Peter Swinnen	2010

TOOLBOX

- advice public projects
- media / debate
- Open Call procedure
- Masterclass for young designers
- Commissioned Art projects
- BWMSTR Prize for public commissioners
- BWMSTR label for innovative ideas
- Pilot Projects
- Labo Ruimte
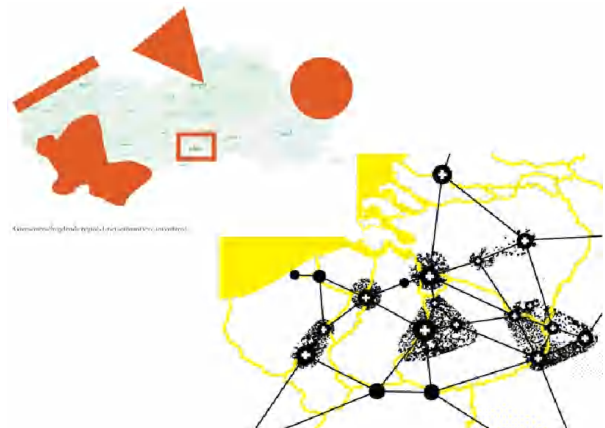
spatial context at large / crossing borders/ speculative spatial scenarios

THE AMBITION OF THE TERRITORY

Understanding and intervening in
the Flemish (metropolitan) condition
through Research by Design

1. A LAND NEVER – Studio Joost Grootens
2. ESTEE – architecten De Vylder Vinck Taillieu
3. BORGLOON – GRAU
4. ANTWERPEN-BRUSSEL – GRAU
5. RIJN-MAAS-SCHELDE DELTA – AWB
6. CONTEXT – Ante Timmermans
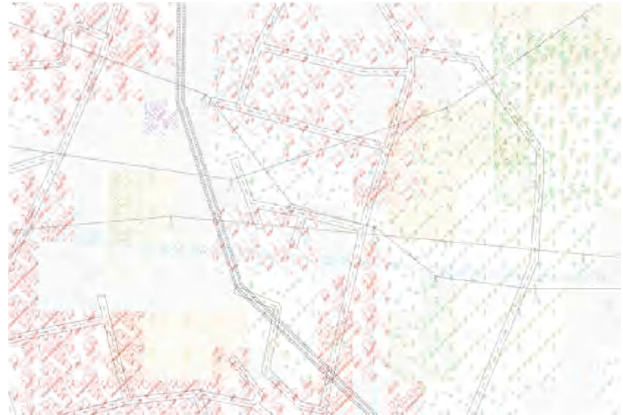
Belgian Pavilion in Venice

Artcampus deSingel in Antwerp

LABO RUIMTE
(Space Laboratory)

open collaboration

Team Vlaams Bouwmeester and Ruimte Vlaanderen (dep. regional planning)

a framework for critical analysis and research by design
on policy-related topics with a strategic spatial impact

from a objective, global territorial perspective

related to ongoing projects in administration and policy

coalitions / multidisciplinary teams / capacity building

current partners

Team Vlaams Bouwmeester / Ruimte Vlaanderen (dep. regional planning)
Vlaamse Landmaatschappij
Vlaamse Instelling voor Technologisch Onderzoek (VITO)
Vlaams Energie Agentschap
Mobiliteit en Openbare Werken
Agentschap Maritieme Dienstverlening en Kust
Brussel Stedelijke Ontwikkeling (BDU/BSO)
Leefmilieu Brussel (IBGE/BIM)
Brussels Bouwmeester Maître Architecte
Nederlands Ministerie voor Infrastructuur & Milieu
Nederlands College van Rijksadviseurs

13-30   The idea of Labo Ruimte is to – it was to be a sort of framework for critical analysis and research by design on policy related topics with a strategic special impact. The objective blew territorial perspective and related to ongoing projects in administration of [unclear 0:05:21]. So building coalitions, using multidisciplinary teams and trying to create, aiming answer, capacity building within the administrations. These are the current partners that are involved in the different research, projects that are running in Labo Ruimte .These are administrations and agencies from the Flemish government, also from Brussels, also from the Netherlands.

A quick overview of the ongoing studies, two minutes okay? The first one was a study on the development of the metropolitan coastal landscape with respected of 2,100. It started in September, it will be finished in 2015 March. The ideas of all those studies is that the – what's it about is being developed during the study. So we had a phase one, which was a sort of big inventory of everything that existed in the coastal landscape. Phase two, was trying to define a design assignment and then Phase three was the actual research by design developed on different cases, which is now going on. So the idea was to combine different challenges, coastal defence, water system, residential development, etc. and doing that on different scales.

The other study was on energy landscapes, trying to see how alternative energy production has a potential in Flanders and how it can be implemented in the urban structure of Flanders with a specific case on geo-turbine power, which will – which is starting up now. The third one was on a territorial development in the Lindberg area which does the same thing but on a very big scale, meaning almost the Delta, the Euro Delta area in combination with our colleagues from the Netherlands. The last one is currently being development, is the metropolitan landscapes, which tries to investigate the structural potential of urban space in the Brussels metropolitan region and beyond. It started in May 2014 and will be finished in May 2015.

These are the partners, meaning that the basic partners, the government architect and [unclear 0:08:34], which is an agency that develops open space structures for recreation etc. Then our colleagues from Brussels and the Brussels government architect.

Phase one is an analysis and design assignment, which is now ongoing and then pretty soon we will start with Phase two, which is design by search onto specific cases.

Maybe just some images. So this is Brussels, Brussels and beyond.   It just shows some images from the study that it is now being done. This is an analysis of the first physical systems of [Ballis 0:09:26], open spaces related to the mobility network and sort of investigation of the edge conditions between urban space and urban structure and its potential interactions on a big scale and on a specific urban design scale. The idea that the metropolitan condition emerges from a certain level of accessibility, the potential for multiple programming and a certain system value in the existing systems of water or mobility, etc. Of course the fact that a metropolitan condition is something that has an added value on different levels and multiple scales and that's the image with whom I want to end, because of course it was the important thing is that the study is now that, we've got different stakeholders around the table and it's a study that combines Flemish actors and Brussels region actors around the project and hope that people end in an interesting follow-up.
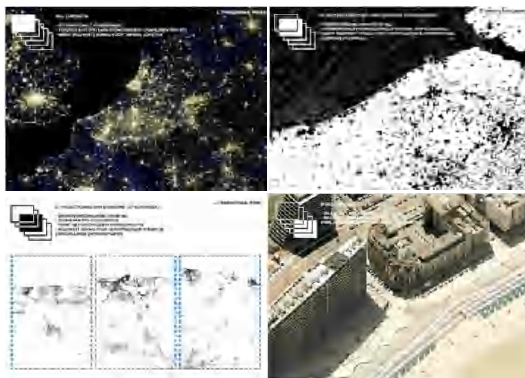
ongoing studies

METROPOLITAAN KUSTLANDSCHAP 2100
(metropolitan coastal landscape 2100)
september 2012 > march 2015

Phase 1: inventory (BUUR, Alterra)

Phase 2: design assignment (H+N+S, Deltares, Atelier 1:1)

Phase 3: research by design / cases (Atelier Visionaire Kust)

coastal defense   watersystem   agriculture

port & logistics   residential

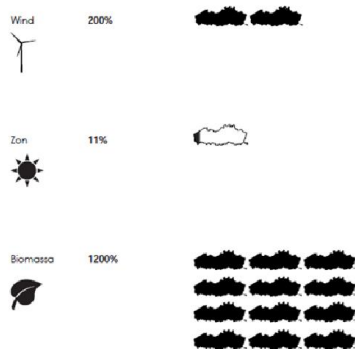combining different challenges
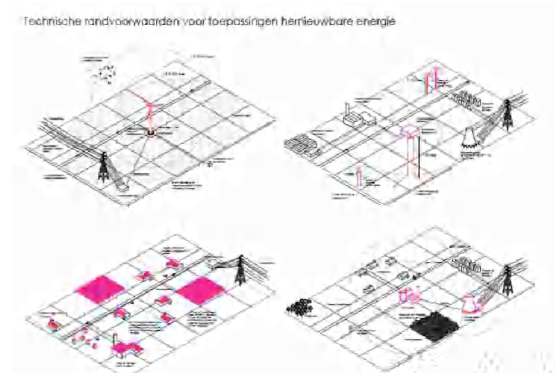

combining different scales

ongoing studies

METROPOLITAAN KUSTLANDSCHAP 2100
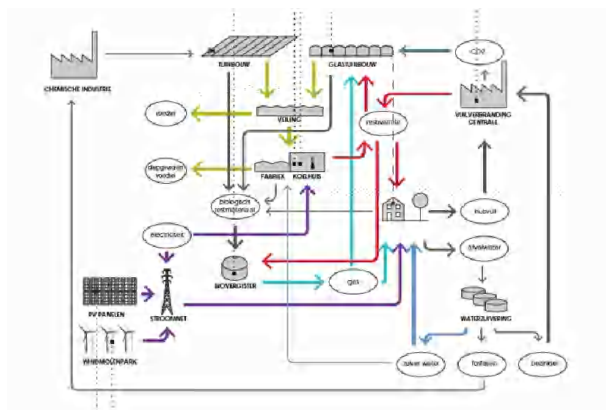(metropolitan coastal landscape 2100)

ENERGIELANDSCHAPPEN
(energy landscapes)
september 2013 > august 2014
Atelier Diepe Geothermie
(case geothermal power)
september 2014 > december 2014

feasability of alternative energy production in Flanders

energy production in a spatial urban context

collective systems combining demand and production

Fig. CASES

physical system, valleys

open space + mobility, behavioral patterns
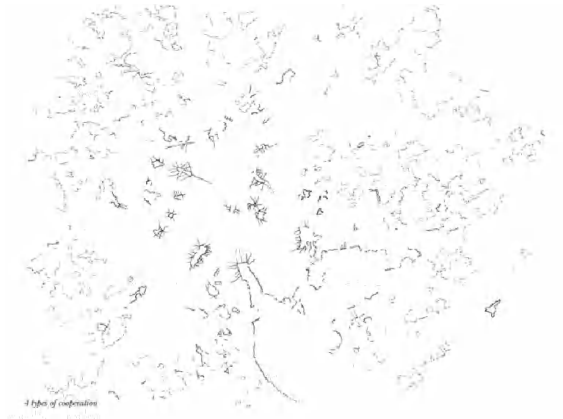
edge-conditions & potential interactions

metropolitan condition = accessibility + multiple programmes + system value
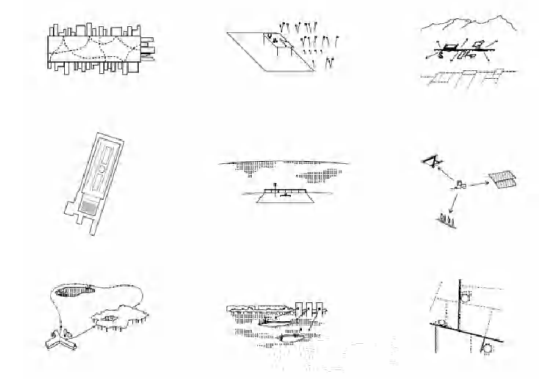
edge-conditions & potential interactions
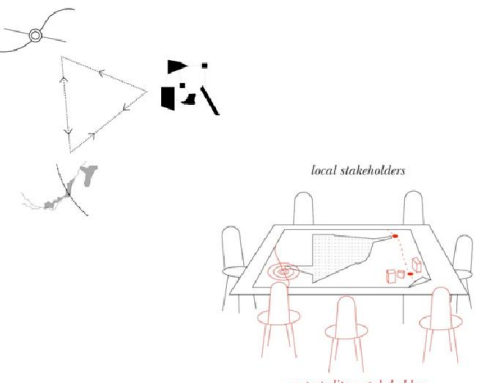
metropolitan condition = multiple scales = added value on different levels

Noordrand

Maarten LENAERTS
Brussels Urban Development
Wiet VANDAELE
Ruimte Vlaanderen

Maarten LENAERTS: I will present a quite fresh project Noordrand is working on, since a month now and I will present it together with Wiet just to show we're able to work together as regions. I am from the Brussels region, he is from the Flemish region. As we are in the starting phase we are just very curious to hear your dips and tricks maybe for later on in the process.

What you see here is an aerial photo of the area you work on, the Noordrand, it's the northern fringe of Brussels, or a part of it. The language is an issue in the Brussels metropolitan region and it's flipped, it's like an uncommon angle to show it and I think even people quite familiar with the region or the area have some – can have some difficulties at the beginning to situate themselves and that's exactly what we want to achieve with the study. To look at it with a different perspective. What you see here is the national airport, from where you flew in probably, the canal zone. This is the city centre, so the city centre is over there and here is the northern edge. This is the big ringway around Brussels.

What you don't see on the picture and previous speakers mentioned it already is the regional border. It's here somewhere, but you don't see it. So that minister's border is not related to it with functional, spatial, social or economic boundaries in the Brussels area. That's important. Apart from around the Brussels urban development, there are two other partners associated with the project. The province of [unclear 0:13:14.2] is just another government layer in Flanders]. It's the government agency dealing with soil, soil

remediation, there are a lot of soil pollution issues, especially in the canal zone, the former industrial area. A lot of speakers have spoken about it, I will not go into much more details about the complexity of Belgium institutionally, I don't want you to miss your canal boat trip this afternoon. But what I can say is that there is quite a lot of competition between Brussels and Flanders still, tax income, people pay their taxes in the region they live in, not where they work. There are a lot of – investment can only be done at one spot, so a lot of prime investments are either on one side or the other of the border of course. That's important and so there is a lot of conference, distrust and there's a lack of tuning. As the ringway is in Flanders they can, and they have decided to broaden it with like just a small amount of intervening of Brussels. So there was not really a dialogue about it.

There are a lot of noise pollution issues related to the Airport, so where can aeroplanes fly, where don't they fly, is it over Brussels, is it over Flanders. As such, these issues, mobility, noise pollution, airport city, they're just everywhere. Just here they're translated into this context of community issue and it means it's putting it in context and it all rises even more as a situation for us as Flanders. That's the context we work in.

So this picture already, so we tried to combine the three strategic spatial planning documents. In fact you saw a lot of metropolitan maps already this morning. But it's only since a few years that exist before, like in Flemish strategic maps, documents, there was like a white hole in it, so you ask yourself, is this a big lake or what is it? And Brussels the same, it was just an island and you didn't know if you crossed the border would you fall off, or what would happen. So that's a big step forward I think, that we now start to produce maps combining developments in the different regions.

As you heard in the previous presentations as well, kind of coincidentally we all work now on the renewal, on the update of our strategic documents. And this, together with the inter-regional forum and the agreement that was signed by the ministers gave us the opportunity to work on the northern edge of Brussels together.

Actually it was not us, it was the Flemish government, it was Wheat that asked us to work together on this project. So he's the real boss and it's important that it's the administrative level up until now that is involved. We try to involve the political level, it's not easy. From

the Brussels side they're like reluctant, they were – what will happen with, they don't feel trusted, is there a hidden agenda behind it?

Another point that didn't help is the rapid rise of the Separatist Party in Flanders actually, after the last elections. So this is the Noordrand I already started to introduce it to you. Actually it's an area with a lot of potential, a lot of development is going on and we have the demographic ground we talked about. There are a lot of projects developing, but they're like scattered and there's not like a coherent and a global vision for the area as a whole. It's really fragmented, a lot of big infrastructures, mono-functional zones, business areas, the airport, historical villages in between and what we want to do is use the demographic growth as a leverage to make a transition for the area and to make it a more urban mixed, dense and well-connected area. We will tell you how we've tried to do it.

Wiet VANDAELE: So Maarten has explained to you the context that we work in and what we are trying to do is to come up with a common project that is shared by the two regions for this cross-boundary area and looking for common ground. We started by building this coalition between the partners, those you see at the bottom, and now we're involved in a trajectory of co-production with stakeholders and inhabitants of the regions. So we have organised workshops, we're going to have the second one at the end of this week, where we ask local stakeholders, anybody who has anything to gain or lose anything from our initiative. We want to confront with our vision and help us hammer out a vision for the Noordrand. We're also trying to involve, not just organised stakeholders, but also just inhabitants by launching an online inquiry that will start in November. We are using research by design, we have hired three design officers, to help us hammer out this vision and we have started first with a workshop with a contribution by experts in the field of economy, demography, mobility, international vocation and swirl, and use that as a kick-starter for the debate with the stakeholders.

Moving right along, we're not just trying to come up with a nice vision and beautiful images for the area, we're actually – this is a highly dynamic area with an enormous amount of projects that are now going on. This is a map of all the projects that are known to us and going on in the area, you can see a lot of overlap. Our first step was to actually start monitoring these

developments and try as we come to new insights in our vision process, to try to coordinate better with it, between these projects and try to make them kind of aligned a little more or less with the vision as it develops.

Moderator: Thierry BAERT

Thank you, we now ask three European colleagues to present their thoughts about the Brussels' situation, so we thank the panel and ask a representative from Frankfurt, Helsinki and Tuscany to join us. The challenge is to react to the Brussels situation with a five minute presentation.

Reflecting the Brussels Structures

Reinhard HENKE
Regional Authority FrankfurtRheinMain

1-6   Well good afternoon. The Frankfurt region means we are of course dominated by the city of Frankfurt. This image you see the skyline of Frankfurt, with what used to be the highest skyscrapers of Europe, 250m, and there in London they built the Shard now. We still have the European Central Bank, so the real capital of Europe, the financial capital of Europe, the arrow is pointing at the intermediate headquarters, but now these days they will move to this modest nice building on the river. However, this is not my professional perspective because I am employed by the region, whatever the region is. From my perspective Frankfurt is somewhere in the distance. The European Central Bank plays a role but not the most important role.

Frankfurt is just one of the 75 cities that form our region. Others, the names of which you may never have heard, however, Eschborn is the city where now the Frankfurt Stock Exchange is located. That may be a surprise for you. Kronberg below is the city or the town with the richest inhabitants of Germany.

Reflecting your situation, this is what I have been asked and well I have tried to put myself into your place and this is the result and plan with the whole – but the core of my reflection is that I have been struggling with language and meaning issues. You are talking about regions, we all are talking about regions, METREX is about regions. For me, this would be Brussels region, and I think this would be the metropolitan in METREX terms. And at least this is my perception, a European planner's perception. I'm a planner and planning on a regional scale. However, in the middle of this region would then be – is this the city of Brussels or is it something different?

Obviously, there is a problem in the nice language Dutch and this is called the Brussels Hoofdstedelijk Gewest and I'm a minority, I'm a member of the minority group, I am a German who speaks Dutch but not French. So, welcome to Brussels to me.

If this is when the Brussels Hoofdstedelijk Gewest what is then the city of Brussels? This is the city of Brussels and this had been a real surprise for me, but this strange shape is actually the city of Brussels. When I saw that for the first time I thought it was a mistake. However, the key to the problem language-wise is that in French this is called the La Région and this, I think, is confusing people from the outside world, because I mean the rest makes sense because nobody who doesn't speak Dutch understands this and it is thus not confused. But those who speak other languages and see that nice word 'region' may think, get the wrong perception.

FrankfurtRheinMain Region

Reflecting the Brussels Structures

Reinhard Henke,
Regional Authority FrankfurtRheinMain, a METREX member
7.10.2014

The Core: Frankfurt am Main

European Central Bank

FrankfurtRheinMain *Region*

Frankfurt
European Central Bank
Oberursel
Eschborn
Sulzbach
Schwalbach
Kronberg
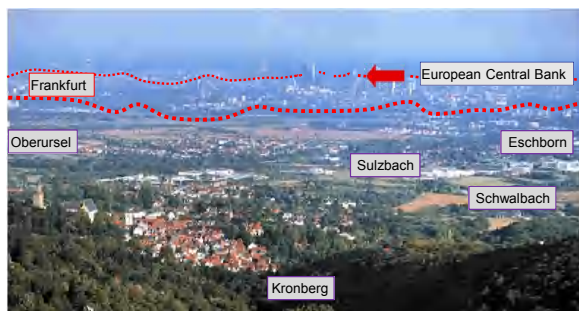
Reflecting your Situation

Language and Meaning

„Brussels Region"

(Metropolitan Region in METREX terms)

European Planner's Perception

Stadt Brüssel?

Language and Meaning

Dutch	French
Brussels Hoofdstedelijk Gewest	Région de Bruxelles-Capitale
Stad Brussel	Ville de Bruxelles
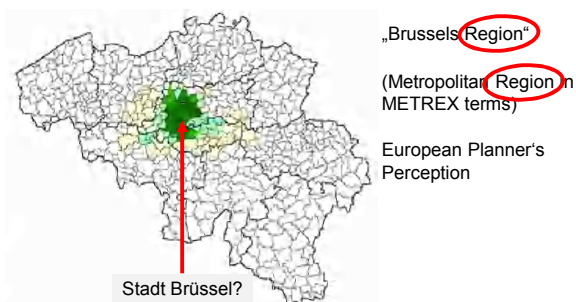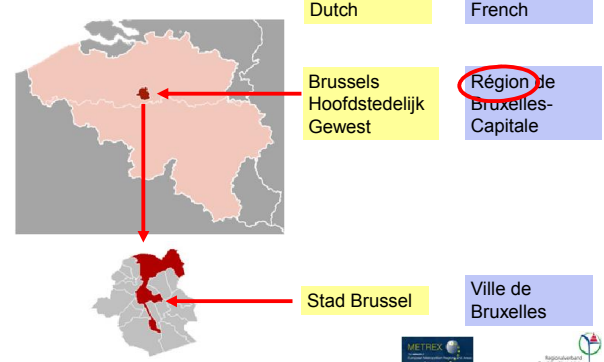
7-9   But in reflecting it also means what are we doing planning-wise. Normally we have, on the level of municipalities, one large use plan and based on that many local plans. The use plans are called Flächennutzungsplan, local plans are called Bebauungsplan planning. This is the German standard. However in our region it is different because we have 75 municipalities. Normally they would have 75 land use plans and this is not the case here because we have just one land use plan and this land use plan is done by us, by the regional authority that is employing me. So it's just one land use plan.

There's no hole in our plan, our land use plan is the regional land use plan. It's covering 75 towns and cities. It is legally binding for local planning, looks like a plan looks, no point to go into details for this audience.

The key to our success is that we have the right balance between strictness and flexibility. This plan, sometimes it's called a weak instrument because it is not really binding, not really guiding or whatever. However, I think this is what helps because municipalities, who are the carriers of the development, do not feel that it's something imposed upon them. And what is also key to this the decisions about that plan is taken by t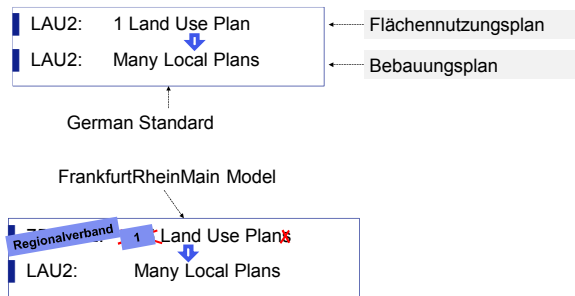he 75 municipalities in one forum because our regional parliament in chamber consists of delegates of these 75 municipalities.

Coming to the end already, there is a nice network dealing with these topics of cooperation between municipalities outside the core and these municipalities outside the core are not only suburbs, or sleeping cities, or whatever, but in polycentric structures like our region, or the region we are now here in, very urban parts are quite important and this is an network dealing with that, Flanders and we are members. Sometimes this is called 'urban rule relationships' but I think this does not hit the point really. 'Very urban' is the word we are using in this meaning, it is uniting the best of both worlds, the worlds of the rural and the urban. I am quite convinced that there is a high potential for METREX purpose synergies and if you want to see more of that, there's the website. That's it, thank you.

German Levels of Planning Modified Regionally

| LAU2: | 1 Land Use Plan | ← ········· Flächennutzungsplan |
| LAU2: | Many Local Plans | ← ········· Bebauungsplan |

German Standard

FrankfurtRheinMain Model

| **Regionalverband** | 1 | Land Use Plans |
| LAU2: | | Many Local Plans |

No hole in our plan

▌ Regional Land Use Plan

▌ Covering 75 towns and cities

▌ Legally binding for local planning

▌ Right balance between strictness and flexibility

▌ Decisions taken by the 75 municipalities

▌ …in a joint Parliamentary Chamber

8   30.10.2014

Joining Forces: Network for the Peri-Urban Area

▌ Peri-Urban Regions Platform Europe: PURPLE

▌ 15 prosperous European Regions

▌ Flanders and we are members

▌ Experts in what others might call urban-rural relationships

▌ The best of both worlds

▌ METREX-PURPLE-Synergies

www.purple-eu.org

9   30.10.2014

City-region governance and spatial planning in Tuscany region

Alessandro MARIONI
Regione Toscana

1-6   I show you some notice about our region in the context, in European context. We are one of the 20 region of Italy and I'm trying to evidence the difference between what we heard this morning also for the spatial planning situation. We are not so bigger and so high density population in Tuscany. We have three million almost 700,000 residents and our region is divided into ten province. This is a different legal sort of model between the region and municipality. The situation in Italy is changing about this level probably a province it will become a secondary order… secondary level, probably there is not the election directly of the politics of the President but we still don't know. Probably in the next month we will, the national government give us more detail about it.

Anyway, we can describe at you our dimensions and our regional dimension. Population, people live in Tuscany don't live everywhere but normally stay along the River Arno, that is the main river of our region that cross Florence and Pisa and arrive in the coast and the 30% of people living in Tuscany they live there and this is probably… and this situation became bigger and bigger in the last 50 years of course what we call the metropolitan area, the only metropolitan area in Tuscany is the area around Florence and probably between Florence, Prato and Pistoia.

I show you here then our spatial planning system because in Italy we have a national level but the national government give us only the national guidelines. A national law but they do not decide explicitly in which way each region have to do any spatial planning. In Tuscany we have our own law and our own law, at the side

of that we have a regional level with a regional plan, a provincial level, the name is territorial coordination plan and a local level that in the region, in Tuscany region, we are divided into two parts, a strategic plan and another operative plan and this the difference started in 1995. For the regional level they are now our… regional plan have mostly a regulative role for the provincial in law and local policies. We don't have explicitly the paper of the map of our region, it's different from where we've seen before also for Frankfurt. We only give the rule established the rule for environmental preservation.

For the first time in the last ten years we have decided that there is a special place in our region that needs the help of Tuscany region to do something, that is this place, inside of the metropolitan area of Firenze and this is the area between Firenze and Prato and for the first time we have really a spatial planning for that area. We arrived by agreement with eight municipalities the two province and the region of course to do that. For the first time the regional plan is also a very special plan.

Also more than that the other two rule of our plan it has also a master plan of the regional ports and airport and just in the last July we have adopted for the first time our landscape regional plan. This is another different situation that we have in Italy in the last year when they have decided… there is many, many things are decided also about the landscape, and so there is a special agreement between the minister, the government and each region because each region has to do the regional landscaping but we don't… we not have a national landscape plan but every region will do that, and we have adopted the last two 2nd July.

Slide 1

city-region governance *and*

spatial planning *in*

TUSCANY REGION

METREX - *Brussels autumn conference*
07 October 2014

Arch. Alessandro Marioni
REGIONE TOSCANA
Settore Pianificazione del territorio

About Region of Tuscany

22.990 Kmq   7,63% of Italy

3.692.828 Hab   6,08% of Italy

20.000 euro   annual per capita income

More…

- 10 Provinces

- 280 Municipalities

Density 155 hab/kmq
(Italy 201,64 hab/ kmq)

Most populated cities in Tuscany

Florence 377.207
Prato   191.268
Livorno   160.512
Pistoia   90.192
Lucca   89.204
Pisa   88.627
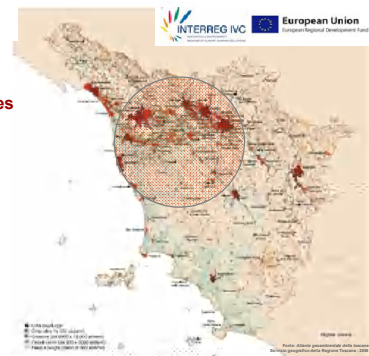
The Urban dimension – Residential centres and nuclei

Spatial planning in Tuscany Region

- **REGIONAL LEVEL**
  - *Regional Territorial Plan (P.I.T.)*

- **PROVINCIAL LEVEL**
  - *Territorial Coordination Plan (P.T.C.)*

- **LOCAL LEVEL - Municipality**
  - *Strategic Plan (P.S.)*
  - *Operative Plan (R.U.)*

REGIONAL LEVEL - *Regional Territorial Plan (P.I.T.)*

- Have mostly a regolative role for provincial and local policies
- Establish rules for environmental preservation
- Cross-sectorial planning and in limited areas
- Regional port and airport Masterplan
- Landscape regional Plan

7-18   When Regione Toscana was instituted during 1970, as all the other region in Italy, one of the first study was about this area because also with the definition of the polycentric city the most people living in Tuscany lived in this area from Livorno to Pisa and we understand immediately that this is the most criticised part. This is the metropolitan area and the circle indicates the border of the project that I have described before, that is we call it Agricoltural Park in the Plain, and that I show you the difference from when... from the picture that we saw that at the beginning it was a typical agricultural place that we went and this is the grow in the last 50 years and now this is our data that we have for the urbanised area in that area. On the the right you can find Florence, the last part of Florence on the top Prato this is the eighth municipality that's become involved in the agreement and that since last February we have in our regional plan this project.

Now this is the picture of the municipality, but what I want to show you there is also another important thing that we are just doing this month that is probably we probably we will be able to have another law for a spatial planning in Tuscany that want to try to contrast the consumption of the soil and this is also useful for this area but also for the area. The description this is the actors involved in the project that we are making in two meetings in participatory process with the stakeholders association, etc, but this is very long.

The first result was to build a path, a pedestrian and cycle path inside of this area so that the people that live and work there can also feel much better they are when we live, but this is what I want to speak about to you, the newest and it's the new law probably that we have before the last... the new year, we want to contrast the land use and (inaudible 08:11) landscape and especially promote a multifunctional rule of agricultural land and more developer participation, but we have already done that also in the last law.

The first important... the point of the contrast, the consumption of the soil news is that they put the definition of the urbanised area. Every municipality plan has to do that and the rule will be that a new residential building will not allowed anymore in area outside of urbanised area and probably this law stop also the situation inside of our metropolitan town but not only there but to promote their use inside. Yes, so it's complicated.

The Metropolitan Area
between
Florence and Prato

713.821 Hab.

The Infrasture Network

THE POLICENTRIC CITY IN CENTRAL TUSCANY

REDEFINIG RELATIONSHIP BETWEEN RURAL AND URBAN

Restore open spaces as strategic elements for the production of public goods and for goods and services for the urban population

Redefinition of the relationship between rural and urban spaces through the design of periurban spaces.
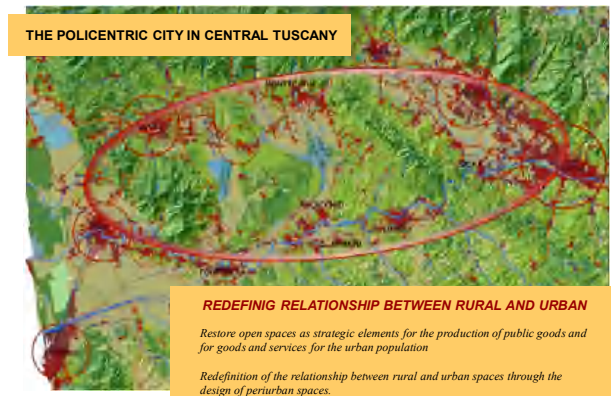
The Metropolitain Area of Florence - Prato - Pistoia
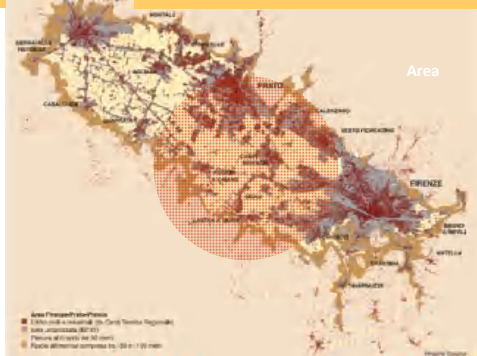
1954   1978

The Urban growth in the Plain between Florence and Prato

The Urban growth

in the Plain

between

Florence and Prato

(1954 – 1998)

BEFORE 1954   AFTER 1978

Monitoring of Urbanized Areas *1954 - 2007*

Monitoraggio dei territori urbanizzati
periodo 1954/2007 metodo per campionamento - periodo 2007-2010 metodo per poligoni

Anno	Valori assoluti in Ha	Valori % su sup. terr. Reg	Variation % year	Variation % Ha/day
1954	82.536	3,59		
			0,077	4,83
1978	124.816	5,43		
			0,079	4,97
1988	142.948	6,22		
			0,054	3,42
1996	152.920	6,65		
			0,067	4,19
2007	169.740	7,36		

The Agricoltural Park in the Plain

8 Municipalities Involved   **713.821 hab.**
7.000 ha

Actors involved in the development of the Agricoltural Park of the Plain

Political Level: Mayors of local councils
• Presidents of Provinces of Florence and Prato
• Regional President and delegate
Technical Level:
• Technical working group of regional government, local municipalities and provinces
• Technicians from the state Supervisionary Board on archeology and monuments
Communication
• The official representative for Commucation for the Regional Goverment
Stakeholders
Associations

RESULTS

The new regional law for spatial planning

• Contrast land use

• Enhance the heritage and landscapes

• Promote the multifunctional role of agricultural land

• Develop participation

contrast land use

Punctual definition of urbanized area

New residential buildings are not permitted in areas outside the urbanized area

Promote reuse and redevelopment through incentives within the urbanized area

Thanks for

your attention!

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European City-region Development:
Reflections on Brussels Region

Irma KARJALAINEN
HSY
Ilona MANSIKKA
Uusimaa Regional Council
Douglas GORDON
City of Helsinki

1-6   *Irma Karjalainen :* Hello everyone. So we decided to give this presentation together to symbolise the cultural cooperation with the department and authorities in Helsinki metropolitan region and there is another reason, we have no photos of the inhabitants of the Helsinki regions. So we also symbolise the inhabitants of Helsinki region.

Now, let's cover the topics. We have now divided this presentation into three parts. I will first tell about the Helsinki metropolitan region and Helsinki region what it's all about, thereafter governance structures, secondly Iona will be giving a speech about this spatial planning and the conclusions, how this really works in practice, will be done by Douglas Gordon from the City of Helsinki.

So let's start with this Helsinki, here is Helsinki, Helsinki region, Helsinki the core city has about... should I say first Helsinki metropolitan area has 1.1 million inhabitants and most of them live in the city of Helsinki with over 600,000 inhabitants? In the whole region we have 1.4 million inhabitants and this is the most important area in Finland in terms of the economic working places and so on. We have a high amount of working places in this area, over 650,000, and it means that there are a lot of people come here to Helsinki, but the good news is that we had a study about the working places locations, all these locations are within walking distance from railway stations and we have excellent public transport and the next slide here explain how does it come.

So Helsinki metropolitan cooperation, we have in the Helsinki region 40 municipalities, three international organisations and how do we continue (inaudible 11:38) regional services? In 2010 these four municipalities they decide on basic agreement, established the agreement these regional services and it was adopted each of the cities, each of the four cities and the result are these HSL, Helsinki Region Transport and then HSY, Helsinki Region Environmental Services Authority. So we have one operator for public transport planning, one for transport and second one for environmental issues.
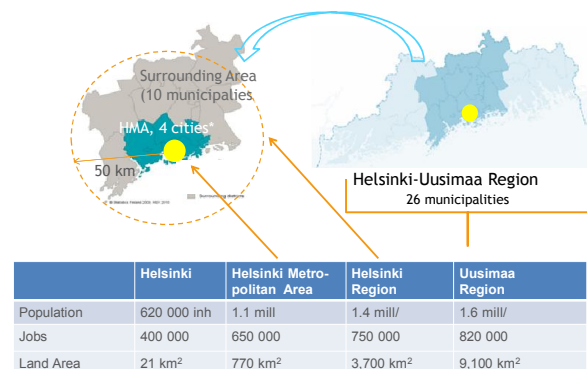
And these two authorities have a very close cooperation, spatial international planning cooperation and a good example of our good cooperation, with the cities and authorities is that if you travel from Helsinki Airport to the core city you can take the same ticket it gives you the access to train, bus whatever, we have the same ticket system for the whole region and now Iona will explain more about spatial planning.

Ilona Mansikka :   Hello, I'm from the Regional Council of Helsinki Uusimaa region. We are making the original plan in our provinces and here the landuse planning system in Finland. So we also have our national objectives that are guiding us in the regional planning and we are making the regional plan of 26 municipalities and six provinces how you call it or sub regions as we call it, and then this regional plan is guiding the municipality plans with specific plans and some detailed plans. Now this system is quite hierarchical, it's quite good, it's quite safe but it's really slow and stiff and my question is that is it too slow for the dynamic metropolitan region?

We have regional challenges, we have urban sprawl and because of that we have wide commuting. Helsinki as a capital has a very good source of housing but rest of the region we have a really bad shortage of moderately priced housing. Okay, we have all the global challenges, we have the aging population and climate change, the problem is that... the biggest problem I think is the cooperation that... to be straight, we have a lot of competition between municipalities, between the provinces, between the regions even and that's why we need more than one form of cooperation which is still it is very good but now we have... the government is preparing for us a more binding frame for cooperation and I think that Douglas will tell more about it.

Helsinki – city / metropolitan / region

Irma Karjalainen HSY, Ilona Mansikka Uusimaa Regional Council, Douglas Gordon, City of Helsinki

European City-region Development: Reflections on Brussels Region

Helsinki-Uusimaa Region, the Helsinki Region and the Metropolitan Area (HMA)

|	Helsinki	Helsinki Metro-politan Area	Helsinki Region	Uusimaa Region
Population	620 000 inh	1.1 mill	1.4 mill/	1.6 mill/
Jobs	400 000	650 000	750 000	820 000
Land Area	21 km²	770 km²	3,700 km²	9,100 km²

Metropolitan Co-operation in Helsinki Region

Voluntary co-operation
- 14 municipalities
- 3 intermunicipal organizations

Regional services:
HSL- Helsinki Region Transport
- regional public transport,
- transport system planning (14)

HSY -Helsinki Region Environmetal Services Authority
- 4 cities with joint Climate plans, air quality
- regional GIS data,
- waterworks, waste management

Uusimaa Regional Council
- 26 municipalites -but not directly elected

Land Use Planning System
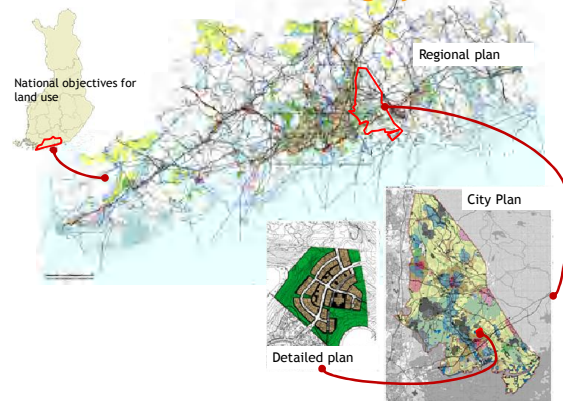
Regional challenges

- Urban **sprawl**
- Helsinki has very good social housing but the region has **a shortage of moderate priced housing**
- **Ageing population**
- Excellent public transport– but need to **improve public transport in region**
- **Climate change**: mitigation and adaptation

Strategic Spatial Plan 2050

- Integration
- Urbanisation
- Connectivity
- Cohesion
- Zero-Carbon Metropolis

7-10   *Douglas Gordon:*   Cooperation is not enough. We've seen that this morning between Brussels and Flanders and this audience I think will be astonished for me to say that there are great similarities between Brussels and Helsinki. At first glance you wouldn't think that because one is very small and one is very large, but in fact if you compare that all the municipalities in Helsinki and also in Brussels they are competing for people and they're competing for jobs, they're competing for investment and what we have to do is to remember that what are the results of all this, this competition? In Helsinki we have a compact city with high quality public transport, 73% of people use public transport, it's the opposite in the region. The region has urban sprawl, just like Brussels. So what do we have to do? So what I'm about to say applies also to Helsinki and to Brussels.

First of all we have to integrate. That's the only way forward. We have to work together but we have to integrate through a legal framework and it means we have to urbanise the region. Now how do we do that? We have to then minimise the amount of development taking place in those sprawl areas through building development corridors, creating the critical mass and then building public rail transport. So mobility has a major impact on the city and city regional structure. It is the only way forward. So we have to minimise urban sprawl and the development potential that will be created through the connectivity will act as a great economic spur for the integration process but, at the same time, we have to have spatial and social cohesion.

Now this morning it's been very interesting that all the speakers talked about inter-regional situation. They didn't talk about the intra and one or two raised some issues about social problems of poverty. In Helsinki in our metropolitan area we are mainly dealing with intra, that means working within the region because we're nowhere near a polycentric... a mature polycentric structure that you have in Brussels and finally I don't think anybody mentioned going towards a zero carbon city region. That is essential, but that has to be one of the foundation blocks for planning.

So we have to have a process and what kind of process? Well we're in the very heart of the European Union so we go with the territorial agenda, we go for urban balance, we go for city to city region and that means we have to have spatial cohesion and if you have read any of the territorial agenda of the European Union you'll find that the polycentric process is the means

by which we achieve urban allies and this is a concept both for Helsinki but it could also be equally the context and concept for Brussels because here the mobility is not simply radial, here, here, here, here and here, but it's also transversal, three layers of transversal to create a radial and transversal polycentric structure and still cooperation is not enough.

The key message I'd like you to take away is that we all have to start from believing in planning. That's the key message, if we believe in planning but we have to do it through a legal and financial framework. Good cooperation is in itself necessary but in order to have effective spatial planning we have to have a legitimate framework that ensures decisions are carried out. Thank you
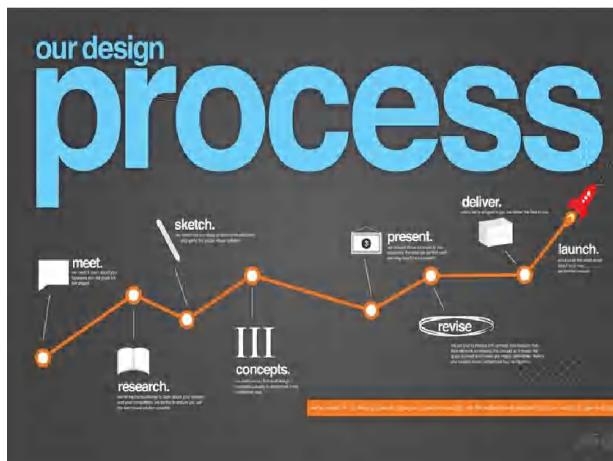
Polycentric Process

- The Territorial Agenda interprets spatial cohesion as being a 'polycentric process of development' for the City-regions

Concept for Network Metropolitan Region

- Polycentric city-region - city-centre revitalisation continues
- Urbanise the city-region: stop Urban Sprawl
- East-west development growth
- Development Corridors - critical mass for Rail public transport
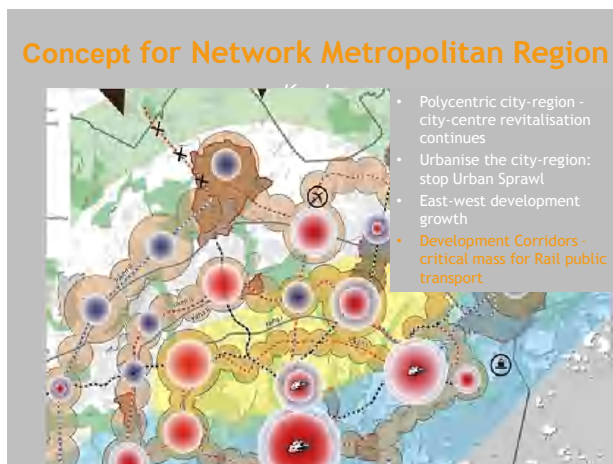
Finnish Government´s proposal for new Metropolitan Governance: Regional Tier

Metropolitan governance needs a legal and financial framework and good co-operation for effective spatial planning to work in practice.

2.11.2014

Discussion?

Moderator: Thierry BAERT

I would suggest a reaction from our colleagues from Brussels first on those three examples. What do you think, is it helping a lot just the opposite, do you want to react?

Sven De BRUYCKER: I don't really have a clear message, but it's clear that the regional planning in Frankfurt is working on a totally different scale and isn't obstructed like the Brussels little city region they can make a regional landuse plam and it's clear that would be a good answer to have some governance and some clear regional plan... real regional plan for the big Brussels. So yes the problem is situated differently in Belgium so yes, we have a big political problem for our city.

Freek PERSYN: Well I want to start by thanking all the speakers. It was all very... all from very different backgrounds and all I think I can take away little snippets out of each one of you. I wanted to just dig a little deeper into something the gentleman from Tuscany mentioned. You said that at one point that new houses are not permitted outside the urban area. We have thought along those lines but we are always confronted with the problem that... of the commitments from the past. We have an enormous supply in the land use planners today it's any time you want to... it's like a ticking time bomb that there is still so much supply available so (inaudible 22:34) tension behind ongoing suburbanisation and when we tried to tackle that problem we're always confronted with the financial implications of turning that back. How do you deal with that?

Alessandro MARIONI: This is a proposal of course, this is not the (inaudible 23:20) our spatiall planning. Probably the politics, the politics at this moment for us in our region the big problem is the residential building especially in the urbanised area and so in this way probably, we don't know if in the next future when they discuss in the regional parliamentary the changes this far in the law, but they want to make a difference between building the residential building and any other kind of building or infrastructure. They don't want to stop environmental development of our region but in our analysis also in the regional analysis has shown that probably there are too many residents living without a real function

and that the three lever of spatial planning, because municipality have their own spatial planning. Sometimes we had meeting (inaudible 24:31) agricultural land so close with the city in a residential area and this is against also what we have decided at the regional and also provincial levels. So probably this is the third generation of law of spatial planning law that we have in our region probably is considered very strict, very hard and maybe we are at the beginning of a real discussion that probably we have the vote for the new president in the beginning of the new year. Probably something will be changing, but for now the politics has decided to divide the development in our region in good development in (inaudible 25:21) job, something that could give you a job, a good thing for people living there and situation on a residential building or in the coast or in the city there are somethings not only Tuscany but also in our... So I don't know if it's really possible that this law became effective law. This is probably a way that although there is many different way that the technical technician of a regional government, provincial government, municipality have to work together for planning and it is also more little participation of people, participation on projects inside of the new spatial planning system probably we hope that can be a good solution for the future, but probably we are learning to understand if it would be a good solution.

Wiet VANDAELE: The Helsinki speakers challenged us about participation and a more strong way of manage the problem of urban development. I think it is important to understand that region in Belgium is some kind of lander state, its autonomy with things that are in constitutional (inaudible 27:09) and you can't scratch this. You can plan from scratch to take this potential to plan. It's the way in which the Belgium state transform structure peacefully to take care of the different visions of the different people. If you scratch that you can't plan correctly. The other problem is the city planning who build transport and so the situation of Brussels it's better to compare with a city like Basle with borders that you can't change if you plan in a short time, often a very short time and I think that we have to see this very important difference the reason why we are paying so much attention of civil society because they feel at first that it's important to find win win situations. You can't have an airport on both sides of the border, you can't change the place of the airport as easy because it's always a fact of employment, much

employment and just you have to understand that to challenge our vision.

Douglas Gordon: Planning is politics, politics is planning. What we do in our professional day to day standards it's about choice. We make choices that's why in Helsinki our neighbour, neighbours made a choice over the past 50/60 years to have urban sprawl and Helsinki choose to have a compact city based around high quality public rail transport infrastructure. It's a matter of choice. It's what you want. That's why we create a vision and build on a framework. It's like when you were kids you would write to Santa Claus that's a vision as to what you wanted for Christmas and it's the same for a city, you build a vision and then you say, "This is what we want to achieve," and if politics, religion or different languages gets in the way you're going to have to sort that out some way or another but the politics of planning can be achieved if you so wish.

Freek PERSYN: And if I can bounce back to that, because I do understand very well that you need a vision because that's the beginning of everything to somehow know where you want to go to, but what I noticed very much in the presentations and what I even notice in the different METREX speakers reacting to the presentation, is that of course, and you pointed it out in your presentation, the value and the meaning of things is very important and I noticed in the presentation that the same terms are used but mean different things, and that, for instance, along the very simple idea of a metropolitan transportation system in every presentation in Flanders or in Brussels or in this region it is used to define something of a different scale, with a different impact and with different governance structure almost. What I find very fascinating about the planner's profession is of course this paradox between a model and reality, but I have the feeling that the models used to describe this metropolitan environment are already so diverse and so wide that they are almost part of the problem, and I think that with almost the first debate needed to sort out what people mean and to come to a joint definition of what we are talking about before you can even start talking about a vision. To give an example and then I'll stop. To give an example, so in the commission that we were given the question was everywhere, so this peripheral railway network. Our counterproposal was to say the national railway network is actually a more interesting metropolitan railway network than the regional one because the regional one produces... even if

you don't want it, it produces more sprawl than the national one if you would redefine it and so that's just because of the proximity of the cities. If you were to install a train which is fast enough you can easily commute between cities at the speed of... which is really metropolitan. It would produce a completely different urban system, but this discussion of where... the discussion between these two models I noticed in the study that we did that it didn't happen.

Douglas Gordon: Sorry, you can have high density in the city region lies within the court. It's a matter of planning. If you believe that the density should also be the same and get the critical mass for the mobility out to the city region and you create development corridors with development potential which will pay for the infrastructure that in itself means that the context may be different but the principles remain the same integration, spatial cohesion, zero carbon, connectivity. Tel me, what's better? Cooperation or a legal framework that makes decisions?

Freek PERSYN: No, I'm not trying to point the best I'm just trying to point the fact that the definition of what you're talking about is different.

Irma Karjalainen: Can I briefly say about this urban transport because it's a good issue. If we have a vision that the inhabitants have a really good connectivity, so we have to go out from the point of the individuals, how do they behave to get from point A to B? They're not interested is it a spatial transport system or is it the local? They just want to have one ticket, a good map and then...so they don't waste time for this kind of argument. That's I think we should think more the assistance from the user's point of view and just forget the problems and then create a platform very different kind of actors can agree on how do we build this service for inhabitants and how we get low prices also? When you have good cooperation it leads to better systems. Also when we are tendering these services.

Reinhard HENKE: Just reflecting your idea of language meaning and what we say region, I keep insisting on this because my region has an identity problem when we are here in Brussels, not in Brussels as the city of Brussels or the region of Brussels but Brussels the headquarters of the European Community. In their terms we do not exist because we are

neither not one not two or not three. We are a conglomerate of the 75 FUA entities. This story, to tell it to somebody who is not a planner is it takes so long, but those who have the easy messages run away with the subsidy money (laughter) and this is our problem.

Sven De BRUYCKER: I just want to add one small comment to this we have... luckily Labo Ruimte is not the official context for planning, we are not part of the planning department so we have a bit of an advantage in that and we try to circumvent the issue of political boundaries on which all the presentations fixated on and also the issue of use metropolitan models by just talking, focusing on one aspect, mainly open space which is a lot less suspect which is a very spatial element but, at the same time of course, it's related to mobility, it's related to environment issues etc. So in a way our strategy is to reduce the additional data start and to step up again during the study and during the process and then we can talk about... the departments concerns talk about... also talk about mobility and living etc.

Moderator: Thierry BAERT
Okay, at that point I would like to open the discussion to the floor and give you the opportunity to ask question.

Anne-Marie CHAVANON: I'm from Ile de France and first I want to say it was extremely interesting, all the presentations were very, very interesting. To Brussels I wondered when you were talking about the agreements you talked about transportation also, you didn't talk about housing and you said that housing was one of your main issues. Tuscany, you talked about many plans and what is the delay. I want to ask if it was binding or if it was more guidelines the landscape plan. Helsinki, you talked about you inner core and you also talked a lot about critical mass and so how big are you inner core and when you're talking about a climate plan we would think that, for instance, two or more degrees for you would be great I would like to know about that and thank you.

Peter AUSTIN: Oslo. Very impressive presentations from all of you. I myself am deeply impressed by the work that's done in the Brussels region given the enormous complexity of the historical, linguistic and cultural mix that is here. You seem to be able to achieve really impressive agreements in a very difficult background especially with the growth

pressure you have here and which we share in Oslo, as you know 2% population growth every year is an enormous challenge. So I wish you the best in dealing with that. I think the comments that you had I think it would be very interesting to listen to the story from Tuscany because they are a very polycentric region. Frankfurt and Helsinki have some very important messages but I think they are, like ourselves in Oslo, slightly more monocentric so the comparison is more difficult. My question is a lot of the presentations that we heard from you I felt were, from what I would say, from the architects' perspective, there was a lot of visioning, a lot of trying to design the...and design research or research design which I hope I understand what that is to be honest. How is that going to link to the really big challenges you have in Brussels, however you define it, geographically, which are related to the growth pressure and the big challenge of social segregation that you referred to? I would be interested to have just a couple of comments on that.

Freek PERSYN: In what we do I think your comment is the most applicable because we really focus on architecture and design. What research by design means for us and in our context is trying to take political issues and challenges and then do a very quick zoom on the very detailed level and then apply the designer, use a designer to try to solve something at a very detailed level and then zoom back out and try to... in all the processes that we do we always imply to people they are also are responsible for policy in the hope that detailed design exercises can lead to policy decisions. Did that make sense?

Ewa BALANICKA: I represent the West Pomeraina region in Poland and I would like to thank you for all the very interesting presentations on so many topics on both to go on discussing and debating during the next networking sessions if they're still happening behind us and in front today and tomorrow. I would like to take a chance also to ask you as I take part in urban project about urban partnerships in metropolitan areas. As you can see quite a few points from this. I would like to ask you as urban partnerships appeared in a lot of presentations from different regions do you also see it as a tool to create, as an important element of creating the metropolitan region here in Brussels? Thank you.

Freek PERSYN: The way I understand your question is I think this is what the design exercise that we did because it's indeed just a design exercise. I think what this design exercise did was to propose the idea of a metropolitan cooperation through the projection of a plan and so I think the plan is giving, in a way, an image to people and facilitates a discussion and I think this is the same thing that Stefan was pointing to. That could be the power of the design and multiple designs that were very interesting to have three different proposals developed at the same time. So the design exercise that we did didn't have the pretention or even the glow of being the only one but gave a way of interpreting the question which could then be in a debate challenged by other ways of interpreting the same question and I think this part of using a design to build the public I think is interesting.

Unmamed: I'm from the the Netherlands. I think it was a very interesting discussion in the morning. I was very interested by the presentation from Mr Vandaele about right to plan because he was talking about the more broader cooperation between the bigger cities Ghent, Brussels, Antwerp. It's something that we are also doing within the Netherlands discussing with Den Haag, Amsterdam and Eindhoven and we're trying to look at the bigger picture and when we're discussing the Netherlands I always refer to Flemish government and especially their research policy which is much more linking metropolitan areas than it is dividing as we do in the Netherlands. So I was very curious to know is there more work going on in this area in trying to collect these big metropolitan cities within climate and policy field, not only infrastructure but also policy?

Unnamed: The Environment European Commission. I must say that however we were happy discussing and also the speakers behind the table about sustainable development I haven't heard much about the environment and since Brussels applied for the green capital award for this year I was very surprised only to see in line with your presentation but then as part of the economy. So I would like to have some explanation what is your impression what sustainability means. For me it's social, economic and environment but I haven't heard?

Wiet VANDAELE: To answer the first question, yes. We are working on this project for the metropolitan core region but I must also

mention that we are only just at the starting point of the processing. We have no idea where we will end up in the long run. Further complicating things is that maybe I should have started my talk by saying that this is an initiative of policy development, this is not policy implementation. So we are preparing policies for the present government and so we are basically depending on a newly formed coalition that we don't really know yet?

Sven De BRUYCKER: There was a question about there is no housing distribution project and it's true. The metropolitan community was created, the only… in the federal law the only schematic that was mentioned in this metropolitan community was the mobility schematic and it is a really important issue you reveal because demographic (inaudible 18:41) everywhere in Brussels, Flanders and (place name 18:43). So this refute that growth and have some synergies between mobility and housing distribution is an important field and indeed it lacks in the official institutional cooperation thing I think and secondly the environment lacking, the project… the part of the project in the little time that I had I explained was the city project, like a territorial project, but the plan, the strategic plan, has all kinds of other chapters where (inaudible 19:17) the environmental chapter and I shortened also the city project. So some environmental territorial baselines were skipped also by the shortness of the presentation.

Irma KARJALAINEN: I should like to say surely that it was extremely important to say the word environment and the question of what the cities has with clarification to do, so I must say it is the basic change of mindset we have to have. All the city planners, spatial planning it's the most important tool how to mitigate CO2 emissions, how cities can adapt to climate change and if we don't accept it we have lost the most important thing from the beginning when we create a vision.