

METREX Glasgow Spring Conference - 24-26 April 2013



# Metropolitan Dimension

Europe - A Bunch of Grapes?

Proceedings 2 - pm



# The Metropolitan Dimension - Exemplars

## Ile-de-France case study

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### 1 Metropolis and Paris region, an evolving modern geography

Province

1789

- 3 Départements among which Seine

1920-60

- « Grand Paris » inside Seine

1964 up today

- 8 départements with Seine divided in 4 Départements



I will tell you something about Île-de-France in about 30 minutes. Of course about the current master plan, regional master plan, which is at its final stage before legal national approval. But you must be aware of some other elements which make the metropolitan dimension much more complex than purely original vision.

**1/2/3** So I will start with some slides about these external elements which explain complex metropolitan concern. A quick reminder of back to the 20th century. During 40 years, we had a sort of metropolitan authority about Paris and its near suburb, you see the pictures on the link. We had only three departments in Île-de-France, which were two very, very rural agricultural and natural areas and a quite urban one, near suburb and Paris whose name was 00:01:28 La Sine. And in this department there was during 40 years quite a strong cooperation between the core city and the small municipalities around for many urban facilities and many, for instance, syndicates, technical syndicates have been created for transport, for waste, for water, for electricity, even for housing, for instance, there has been built a range a beautiful garden city all of other urban area. So the first period for metropolitan reality, it stopped in the 60s, at that time began another period of urban growth, very active, very dynamic, which was led at the regional level and which is at the central stage as main actors. So it was another period where Paris went into a big isolation inside its périphérie, everybody knows I suppose, and it stopped just in the last decade, in 2000.

A quick vision of the regional emergence. In fact in Île-de-France the region is the youngest institution, territorial institution where the regional council directly elected only in 86, while departments have been created in the revolution in the 18th century and municipalities are the basis of institutional structure. With a specificity in France and Île-de-France we never reduced the number of cities. So in Île-de-France we have more than 1000 cities coming from 2 million in Paris up to some 100 inhabitants. So it is quite special and quite difficult because competencies stand often at local level. The regional level even was very important level for planning. As you can see from the 60s, there has been a range of territorial plannings which were conducted, managed by the central state, the regional prefect until the one which is currently in revision from 2004. A range of other elements which may explain how the metropolitan topic may be complex and even conflicting. First I told you that the central state has always been very much involved in the capital city, which is

quite normal. But it was especially involved in the recent period due to, through Grand Paris Project, many of you have certainly heard about it, while the regional scheme was just approved by the regional council, the state government explained that it was not competitive enough with regard to our global city status and another project has been set and developed, which was a bit contradictory with the regional planning even if there has been an agreement in 2011. I explain it later.

Another point is from 2001, the end of Paris isolation. Paris decided to set cooperation, very practical ones with its neighbourhoods, local, small municipalities near Paris and then with departments and more, so a range of municipalities and communities up to metropolitan conference in 2006 before the Grand Paris Project, and 2009 a real establishment with a syndicate Paris Métropole. So you can see top down from the central state movement. On the contrary a bottom up one, which is very strong even the institution is very weak, it is just a syndicate. But politically it had a main, main importance in order to make emerge a metropolitan consciousness which didn't exist in Île-de-France. And this is the third part of our analysis. In France the inter-municipality went on through a law in 1999 and it has very good development everywhere in France, out of Île-de-France. And up today, we have many places even in the central area which are not covered by inter-municipal communities. And even when it exist, it is quite weak, sometimes with two cities, three cities and quite low impact on strategic projects. In a way the emergence of metropolitan consciousness coming from Paris Métropole replaced a bit this lack of progress of cooperation, local cooperation. So these three points explain that in fact the metropolitan scene is very evolving, very active and in a way, quite conflicting.

So anyway, the region has been for 40 years the main strategic area, the main strategic level, even from the central state of regional state and now from the regional council. So we have a quite beautiful planning system which should allow a good horizontal cooperation with other thematic plans and vertically towards urban implementation and local urban plans. It works quite a lot, but since 40 years and in particular in the 60s where when the central state had public means, convenient, relevant with big projects, the time is over and so it is a bit harder. SDRIF, the master plan, the regional master plan is really in the heart of this system and theoretically is a wave of coherence of diverse policies. (Continued on next page)

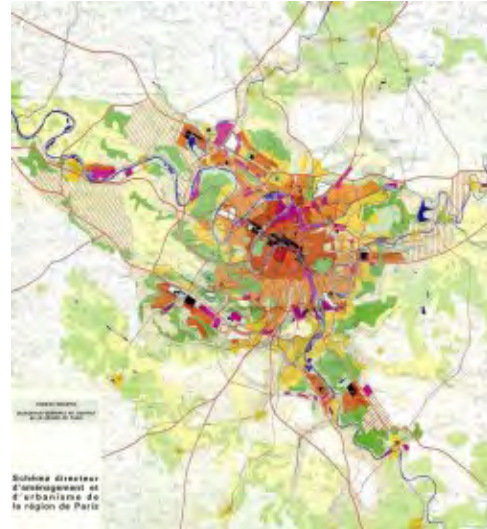
## 2 Metropolis and Paris region, the regional emergence

### Regional dimension

1954	Programmatic regions
1961	District of Paris region
1963	21 Regional Prefects
1972	21 regions / regional council
1986	Regional direct elections

### Planning tools

1961	PADOG / State
1965	SDAURP / District
1979	SDAU IdF / Prefect
1994	SDRIF / Prefect (often State SRDDT, out of IDF)
2012	Revised SDRIF / CRIF



SDAURP 1965

## 3 Metropolis and Paris region, emergence of the metropolitan topic

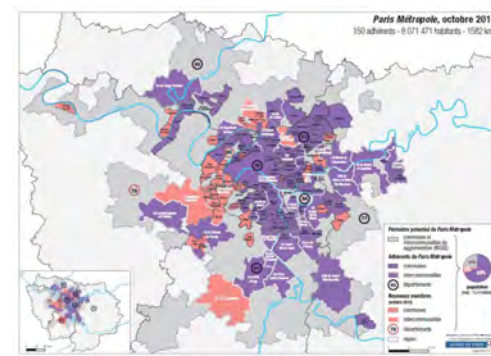
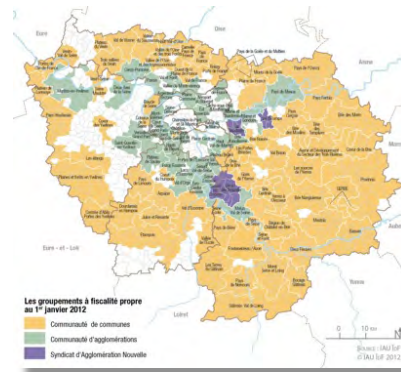
Law about inter-municipality, 1999  
Territorial reform (law partially abolished), 2010  
42 agglomeration communities (2 to 9 cities, 53 000 to 297 000 inh, 297 cities / 1 281 cities in Ile-de-France in January 2013  
3rd Act of territorial reform, 2013

Cooperation Paris city-suburbs, 2001  
Metropolitan conference, 2006  
Syndicate Paris Métropole 2009  
In 2012, 199 members, 9.3 Mion inh. (almost the urban dense area)

Grand Paris Project, State Secretary, 2008  
Law Grand Paris Project (GP Company...), 2010  
2008, Grand Paris project, transport network and clusters



Revised SDRIF 2008

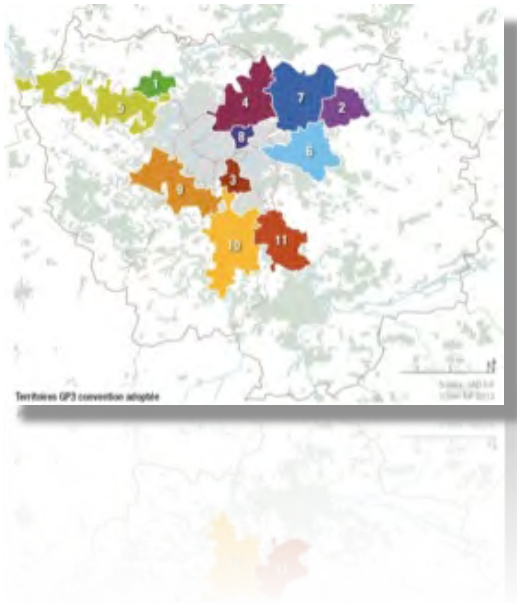


### **12/3 continued**

So sometimes there are directly competencies at regional level, for instance for transport, but you will see that even with this competence, transport may be a quite difficult problem, question, issue. On the contrary for housing, there is no regional competence and you will see it is a major issue in order to understand what occurs about metropolitan dimension. Another point about finance. We have been, the regional planning has been supported since many decades by a state region contracts which helps supporting, financially speaking, main projects with national, regional, departmental and even local financial help. And this was a main tool for implementation. The problem is now that financial support becomes more rare, as you know, from public.

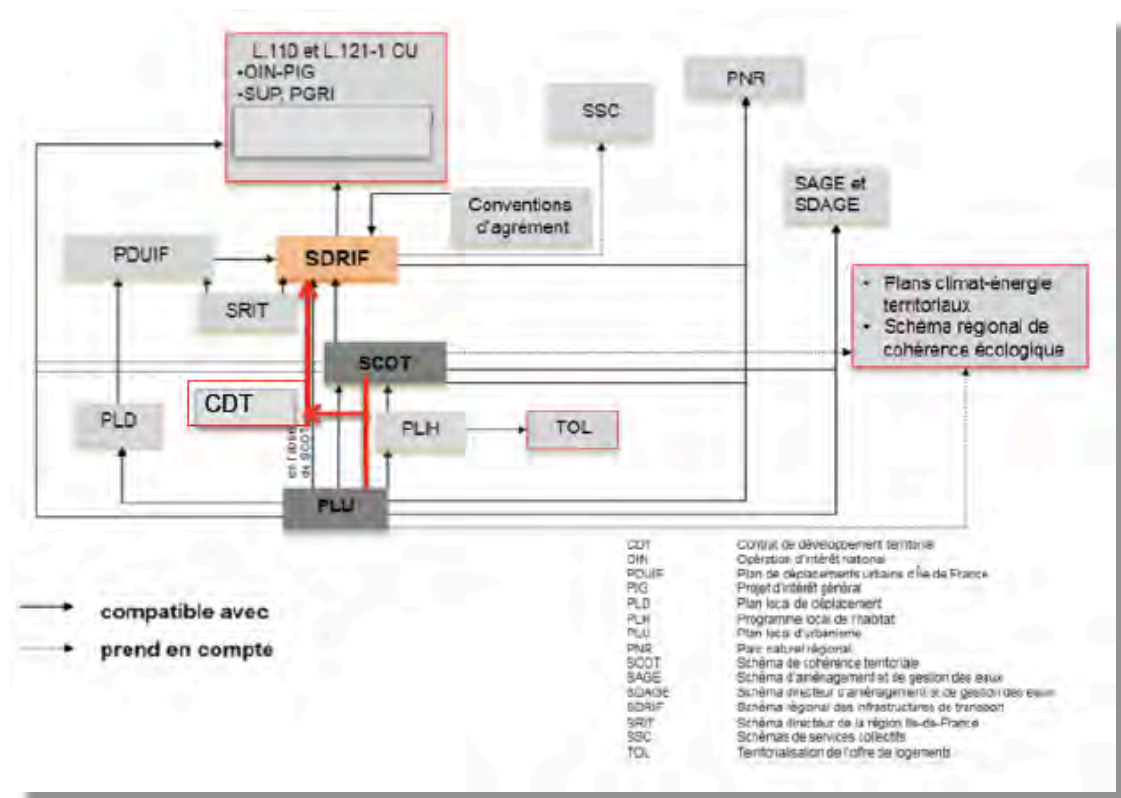


#### 4 The region as strategic level, SDRIF in the planning system



State / Region contract / joint territorial Great projects GP3

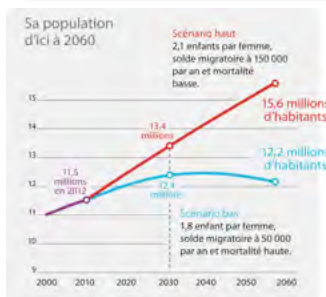
4/5 So I go into the master plan, regional master plan, with some regional main stakes which are quite uncommon as we saw with other master plans, more solidarity. In fact as we are in a global city, this stake is in fact very, very important. I show you a map which explains how much disparities are growing and are very acute, sensitive in Île-de-France. Another point is about anticipation of environmental and climate changes and about attractiveness. As a global city, it is also very, very hard topic. So I go a bit more into disparities.



System of planning tools based on the regional development scheme  
Masterplan SDRIF, the only one in France,  
State SRDDT in some other regions

## 5 The region as strategic level 2012 SDRIF, main stakes

### More solidarity in Ile-de-France



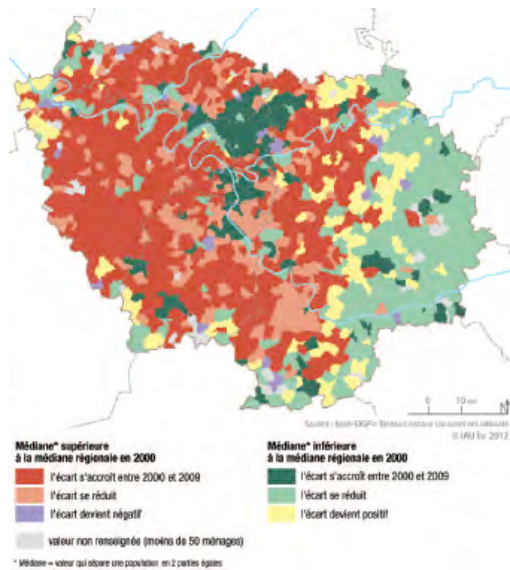
### Anticipate environmental changes



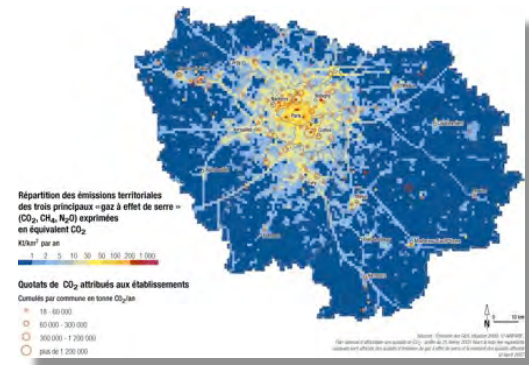
## Enforce IdF attractiveness and support economic conversion



## 6 The region as strategic level, regional challenges



Social and territorial disparities/mixing rebalance



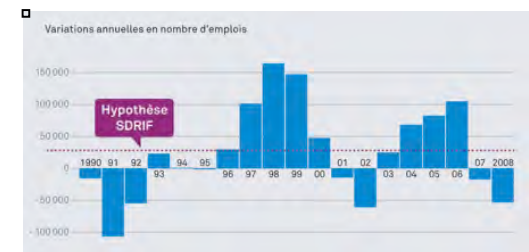
Pollution/sustainable region



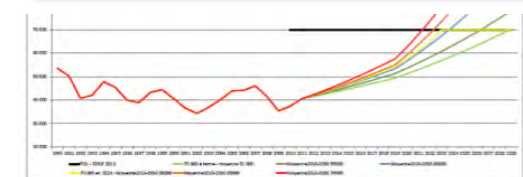
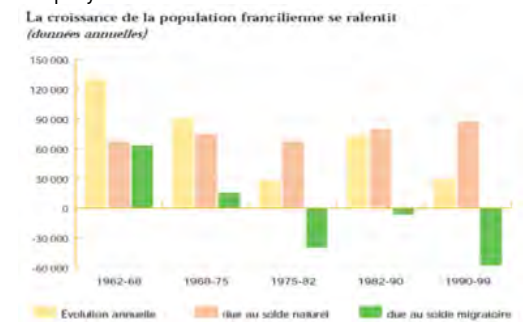
## 7 The region as strategic level, quantitative objectives



Demographic trends, migration rate



Employment rate





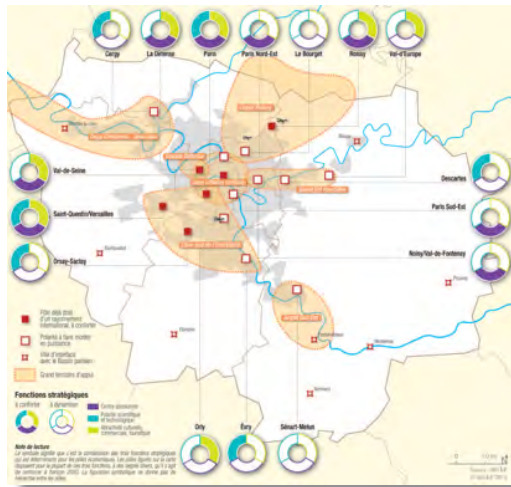
Housing production (2011 to 2030)

**6** On the left above, you have a map about different gap between the average, regional average of avenues. When it is red, the gap is growing over the average. When it is green, it is the contrary. And you can notice that even in the central area you have a deep green area which is the most poor territory in the whole region and it is also a main business area for the new economy. So big problems of disturbing and confrontations at this point of view which disparities and it is a main topic in particular for Paris Métropole.

Another point is about pollution. You must know that Paris region has a quite special structure with only 21% of urban area, the rest is agriculture, natural landscape, forest and so on. So a very wealthy landscape and since a long time, there have been a habit of managing both urban and natural area and this is certainly a good support for next, to enable stakes, but at the moment there is a real heavy pressure over the urban area and natural resources all around. The problem is as often you have the map on the left, central territories have many, multi pollutions and problems, environmental problems.

**7** Now some ..... objects towards implementation of these general stakes and challenges. The Paris region is growing very slowly, we hope in 2012 it will be a bit higher, but when we look in detail at this demographic trend, on one way we have a .... grade very good, positive and a migration, and that migration rate which is negative. We spoke this morning about quality of life and in fact, young educated workers, which have a good qualification and when they get married and have kids, often they prefer to go to Lyon, Toulouse or elsewhere in other regional metropolises where they can have a good job and even better quality of life and a less expensive daily life.

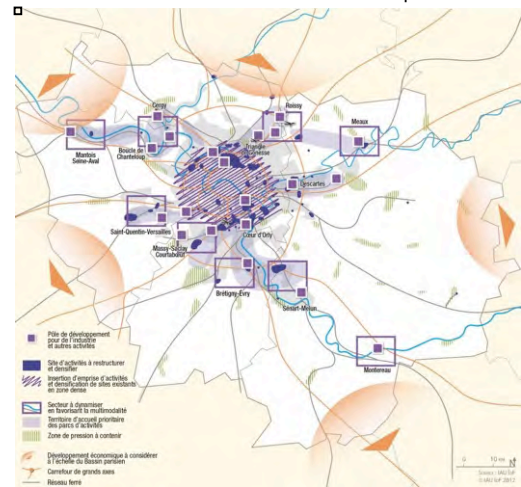
## 8 The region as strategic level, SDRIF 2030, economic development



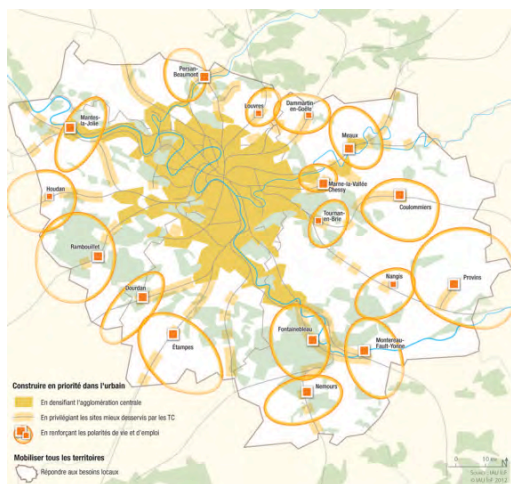
Strategic areas for metropolitan economy



Areas for research and innovation to promote



## 9 The region as strategic level, SDRIF 2030, housing development



A global strategy : Compact city and preferential location for housing production

## Economic development areas



A state housing programme. An incentive tool-supporting regional economic districts



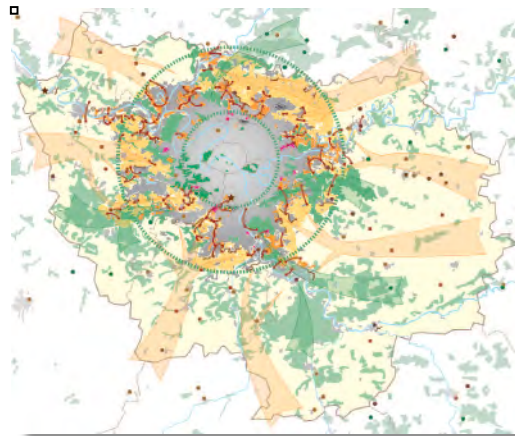
**7 continued** Two other objectives which have directly related are employment and housing. So as everybody here, we know from in the last years there is a strong decrease of employment and there is very ambitious objectives of having 28,000 new employments per year. About housing, we have also very ambitious objectives, which is to get 70,000 new housing production per year. You may remember the size of Île-de-France, which is almost a bit under 12 million inhabitants. So they are very ambitious objectives, and you may see in the two cases, employment and housing, that we are currently largely under this level. In particular, for housing. And in fact, we have a very, very deep housing crisis and you will see this is a major topic for metropolitan dimension and future legal arrangement, which could occur.

**8** Now economic development, this is a real competence of the region and also of the central state and in fact there are many policies, dedicated policies which are both national and regional and should get together, be joined together. But we have no geographic appliance. We only know for a long time where are the strategic sides and we try to support to focus policies on these strategic areas, we also know more or less where are places for high qualification business or high qualified new economy, finance and so on, this is the map over on the left. We have also many regional policies to support innovation and this is a big problem, Terri will speak about it perhaps a bit later, because in Île-de-France we have a bit less than 20% of population, national population and we have more than a third of ..... resources or higher educated population. So we have theoretically many resources for innovation but we haven't many middle sized enterprises, firms and we are quite deindustrialised, so the innovation process is quite hard to implement in the region. So it is a big problem, even if we have an economic development plan, it is quite difficult to manage the economic conversion, in particular towards green economy. About housing, I told you there's no regional competence and it is really a hard problem because not only we have a lack of housing, but it is very badly balanced among the territories and so we only have at regional level a logic of compact city in order to set housing near transport, of course, and employment.

**9** But housing is a national competence and particularly in Île-de-France there is a 00:18:33 territorialisation by the central state, by the regional state of housing objectives and the main decision is then at local municipal

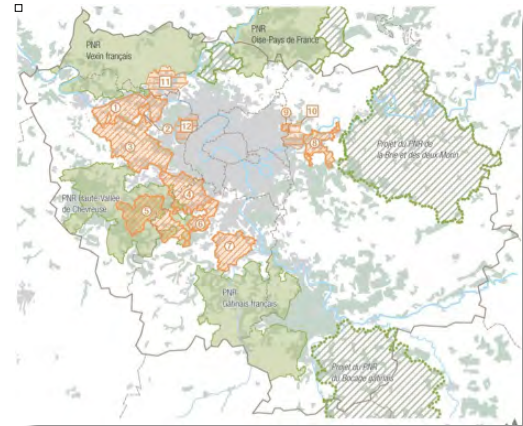
level, which is a big problem because it may explain partly why we have such a deep housing crisis. Because the governance process is not suited to this need of strong construction in order to deal with the housing crisis. So about transport, we have really an original competence, it does exist, a regional body, a syndicate, which gathers all the actors of this sector. So in fact we have good means and the SDRIF which began, the master plan which began to be studied in 2004 had set a range of projects at every level, 00:19:37 military, middle, local, international and so on, a big project which had to be joined with the new Grand Paris Project which appeared in 2008. At the beginning it was quite difficult because the regional plan, transport plan, aimed to be quite coherent balance a good access all over the region while the Grande Paris Project aimed, because of competitiveness, very quick network, high speed between some clusters, which could support national and international competitiveness. So it was a quite hierarchical system. Then there was gradually an arrangement between the regional council and the prefect, the regional prefect, and then you see on the left below, the same Grand Paris Project, but with much more stations than previously in order to support development of much more territorials all around this region. So we have now globally a plan which is coherent more or less with a big problem of finance, because we don't have money in order to develop such a plan with high speed metro underground subway until 2030. This is the main problem you know also.

## 10 The region as strategic level, SDRIF 2030, environment



Rural and forestry proper functioning

## 11 The region as strategic level, SDRIF 2030, the spatial project



Urban agriculture and Regional natural parks



To connect and structure



To polarize and balance



To conserve and highlight

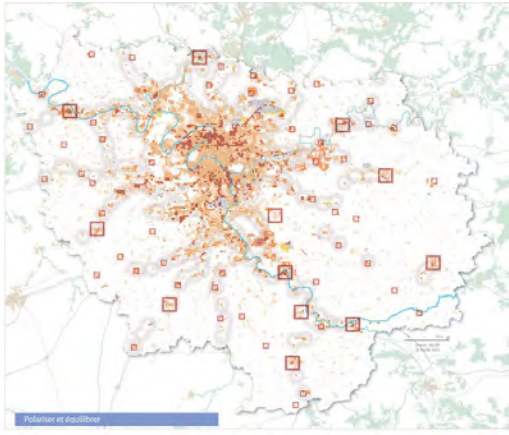


**10** Now about environment, in Île-de-France as we have a large part of natural landscape, it has been a concern in the preceding master plans, in particular in 1994. And for the new master plan, there is a range of recommendations, quite detailed, applied to many sectors which show you to what extent it will make a frame for local implementation of un-development and the region also has a range of direct tools for implementation, in particular, in natural park zones, areas. They are located in the outer suburbs in very beautiful areas with wealthy landscape and there is dedicated body, which manage limited urban development in order to preserve this quality of landscape. So we come up to the special project, it is, in a way, a summary, level of coherence between connectivity, polarisation and rebalance if possible and with conservation and highlight of natural landscape and natural resources. This is a general plan, which has been built through large consultation and very long work with every thematic actors, so it is quite convenient with all objectives. And there is a master, so the general map for orientation of land use, it is not a land use plan, but only orientations, which is the most operational tool for urban planning, local urban planning. In particular, there is indications about areas where to densify with different levels of densification. There are also indications to stop temporary urbanisation in order to preserve rural agriculture and so on and a low further urbanisation.

We also have at regional level, a dedicated body for land buy, land buyer, local management agency. But in fact, so the land is quite totally private in Île-de-France even if there is also public owner, but generally the land is private and very, very expensive. So local communities don't reach to get land in particular to build, to build housing, or to set place for industries, they can for offices, but not for industry. So in 2006, it's quite recent, this body was created to explain how much disturbance can come in such a good tool to departments, they don't want to go into this regional body and preferred to set their own device to buy land. There will be a law in 2030 which will impose a single regional body for this topic. A last point, about the local appliance of this general recommendations, you may see that even it is not a land use plan of course, it may give a real frame for local plan. For instance, you may see densification, we also have front, urban front, a limit to respect for urbanisation in order to protect natural landscape and we have a range of dedicated places to be denser because of station, railway station, and so on.

**11** So the last slide about this regional master plan, as we know, everywhere planning is less and less efficient to really control the local development, the local implementation. For instance about urban sprawl, we tried in the last plans, in the last master plans, to limit it and in fact, it grew a lot. About housing, the previous master plan also set up ambitious objectives which didn't work. So we know the plan. Planning may be very interesting, coherent, but it isn't sufficient and this leads to the new story about a territorial reform. I make another reminder about a national concern and state concern about territorial reforms. In 1963, the central state created a national agency about territorial planning which support dedicated policies. And this body, the 00:27:30 DATA set very active devices to, incentive devices, to help national rebalancing against Paris. You know that Paris is a very powerful capital city inside France and the DATA helped other regional metropolises to grow and gain more metropolitan status. And one of them was Lyon. And Lyon up to date is the most innovative and active metropolis in France, much more than Île-de-France, where everything is so complicated. In Lyon they were accustomed to have really territorial cooperation with cities 100 kilometres away and now they have a pregnant position in new devices which were set in 2010 named so called, metropolitan centres. And more than ten metropolitan regions went into this device and begin to set real territorial cooperation.

12 The region as strategic level,  
Ile-de-France 2030, tools  
for urban development



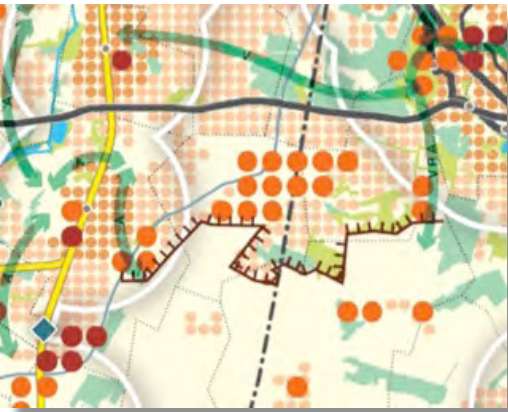
General land use, densification areas and  
polarization SDRIF, 2012



Local contracts /regional land management  
agency

13 The region as strategic level,  
SDRIF 2030, local appliance  
- regulatory guidance  
directives

	Espaces urbanisés à optimiser	Accroissement de 10% de la densité humaine	Accroissement de 10% de la densité des espaces d'habitat	Exemption des obligations de densification pour les communes dont la densité moyenne des espaces d'habitat est supérieure à 220 lgmts / ha.
	Quartiers à densifier à proximité des gares	Accroissement de 15% de la densité humaine	Accroissement de 15% de la densité des espaces d'habitat	
	Secteurs à fort potentiel de densification	Secteurs dont le potentiel ne doit pas être compromis, qui doivent faire l'objet d'une approche globale, sans que le SDRIF ne fixe d'obligations chiffrées en matière de densification.		



Detail about Bretigny Southern urban fringes



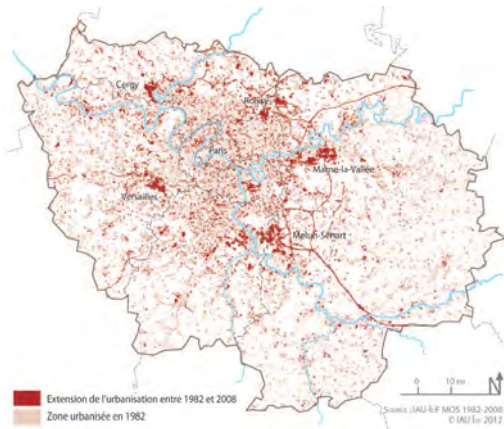
Detail about Bretigny Southern urban fringes  
Detail about Roissy Airport area



**12** Then the next step will be the end of this year or beginning of the next one, with the third act of territorial reform. I forgot to say a very important thing, I just said it at the beginning, that in 20 years the whole France was covered with inter-communities, quite strong around the core cities, but in Île-de-France it didn't succeed and now for the first time, there will be law, we know at the moment the draft report about territorial reform which will be focused on PLM, Paris, Lyon, Marseille effective metropolitan bodies organisation. So it will change and the regional planning will not be the only tool for metropolitan development.

**13** Another important point is a dedicated tool which was created by law in 2010 around the Grande Paris Project. There was a decision for urban development around future stations of the Grande Paris railway network and the decision was that in those areas, 800 metres around the station, urban development should be not relevant with SDRIF, but should be decided at local level between regional prefect, which manages consultation and local authorities. So gathering local projects, sometimes very important projects, in these areas. The name of this type of arrangement is CTD, Contracts for Territorial Developments. And in fact the range of this contract which is just being studied, it just began in 2010, and it is quite a new device for real effective and quite active local cooperation. So it is a new device and the status of the ..... has evolved before it was out of the regional master plan, and then it went through law this year to a more, a quite complicated, but with a coherence more or less between SDRIF and these local projects.

## 14 The region as strategic level, SDRIF 2030, impact of tools ?



Territorial suburban expansion and urban sprawl in Ile-de-France - 1982 / 2008

## 15 Metropolitan dimension, territorial reform

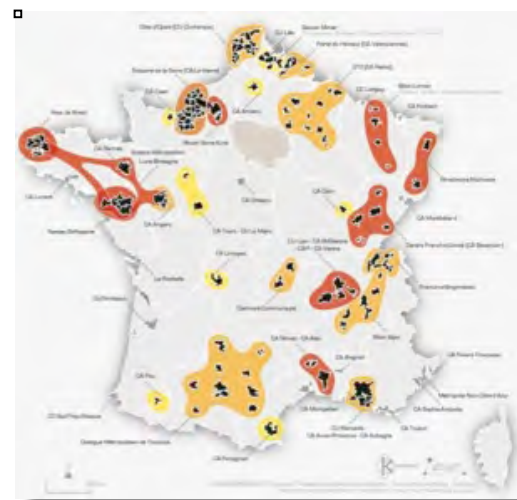
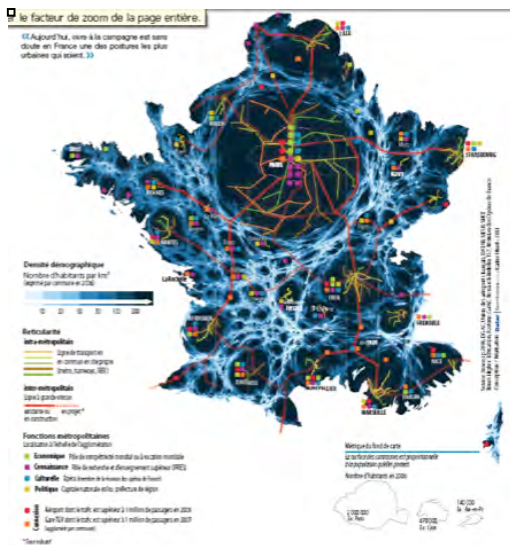
National territorial management

- 1963 DATAR
- 1966 Urban communities
- 1970 Rebalancing metropolises
- 1982 P.L.M. and territorial devolution Law
- 1999 Inter-municipality Law
- 2010 Metropolitan centers
- 2013/14 Third act of territorial reform, P.L.M. effective metropolitan authorities (to be applied in 2016)

Datar 2040, a single French Metropolis



Territorial devolution in France - 1999 / 2008

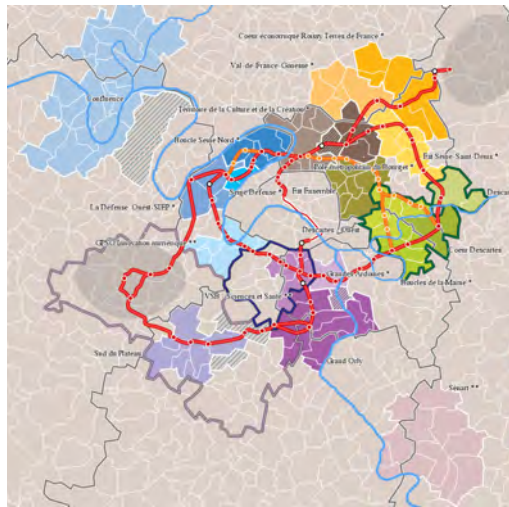


**14** We have also hold national tools for urban implementation, whose name is Areas of National Interest. They are linked with the master plan which was views of the state up to the current one, and these areas should be also a place for cooperation for urban planning with the local authorities. But in fact it was not so much active and efficient than the current cidity, which perhaps is new.




**15** DATAR 2010 Metropolitan centers  
So we, I go up to the end of the time, here this is in detail the story of emergence of metropolitan topic. I told you the influence, direct impact of central state vision for metropolitan challenges, international challenges, a slow local cooperation which was helped by the emergence of very free political discussion, debate, inside Paris Métropole and now the draft third act of territorial reform.



**16 Metropolitan dimension,  
new tools for local urban  
implementation**



## Réseau de transport Grand Paris

-  Réseau du Grand Paris + gares
-  Réseau complémentaire + gares
-  Gares retenues à titre conservatoire

### Schéma de développement territorial

-  Périmètre Paris Saclay
-  Périmètre VSB
-  Périmètre cluster de la ville durable

## Contrats de développement territorial

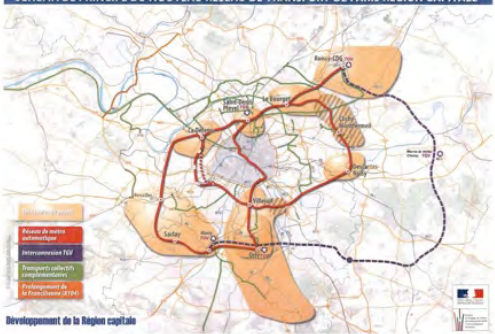
- Accord-cadre signé\* ou études en cours  
ou CDT validé \*\*  
/// Commune associée  
/// Commune partenaire de deux CDT  
■ périmètre en cours de définition



**géographie stratégique du SDRIF 2008  
les CDT)**



## SCHÉMA DE PRINCIPE DU NOUVEAU RÉSEAU DE TRANSPORT DE PARIS RÉGION CAPITALE



17 Metropolitan dimension, IDF,  
emergence of the  
metropolitan topic

Law Chevènement about intermunicipality, 1999

Cooperation Paris city-suburbs, 2001

Territorial conference, 2005

Revised 1994 SDRIF adopted by the regional council, 2008

Grand Paris Project, State Secretary, 2008

Syndicate Paris-métropole, 2009

Law abolishing business tax, 2009

Law Grand Paris Project (GP Company...), 2010

Territorial reform (partially abolished), 2009-10

National elections: local 2008, regional 2010

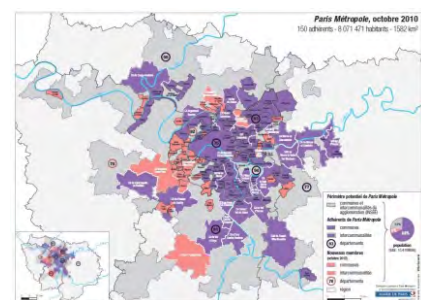
Paris Express / SDRIF, 2011

Presidential elections, 2012

Revised SDRIF adopted by the regional council.

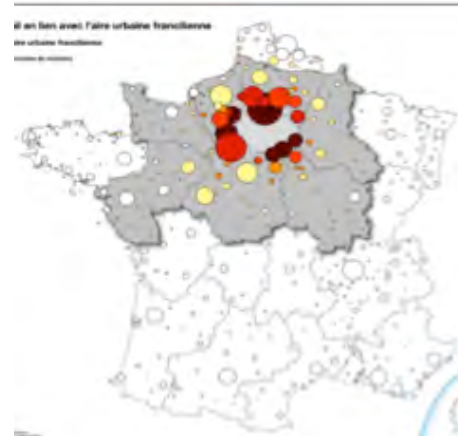
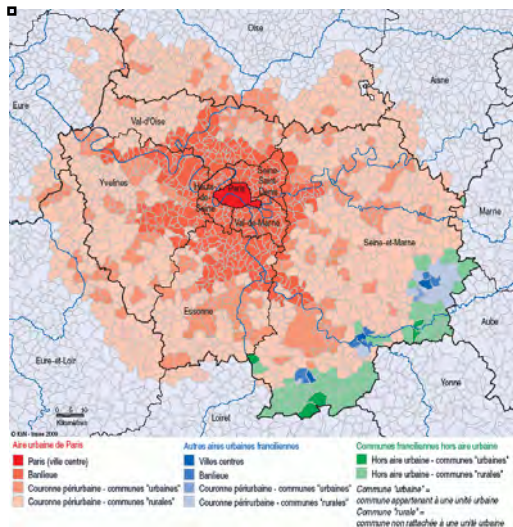
of local territorial

standards, 2013



**16**      There was a big debate during five years along the Grand Paris Project in order to understand and to make a general vision, a common vision, about the metropolis. And there was a huge debate about perimeter. Through coming from Île-de-France inside the north west of Europe at very large scale, inside ..... Paris Sebasin, so 100 kilometres around Paris or more, or at the regional level.

## 18 Metropolitan dimension, EU, Parisian basin, FUA, urban unit



## 19 Metropolitan dimension, towards a metropolitan authority

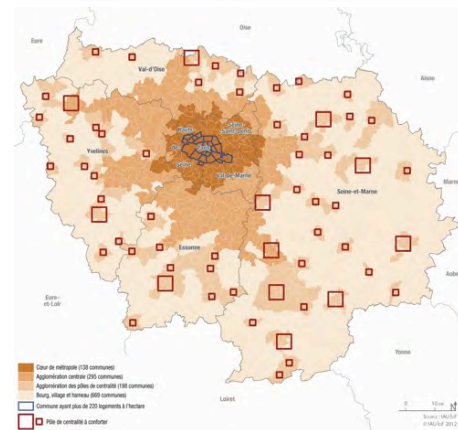
Dense urban zone INSEE 2010, SDRIF 2012

Draft Territorial reform in April 2013  
(to be adopted in 2013-14  
(to be applied in 2016

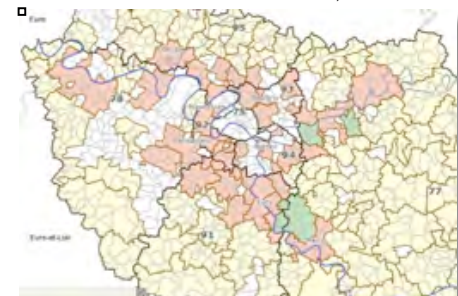
- A metropolitan authority on the dense urban area (Paris + inter-municipalities)
- A metropolitan conference with MA + Region + Departments
- Larger inter-municipal communities (0,3 M. Inhabitants in the near suburb)

Strategic regional competences about territorial planning (SDRIF), economy and innovation (SRDE-i), transport (STIF), etc.

- A metropolitan scheme for housing, emergency shelter, climate & energy, urban development on the dense urban area (with financial resources)
- A regional housing plan (coherent with the metropolitan on



Dense urban zone INSEE 2010, SDRIF 2012



Inter-municipalities  
Cities community  
Agglomeration community  
New town syndicate  
IAU IdF / INSEE 2012



**18** A quite specific situation, quite rare in fact, is that the regional perimeter is close to the functional urban area. This is in red you may see it, it is quite special and the region always said, so we are the metropolitan authority because we are on the metropolitan area, on the functional urban area. And in fact it's real. But as a system perhaps we have to tackle with other definitions of perimeter and in fact the central state decided to put the metropolitan authority at the level of urban unit, this is strong red, I can't see it now. Strong red around and on the left, you may see also a map with middle grey area, which is again a bit enlarged, the Grand Paris perimeters of the first period in 20th century.

**19** So this is my last slide, we know the current draft territorial reform, but you may know that it is very conflicting, there is a strong lobby, lobbying towards the government and the region does not agree with this solution. So perhaps it will change a bit. So the metropolitan authority will be established along this draft project on the urban area with Paris and larger communities, it is a big step to tackle with, because we have such a slow inter-municipality that imposing cities from the central area to be much more largely organised will be great progress, but quite difficult we can say. This will be the metropolitan authority without region, without department, and this could change along discussion, current discussions.

Another establishment is a metropolitan conference, but only ..... concertative, this time with the metropolitan authority, the region and departments. And the main issue for this metropolitan authority is to tackle with the housing crisis, so it is a very operational challenge. The metropolitan authority will have to build a metropolitan scheme for housing, also emergency shelter and so on. In fact it will have also to deal with urban development through housing on this urban area, central dense area. At the same time, the region should establish on the larger area a regional housing plan for around 2 million inhabitants which are out of the urban unit.

So at the moment it is hard to see very easy implementation of this new scheme, but we could say that it is a first step for cooperation at a good level in this region where cooperation inter institutions has always been quite difficult. So the story is not finished and we will tell you the next events and perhaps a first conclusion.

# Amsterdam - A cooperative metropolitan areas

Eric van der Kooij

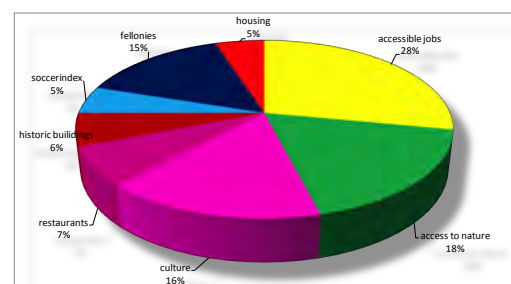


## 1 Attractivity of the city

Why do people come to the city?



Attractivity of the city



Why do people come to the city?

I thought it was complex in Amsterdam!

Anyway, I think you should all come to Amsterdam, Amsterdam is great and of course we have a lot of problems but it's a nice city to live in. I want to tell you something about our regional corporation during my time that I have here.

1 I first want to start with why do people actually want to live in cities and we did this research. It's only about Dutch citizens and it says that people only come to the cities in their choice, 28% is determined by choice of jobs. This used to be probably 80% more. Almost 20% is access to nature and 30%, if you regard restaurants and culture together, historic buildings is almost also over 25%. There's also a soccer index and felonies of course and housing, quality of housing. But the reason that people want to live in cities is not only about jobs. So the question is how do we build good cities and good metropolises and in this sense the size of Amsterdam is too small to regard so we have to look bigger, to the scale of the metropol. And why do we take this scale, why not the bigger scale? Well, over the last 20 years we've built more than 350,000 houses in the region so we've been densified quite a lot and we've been able to keep the landscape open but we still have a new challenge to go to.



## 2 The size of Amsterdam is too small



1980



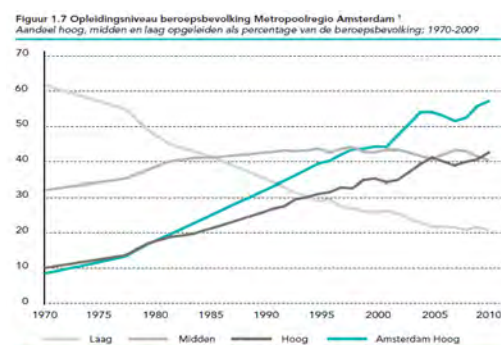
2012



2,3 mio inhabitants (800.000 AMS)  
1,3 mio jobs (530.000 AMS)  
1,0 mio households (400.000 AMS)

2008-2013: + 50.0000 inh. AMS

## 3 Level of Education



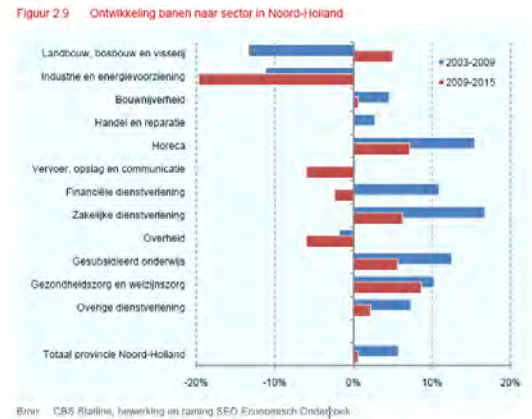
**2** Amsterdam has about 800,000 inhabitants, we expect it to be on that level in 2016, we're already there. So the question is why do people want to live in metropolises and one of the things that happened, and you've seen it in a lot of metropolises, is that our level of education has been growing. I never knew until recently that the level of education, high education, in Amsterdam in 1970 was 10% and even now it's 65%. It's even bigger than the metropolitan region and even bigger than in the Netherlands.

So cities have been changing, changing a lot into another type of economy because of this and people want to live in cities. The left chart is where people want to live and Amsterdam is on the top and the right chart is in what kind of economic jobs they are working. Most of them work in service industries and lesser in industrial services. Of course the Netherlands, and especially Amsterdam, is also a service orientated economy. So we have growth of jobs within bigger cities, within the cities bigger than surrounding municipalities.

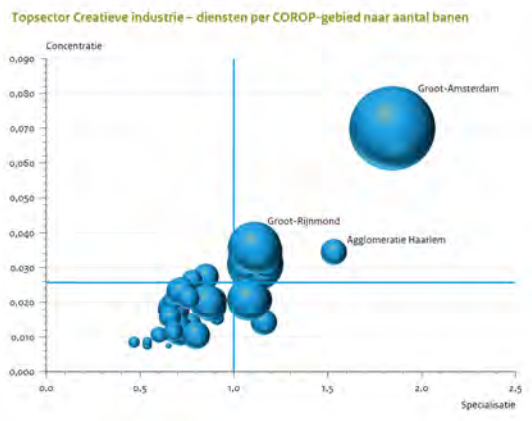
**3** So education of course is very important and recently there has been a national study that shows the real size of looking at how the metropolises work and this is the creative industries in terms of where they're clustered. If you would specialise this in terms of specialisation, on the bottom, and concentration, you can clearly see that greater Amsterdam which is the metropolitan region, is a core where you want to be if you are working in the creative industries. Here you have the most interaction and this is the scale and level you want to be in terms of specialisation and concentration.

## 4 Economic growth explained

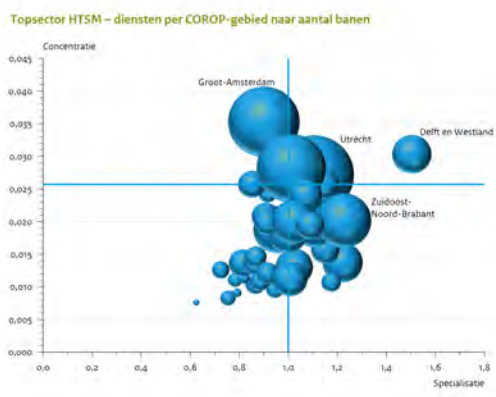
Specialisation in services  
Growth of jobs within city bigger than surrounding municipalities  
Importance of education



## 5 Creative industries



## 6 High tech Services



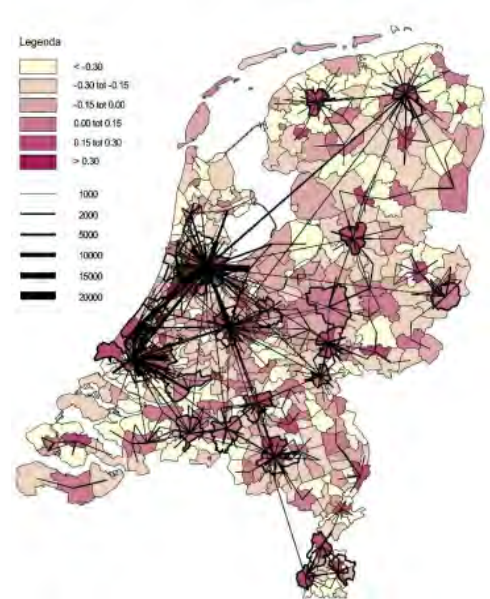


For high tech services it's almost the same, but here you see more or less... more clustering and the fellow who did this said, well whatever in regard how you define the size of a metropol, you might use the term borrowed size. So if the commuters are the level that you're dealing with and the metropolitan governance is at that level, you use that size. If the economic size is bigger, you can do corporation on a bigger level. Within the Netherlands you can see that they are shrinking and declining areas and the former Runstraat, with other bigger cities, Utrecht, The Hague and Rotterdam are still increasing in population whereas other parts of the Netherlands are declining.

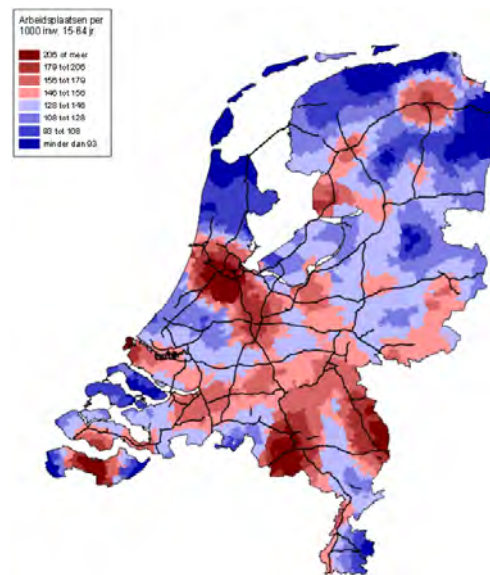
## 7 AMA in the Netherlands



Growth versus decline of population



Commuters



Job density

## 8 How to deal with complexity



**7** The middle picture is about the mobility network and the commuting system and within this you can clearly see that the northern part and the southern part of the most industrialised area, or not industrialised, but urbanised area, are clearly around Amsterdam and then more in the southern part around The Hague and Rotterdam. And also the higher educated, the job density is bigger in the metropolitan area. So the question is how do you work together if you would define the scale of the metropol?

**8** So let's say in our case this would be a circle of around 30 kilometres from city centre of Amsterdam and in this agglomeration Amsterdam is clearly the main capital. We have to deal with 36 municipalities which is actually, you see there, Quest of Paris not so much, we have two provinces and one city region.



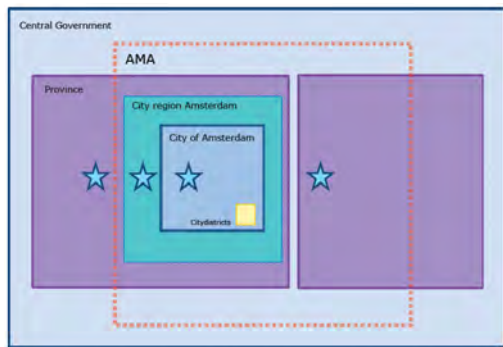
- 9 A culture of debating Governance instead of Government



- 10 Building dikes around polders to protect the landscape from flooding

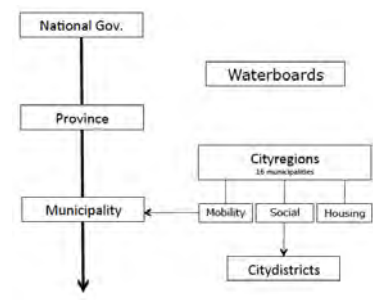


- 11 Planning system in the Netherlands

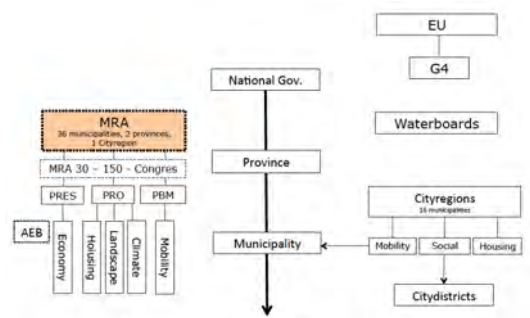


Governmental bodies	Responsibility	Instruments
<b>Central Government*</b> 12 Ministries	Infrastr & Environment Internal affairs & Housing	Plan Vision 2040 Sectoral plans: Transport, Maritime, Greenport, Alimery, Sout Axis
<b>Province (state) *</b> 12 Provinces – 2 in AMA	Housing Environment Infrastructure & Landscape	Spatial vision 2040
<b>Waterboards*</b> 4 bodies in AMA	Watermanagement & safety	No spatial plan
<b>AMA</b> 36 municipalities, 2 provinces, 1 city region	Housing, Infrastructure Metropolitan Landscape Sustainability, Economy	
<b>City region Amsterdam*</b> 16 municipalities	Infrastructure & youth care	Infrastructure plan
<b>City of Amsterdam*</b> Departments Spatial Planning – Infrastructure – Economy – Projectmanagement – Construction – Housing – Finance	Spatial Planning Infrastructure, Economic affairs Projectmanagement, Construction, Housing, Finance	Structural Vision 2040 Masterplan Development plan Strategic Agenda
<b>Citydistricts*</b>		Spatial Plans/visions Masterplan, Zoning plans

- 12 House of Thorbecke – Governmental layers



- 13 Current MRA



**9** And our way of dealing with each other is a culture of debating and we believe in governance instead of government and why we do this is because we have a land that used to be a swamp.

**10** To build dykes to get the water out and if you are not agreeing that you have to take care of the dyke altogether, the basis of our democratic system, the land will be flooded. For more than 400 years this has been a very safe country and it still will be because techniques can do it and the level of maintaining we can also do it. You can see in this picture that on the left and on the right you have higher areas, but most of the land is below sea level, not the city of Amsterdam itself but our rivers are higher than the land below.

**11** Now how is our planning system organised and who is responsible for it? We have a central government, the province, also water boards, they are also elected. You can imagine why we have water boards and the Amsterdam metropolitan area is a voluntary corporation of 36 municipalities. We also have a city region which can be regarded as a Port Authority in the city of Amsterdam but we also have city districts. So this is quite a level concentration, each with their own instruments and responsibilities.

**12** In Holland we call this the House of Torbecker ....., these are the governmental layers. You have the national government, the province and the municipalities in the city regions there are actually more. The project work, they have a responsibility in mobility and social welfare and a little bit on housing, not in planning but in housing regulations and they distribute the money to the city districts and this is changed by the way the metropolitan areas are organised. As I said it's a voluntary corporation divided into three pillars, as you can see, .....] and PBN.

I won't tell you what this is in terms of abbreviations but it's a more economic, environmental and traffic. So we have mobility in one cluster, climate, landscape and housing in one cluster and economy in the other one and there's a top board on all of it. They don't decide on what's going to happen, they agree what the direction is and each of the decisions have to be approved in each city council itself. So you can imagine that the voluntary corporation is part of the provinces, it's also on the level of the central government as I will explain and the city region is also just only part of the metropolitan region.

## 14 National Level

15 Amsterdam Metropolitan Area



## Housing



## Accessibility



## Landscape



## Sustianability



## Economy

4 Metropolitan Conferences on housing, infrastructure, landscape and sustainability leading to 1 overall future perspective

Encouraging politicians, professionals, students and kids to participate and bring in their ideas

**14** So how did we do this? We started this in 2002 when the central government said, well on a national level we are going to stop regulating but we still want to deal where the money is going in major traffic issues and also the national government has been directing where and when housing conditions are in the Netherlands. They've stopped with this now but they said to the region, well either you come up with the plan or we are going to do it. So this was a strong force to work together in order to set their own agenda and we happen to make this vision, it's the Amsterdam metropolitan area vision for 2040, on the housing, on accessibility, on landscape, sustainability and economy and it was a huge success.

**15** We achieved this by working together in four or five conferences that we did over six years of time and in 2008 it was approved by all city councils. And the best thing was that I Amsterdam was not only used by Amsterdam in attracting business but even by surrounding municipalities. So they used the branding of Amsterdam to attract their own business and we didn't even... not only ask the politicians but also professionals, students, kids, and the success was later within these conferences which took part every two year. And each on a different subject and the final conference was about everything. Everybody was wearing a T-shirt, in 2040 I will be and then you could fill it in yourself.



## 16 Inspire, connect, activate



## 18 From Urban District to Free City

Studio KLOK  
Amsterdam-Southeast



## 17 Free State Amsterdam

26 September – 8 November 2009  
Tolhuistuin, Amsterdam – 4th IABR 'Open City:  
Designing Coexistence

Inviting people to share their dreams about  
their future



## 19 Landscape of Freedom

MUST  
Head of the Amstelwedge



Creating public awareness, 9 models,  
Storytelling, A space to dream, 5000 visitors,  
Competition by schools, 29 evenings

Organized by political parties, homeless,  
entrepreneurs, philosophers, students, kids,  
expats, developers, designers, planners

## 20 Vision for Amsterdam 1



16/17/18/19

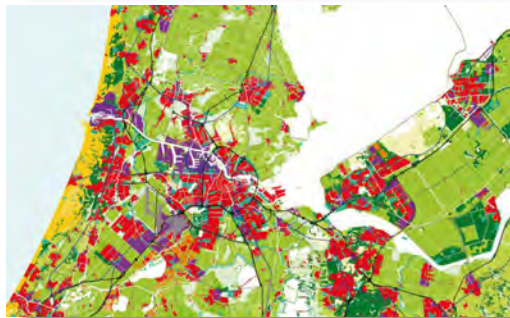
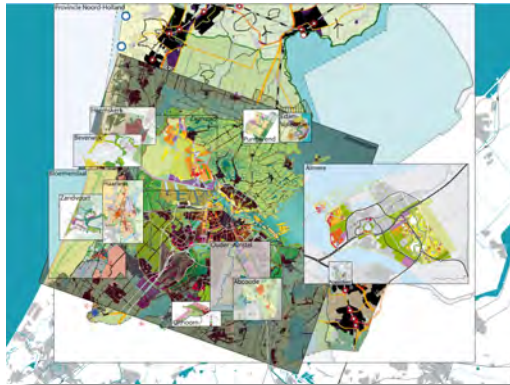
So we did it also... after that Amsterdam made its own structural vision and we also organised a congress to inspire... led us to be inspired by other people in the world. And afterwards when we were ready we also did a conference in saying, okay now we're ready how are we going to start because this is only our own vision. And we made an exhibition on the Free State of Amsterdam where we inspired people to share their dreams about the future which attracted 5,000 visitors and we laid out nine models of places in the city where we asked landscape architects to fill in their dreams on the Free State. But the only guidance of this was that the models could be changed during the six weeks of exposure and all the people visiting the exhibition could change the models.

20

This was the start of a discussion on bottom up approach and it came up with very useful information for our own structural vision and it was the first structural vision since 1934 where we could draw the vision of the city beyond our city borders. In this map you cannot see the borders of Amsterdam, it's a regional map, and nobody was complying in the region. Usually if you draw a map you should stop at the border and then it's white and this is the most integrated, comprehensive plan we have ever been able to make since then and everybody did that.



## 20 Vision for Amsterdam 2



2012

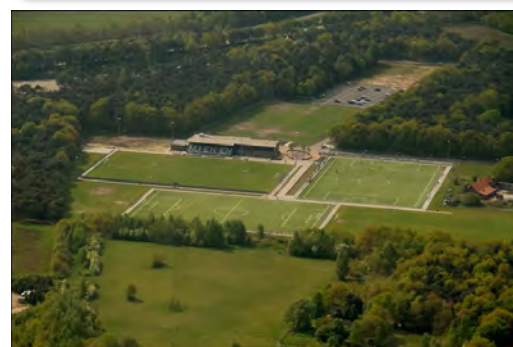
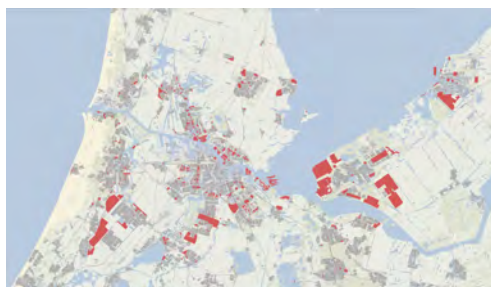
Last 30 years in NW: + 520.000 houses (AMA: 350.000 houses)

Next 30 years in NW: + 439.000 houses (AMA: 300.000 houses)

## 21 Develop the metropolitan landscape



## 22 Housing need - 2008k houses



## 20 continued

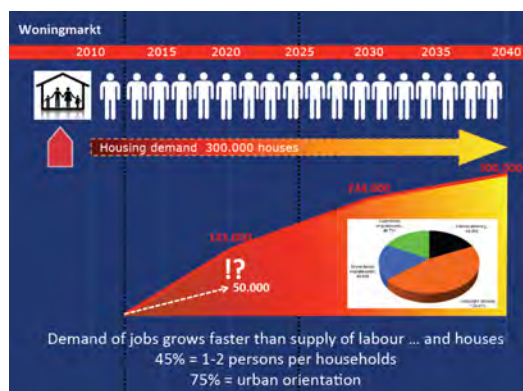
So after the regional vision, each individual municipality made its own regional, or its own structural vision which was also approved by their own councils. So now, how are we now? So this could be seen as a success but still we are not there yet. Of course we do have problems and challenges. Within the next 30 years we need to build another 300,000 houses, well if you imagine that we've built 350,000 houses over the last 30 years you would say, well that's not a problem but it is a problem because we are not building it anymore.

**21** And one thing for sure, we don't have to build them in the landscape. In the landscape we have something else, we've been successfully protecting the landscape from urbanising but now the thing is that if you add 300,000 houses, let's say half a million people, they will all use this landscape for recreational purposes. So how are we going to prepare this metropolitan landscape for urban use? Not all landscapes can be used. As you probably might know or not, we don't have forest, we have open landscape, it's very vulnerable so you cannot just give access in all directions.

**22** The second thing is how are we going to build all these houses? It's not houses, it's houses for people so the housing demand, which is demographically determined, is set that within the next ten years we need another 150,000 houses and the pressure, demographically, is 30% higher than the ten years after that and it's 20% higher than ten years after that. This circle shows that the orange part is what we additionally grow just by ourselves, the black part is of shrinking housing size because of more individual society. People getting older, people getting less kids and the blue part is what's coming in from outside of the Netherlands and the green part is what's coming from inside of the Netherlands.

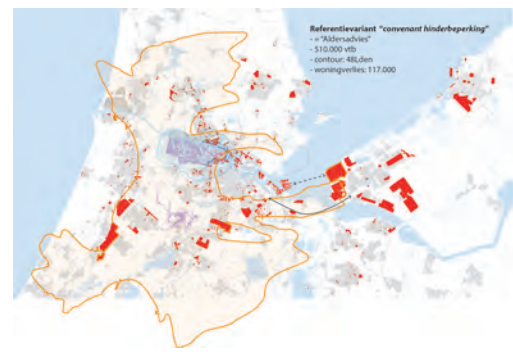
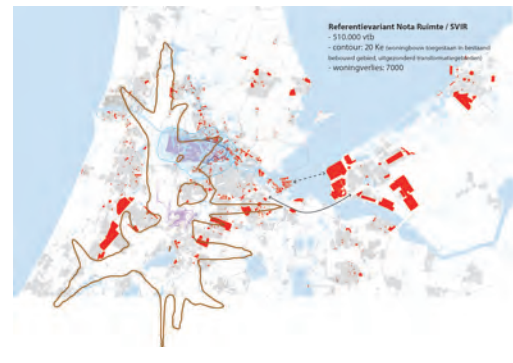
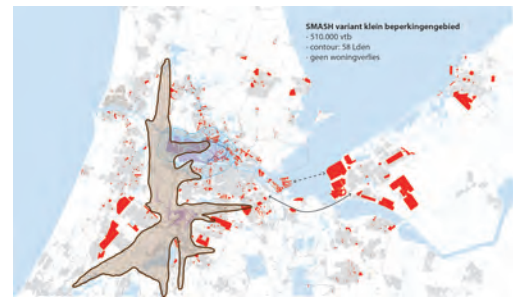
So we have this problem and although we have a rising unemployment, we know that within the... if we reach our production limits we reach 50,000 houses the next ten years, hopefully. So what will happen if we won't build these houses? And all these houses, 45% is concentrated one to two persons per household and 75% is urban oriented. People want to live in the city and we have a huge population which is aging and although now we have young people not having a job, it is expected that only within the next five years, even in Amsterdam, just only for the civil servant part we have 5,000 people going out because they're 65. So this is a crazy situation.

So if these houses are not going to be built, will people stay at home with their kids and get their kids married, will they be married and stay at home or will they just move to other cities and they'll come to you. Which of course you won't be happy about it but in order to be competitive you have to be able to grow. So these are our locations where we think you could build so they're not restraints for landscape but there are some other things happening and this is what you see in this slide. These are also the national projects that we deal with the national government.





## 23 Harbour and Airport



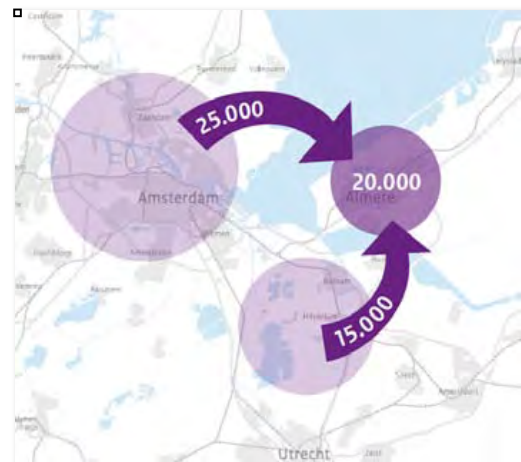
**23** On the left upper hand there's the harbour, the harbour is still functioning very well and it says, if we need to grow we need to expand. The same says our airport and also on the right-hand side we have Oilveira, a new town. But in order to grow towards the city it needs an extra connection and within these three projects, the fourth one is a south access with a national business district and it is a national project because we intensify the roads and the infrastructure over there. So there's a contradiction in how far you can grow and this starts to be a discussion in numbers and we need to change this into a discussion about what kind of quality do we want.

So people of Schiphol say well we have over 200 connections around the world, if you don't let us grow we won't be competitive and it will cost a lot of jobs. And we say, yeah, okay but if you grow... and you look at this map and these are the noise zones and you can see exactly that the red housing locations are outside of this zone. Even with the limited size of growth we can still build a lot of houses. But if it really would grow, it would cost 170,000 houses even in the plans that we're now trying to build. So there's a kind of sharp confrontation in what we say the economics of the airport and the economics of the housing. It's not just housing versus economics, it's economics versus economics.

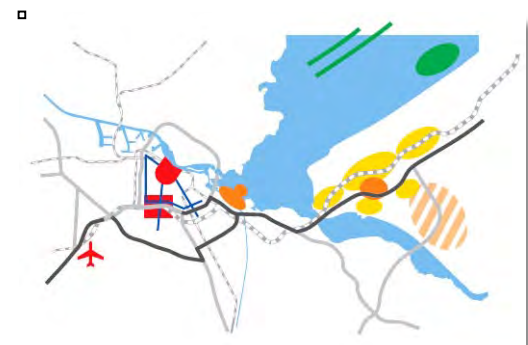
The same counts for the harbour. If the harbour would grow and I would call the landscape of hell because it's determined by all kinds of zones, if the harbour would grow it would also mean that we need to postpone the transformation of the harbour. Where most cities, also Amsterdam, have been transforming harbour sites into housing sites and the harbour has moved out, or moved away, even in Glasgow, the next part of the Amsterdam is still a good function and the city is coming and breeding in its neck.

So we say, yeah if the city wants to grow it needs more space but the harbour says yeah we're still good functioning there. So this is a thing where we need to determine the conditions of growth and therefore you really need to have long-term vision. Because companies who are now in the harbour they say okay within the next five years nothing will happen but if I want to grow and if I want to make a cleaner company, I need to know if there's enough space. So we have another project regarding the harbour which is also about the westward movement of the harbour and if it goes westward it goes into the landscape and then we have another problem over there.

## 24 Amsterdam – Almere: heavy infrastructure, housing, ecology



## 25 Adding new living environments



**24** Then the third problem is where Amsterdam and Almere try to reach each other and if Almere wants to grow and if we don't want it to grow with urban sprawl and built in urban densities we need infrastructure, we need a metro at least, and it needs to be connected by the lake. And there's been a study and the costs have been brought back but the national government now says we don't have the money. So this will all be phasing and we need Almere because it provides also a demand, not only for Amsterdam but also for the people of Utrecht.

**25** So we need, in order to build dense areas, we need this connection with public transport, otherwise we build a car related development. So if you would add everything but the threats and the challenges, the purple would be where everything would be... all the possibilities would grow in a negative sense. We could say, okay we would have space for 200,000 houses, but everything would... if everything, all the decisions would grow bad, we don't have any space anymore.





**26** So this is a challenge that we have to meet in the next... in these years. And then there is... this is just besides the crisis. Because of the crisis there's no finance in housing anymore so we had to cut back our plans in what we could build and even offices just shrunk. But still there's something happening, people still want to come to the city, it's amazing. We only built 10,000 houses in Amsterdam, no 6,000 houses in the last four years and the city grew by 50,000 people and we don't know where they are and it's not just kids.

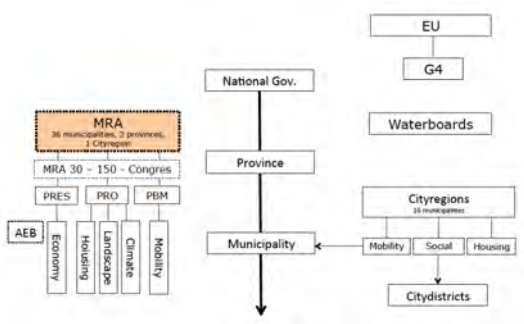
Therefore we think for the first time in maybe centuries, that the average size of where people live is not growing but shrinking again. My kids won't live that big as I will, I'm doing now, whereas I'm living bigger than my parents and they lived bigger as their parents. People are sharing spaces in the city so how are we going to do... so our demograph calls the city as a sponge but in what way will people decide well it's going to be expensive I will move out? Or how do we know that somebody from another city has Amsterdam in its choosing list and says well I might go to Copenhagen or to Stockholm. So in this sense we're all competing for all these talents and we all have the same problems.

**27/28/29** So how are we going to deal with this? And then there is this other thing, it's about energy neutral and I don't know that all the politicians had decided in 2008 that the metropolitan areas should be neutral, in (2040 0:22:48.3) they knew what they were saying, they don't. So if you understand the figure in the middle, it says this is our energy consumption in 2010, if we would go on the way that we do we would reach the thing next to it and everything which is grey is energy produced in the wrong way. So we could do two things, we could have a reduction of energy demand, which is the black arrow. We could increase the renewable energy. I'm so jealous of Norway now.

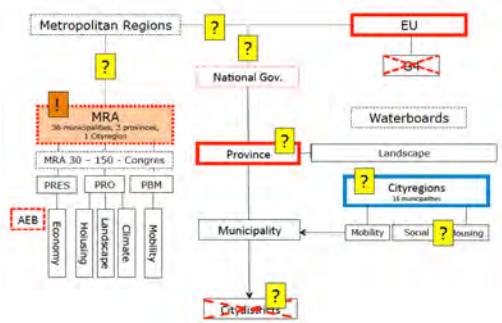
So what happens if we would do this, and we had engineers calculating this and they said, well if you want to reduce the reduction of energy demand you have six areas where you can do things. You can do things in industries, 33%, in business transport, in agriculture, greenhouse emissions, you can do things in offices or in private transport and energy neutral building. And the only... the ones that are boxed are the ones that we are doing things now and even with electric cars people say, yeah but you're still producing the wrong kind of energy with that.

So we're off in the wrong direction there. If we develop new energy we are now concentrating on sun and on green gas and not on the wind. You might say, why because the Netherlands is a windy country. But we have a province that says we don't want any windmills on our land. It's crazy, you have to work with these people and then you realise that 37% will come out of innovation so there's a huge job to do. So how to address this, this is really a big issue.

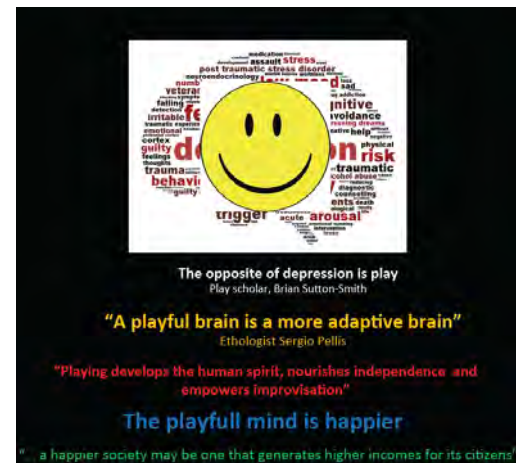
## 30 Governance



Challenges for 2014



## 31 So how can we play?



**30** But this is not all, we also have our governance things. So we were quite happy to have this informal structure because it works but now the national government decided that they would bring the three provinces together to give the provinces more power and we said, well I thought, or we thought that Europe is pointing out metropolitan regions to be the drivers of economy. Why are we going to enforce these provinces? So what will this mean for our working together? We say... they said in the government we don't want a city region, but that's our city regions as well, we want to cooperate on a metropolitan level.

Also the city districts had to be... had to disappear but our latest discussion in the city is that they still are maintained. So we have all kind of governmental discussions going on and you see on the left-hand also the economic board. The economic board is a triple .... combination where government, institutions and companies work together and they become stronger and stronger. So how does the metropolitan area corporation will look like in a year, after the elections? The municipality elections in April, I will be able to tell you next year.

But we will continue because we think this is the most logical level that we can cooperate on and although we think we need to cooperate also with Utrecht, well this is the storm that will go by. So what do we do, everybody is in depression? And if you Google the word depression you come into all these words and then I come up with this place colleague who was investigating kids and he said, well what's the opposite when kids don't play, they get depressed. So to get out of the depression you need to play.

**31** So how do we play? An adaptive brain is a more playful brain so playing develops the human spirit, nurtures independence, and powers improvisation, good. Playful mind is a happier mind. So if we would succeed in making a happier society, it generates more income. So the question is how do we play? Well not this game anymore. So Maximilian told us that we need to find other solutions in finance, this is not the game we should play. So how are we going to do strategic planning within this? And I found that within chess there's the middle game, you can say, after the openings. You kind of watch the board and you view the long lines and you have the plans and you want to guard your queen and your king and that's exactly what strategic planning is about.



## 32 Economic scenarios



## 33 Flexibility and adaptability



**32** So this is something that the economic board is now doing, they're making scenarios but not scenarios in what they want to happen, but scenarios in what could happen and how would they react. So they made two axes, one is what if Europe would fall apart, it could happen. What if Europe becomes stronger, on the upper part? On the left-hand side is what if we have a push economy, a pull economy, where we decide in what terms of conditions the economy develops and on the other hand a push economy which comes more from bottom up.

And we tried to make this translate into a spatial consequences and interesting enough it also refers to the lecture this morning. You might say well in the left corner the global giants, we go on the way of the blue banana, whatever, but on the other hand, here on the right-hand side you have a totally different concentration. If Europe stays together metropolises will be stronger, if Europe falls apart it will be the exact opposite. So how do we maintain trends and how are we going to learn from each other? So these are the things that we try to investigate in how we can approach this.

**33** The other thing is flexibility and adaptability. One of the things that planning has been confronted with is, not only long term planning is difficult but in a way how long term planning can be feasible and adaptable. So if you regard this to the chessboard, robust options are always education, housing, and we have to become cleaner and smarter. You always have to do this. The long term conditions... I didn't tell you much about infrastructure but for example, it is not a question whether Almere grows or not, it's whether, and when, we need to take precautions to build this connection. And we need to not say, now we don't have the money anymore but we can have this decision at a later time.

So here we talk about more conditions of planning and the third one is that in this time you need experiments, experiments with different players, with new arrangements and we have to learn from each other and also bottom up approach. And something can go wrong, yes, but otherwise if we don't do this we don't find a new direction and also you need something to celebrate. So you need to make a dot on the horizon, in our case Amsterdam will be 750 years and we said, well what if you would celebrate this with a region? We don't make it our party, we make it a regional party so you need to find ambassadors.

34 Quality of life



**34** So in the end it's all about this, I think, it's about quality of life, it's about why you want to live in the city, it's about interaction, it's about why people like to live in the city. It's in the way they believe and they experience the day, the week, the month, the season. So we did investigation on how many people use Amsterdam, it's not 800,000 inhabitants, it's 8 million people coming to Amsterdam, sharing baths, sharing tables, sharing chairs, meeting each other.

So can we do this? Can we concentrate on this? What would happen? We renovated 32 cultural venues over the last ten years. Unfortunately they're all open this year or last year so you should come really to Amsterdam now, it's all getting finished. This is our film museum and it's a wonderful spot but in the act it starts with where people want to come together and what kind... it's not about venues it's also about public space, it's where people meet and want to meet. So we invested our cultural clusters in the city and said what kind of special conditions do we need and you can also do this for the region and for larger parts.

So in the end it's all about making, not smart city, not resilient, but making good cities. So I wish us all to make good cities and in the end the discussion is not how big you want to be but the green will be greener, the red will be redder and we will have much more stars to celebrate living in the city. Thank you and I wanted to live you with the Amsterdam principles which we found out that whatever you start in an experiment just start small, don't exclude others, if they want to join, leave your weapons. Weapons are I have money, I have power, if you want to be around the table you should not do this, focus on the content, share a story, no PowerPoint... sorry for this. Curb your passions, be curious and hold on.



# Berlin-Brandenburg - A Joint Metropolitan Authority

Jan Drews - [www.berlin-brandenburg.de](http://www.berlin-brandenburg.de)

## 1 Administration – public partners for joint planning

Berlin  
Federal State and Municipality  
(12 Boroughs)

Brandenburg  
Federal State with 14 Counties  
4 Cities independent from counties  
144 independent municipalities  
plus  
53 Authorities (Ämter) incl. 272  
municipalities  
(in the past 1800 municipalities)

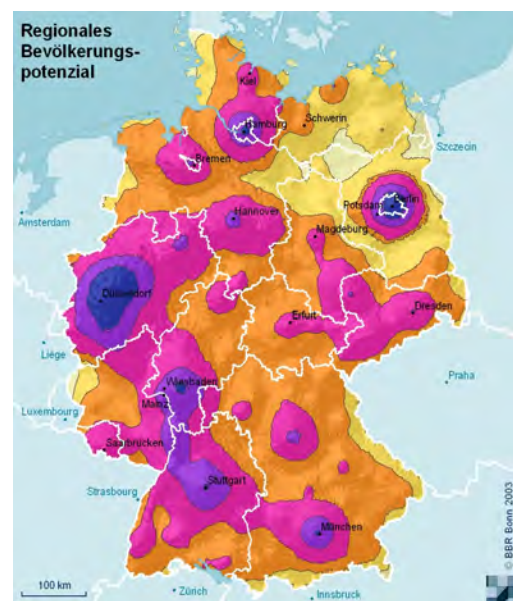
5 Planning regions

## 2 Thesis

Our starting points were very different,  
extremely difficult but an interesting challenge.

## 3 Contrasts

Population density  
Berlin – highest (3,400 P/sqkm)  
Brandenburg – lowest (80 P/sqkm)

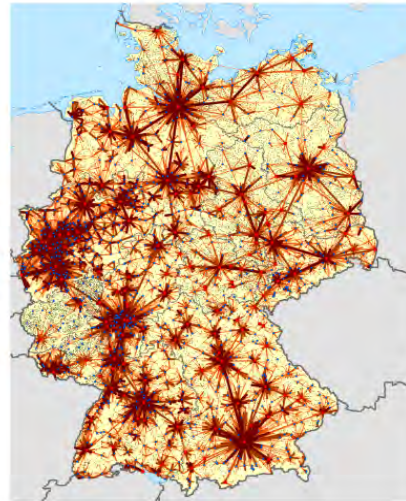


**1** What I want to tell you today is how special planning system is organised in Berlin and Brandenburg and we have there specific situation that I want to show you by this chart here. You probably know that we have a federal state system in Germany, there's the state, Deutschland of course and we have 16 states below this, the federal states and two of these states you can see in this chart here in the middle you see the state of Berlin and it's completely surrounded by the state of Brandenburg and we also have some substructures within the structure and these are communities, municipalities and we have this as well in Brandenburg as in Berlin. So you can imagine that this is something what we call in Germany a sack of fleas that we have to keep together when you try to make planning for the whole space there. We made some headlines to bring you through this presentation and the first headline is our starting points were very different, extremely difficult, but an interesting challenge and I will show you how this is meant.

**2** You see on the left hand side a map of Germany and this shows a structure that we of course found when the wall came down and you see Berlin in this place here, you can also see the border of Berlin and you see that you have the highest densities that we have in Germany, in Berlin, in the centre of Berlin and we also have the lowest density of population in Brandenburg. This goes down to 30 inhabitants per square kilometre and there's no inhabitants in these areas and so you can imagine that the feeling of the people is also very, very difficult, it's very rural outside in the outer areas and it's very hatch like in big cities in Berlin itself.

## 4 Contrasts

Commuters  
to Berlin: 179,000  
to Brbg: 71,000



## 5 Thesis

An administrative Fusion has not been successful – so we went for a small „marriage“ instead.

1996: A Referendum on administrative unification of the two federal states failed

Berlin: 53 % acceptance

Brandenburg: 36 % acceptance

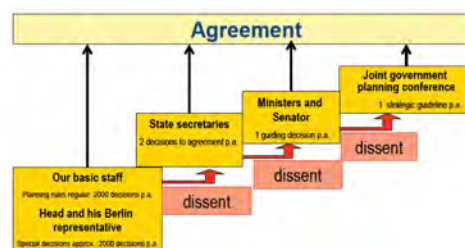
Main reasons for denial in Brandenburg: bad remembrance of the "Capital of GDR" majority of inhabitants in Berlin fear of Berlin's debts



## 6 Joint Spatial Planning Department

- The Job: to balance the interests of Berlin and Brandenburg in terms of spatial development
- The Mission: to keep conflicts out of politics
- The Tools: programmes, plans, strategies
- To solve Conflicts: procedure for agreement
- The Themes: ensure space for development

### Stairs of supraregional agreement



## 7 The unified staff - Joint Spatial Planning Department

2 Heads (1 from Berlin, 1 from Brandenburg)  
5 Divisions  
80 Employees (20 from Berlin, 60 from Brandenburg)

4 You can also see the structures when you see the commuting relations you have, so very strong magnet Berlin with a lot of commuters going inside and the only central place, we have the big central place is ..... there that has its own surrounding country with where commuting comes into this area, the city of ..... if you have a focus on the inner space of the metropolitan region, what we call the Hauptstadt, the capital region in Berlin Brandenburg then you can see that you have here the settlement structures, the black spots here and you can also see that it is a kind of spider, it follows the railway connections has nothing to do the structure of settlements with the border of Berlin, so yet just from this structure you can see that there's a need to have planning, special planning for both countries.

If you compare it with other metropolitans like Barcelona, Milano or Frankfurt you see it's completely different and yet you don't have such clear structures in these areas and you can also see by this picture that all these spots are little villages and they are really little, which can give the general structure of Brandenburg.

5 The second headline is an administratory fusion has not been successful, so we went for small marriage instead. In 1996 we had a referendum whether the two federal states Berlin and Brandenburg should go together and at this time there was a lot of starting in this area, of course it was just six years ago that the wall came down and everything was switched that it could happen and then the population was asked and as you see here on this chart that the Berliners said okay, with 53%, yes we accept this, this is not overwhelming majority, but the people in Brandenburg said no, we don't want this. This of course has several reasons, one reason is the bad remembrance of the capital of GDR, a lot of goods of daily use, but also housing power, power for building houses was given from the whole GDR into the capital of the German Democratic Republic and the people still look a little bit jealous to the old former capital of GDR and say oh they took all the stuff and now they want to come to us and we should be combined and of course if there was a fusion of the two Bundesländer we had the problem that there are more Berliners within the new structures than Brandenburg is and so the majority would have been in Berlin and of course Berlin as well, West Berlin as East Berlin had gathered quite a lot of debts and these debts would have been the common debts in the new country and so the people say

no, we don't want that and so it was denied, but anyway I showed you the charts before, there was a great need of a common planning system and this was made in 1996.

6 Do you see here the ..... Brandenburg and Berlin and there are two ministries, the ministry of infrastructure and agriculture, this is the one from Brandenburg where the planning authority is in and in Berlin it's almost the same, but it's for urban development and the name is Senate there, this is just because it's within the city and now we have the very special construction that there is a joint special planning department Berlin Brandenburg, what is in fact a department that belongs to both authorities, to the authority in Brandenburg and to the authority in Berlin.

7 This is something absolutely unique in Germany and me myself I'm head of department, in six weeks I have to say of this joint special planning, but I will give you some more information later on about that. There are some principles, some jobs that have to be made in this structure, the first job is to balance the interests of Berlin and Brandenburg in times of special development. Of course there are different interests, I think we have heard in all the presentations before where the problems are, of course it's the same problems we have here in this area and it's a good structure we found to get rid of these problems. The mission is that inside of this structure, of this special planning department the conflicts should be solved and that it should be kept away from the politics.

The tools we use for that are of course the classical tools you have for planning programmes, plan strategies and we also have a plan, an official plan how the procedure should be when there are conflicts and how they could be solved and okay that's it so far. How does it work? You'll see these are the steps how agreements can be made, it starts with the normal business we have every day. You see there or you can't see it probably, but about 2,000 decisions we make in planning, sometimes small, sometimes bigger decisions, this is our daily work of course and from these 2,000 decisions we managed almost 100% to bring it to a solution inside our authority, inside our department. If not then it goes like an epsilon up to the two state secretaries both in Berlin and in Brandenburg and they try to find an agreement. (continues on next page)



## 8 The issues - Spatial development



## 9 Thesis

Our main instrument is joint formal planning.



Vision



LEP B-B

LEPro



LEP FS

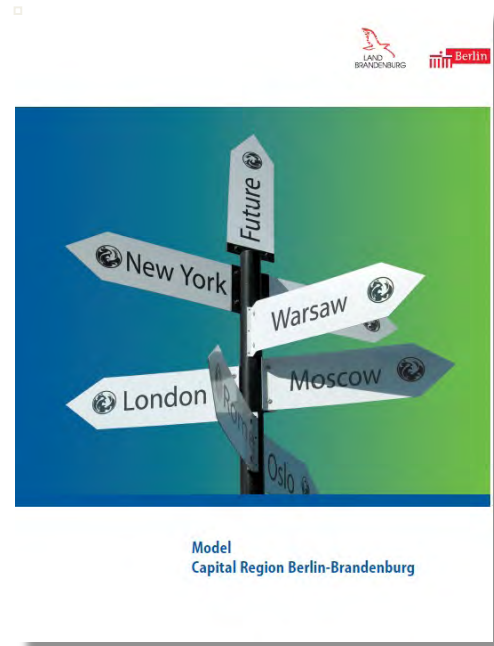
## 10 The Model: Strengthening our strengths

Approved by the two regional governments in August 2006

Name of the region: Capital Region Berlin-Brandenburg

Eight Fundamentals:

- We complement each other
- In the Midst of Europe
- We are cosmopolitan
- A strong Capital for the Region
- Knowledge is our raw material
- Our economy is innovative and flexible
- We live culture
- Quality of life is our strength



## 7 continued

When they don't succeed in that then it goes further onto the ministries and the senator and if they don't then we have a joint government planning conference with the two prime ministers of Berlin and Brandenburg and also almost all the ministers of the cabinets. You can imagine that this really huge machine is only used when there are structure problems that need agreement and you won't do this if there was just a ..... about housing area or something like this and this actually really happens very, very seldom as you see. Our staff we are quite a huge department, I think we have 80 employees coming 20 from Berlin and 60 from Brandenburg and they are organised in five divisions and there are two heads, one head is from Brandenburg that in this time it's me and I have a colleague from Berlin and we have to make our decisions together, so it's not possible to say that I'll just say that's it. Yeah. We have to do it in this way now, I always have to find an agreement.

8 So what are the issues that we have to cope with? We have in this time is the renewal energies, this is a great item, because there are political plans that 2% of the land in Brandenburg should be ready for these renewal energies and you can imagine that there are quite a lot of conflicts in the countryside with that. The others also an issue that has to deal with energy, these are the old ..... landscapes that left over from brown coalmining, from open brown coalmining, the huge, huge areas from that and we still have a discussion whether we should make plans for further brown coalmining.

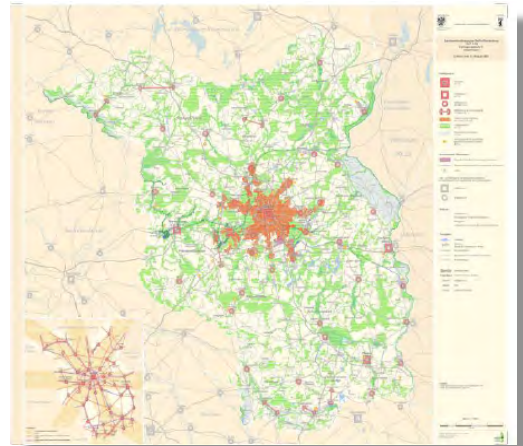
9 The other is more or less classic, I will show you some more charts about this, this is a special plan here, the development plan for the country Berlin and Brandenburg, this is a structure plan we made for transportation and transport corridors and these are regional plans we make, in this case this is what one day for sure will be the airport Berlin Brandenburg and what you see here are the axis of the spider I showed you, these axes around here of settlements and these are the centres of villages round there and we have to plan or we have to ..... a problem where housing should be, can be when you have the problems with the airport here and where industry can be placed and so on. The third headline, our main instrument is joint formal planning, the formal plans we use are first the vision of course, this is the high scale we plan in, the next one is a programme we made, this is the law, this is the plan we made, I will show you some more charts about this and this is what I told you is a

plan to secure the airport function in this area. The vision called the .... or the model however you will see was a change we had in 2006 that we said we want to strengthen our strengths.

10 Before that there was another philosophy in planning that said you have to be very careful that there will be no urban sprawl around Berlin, because when the wall came down we had a really impressive structure of the settlement, because the urban sprawl was not possible due to the war and so a lot of people said in this time we have to forbid any development next to the doors of Berlin and the settlement of Berlin and this of course was a little bit difficult, because it did not happen what everybody expected that there was an enormous vast of development at this time, it was much slower everything yeah and we had an enormous unemployment and originally you could say okay, we come along with this, this gives a vision for the future and so the model changed and they said okay, we have to see where we are strong and we have to build on that and this of course was at a very abstract level, but the good thing was that were held different great congresses with Berlin and Brandenburg and they worked out these fundamentals called we complete each other Berlin and Brandenburg in the midst of Europe we are cosmopolitan, a strong capital for the region, knowledge is our raw material, our economy is innovate and flexible, we live culture and quality life is our strength.

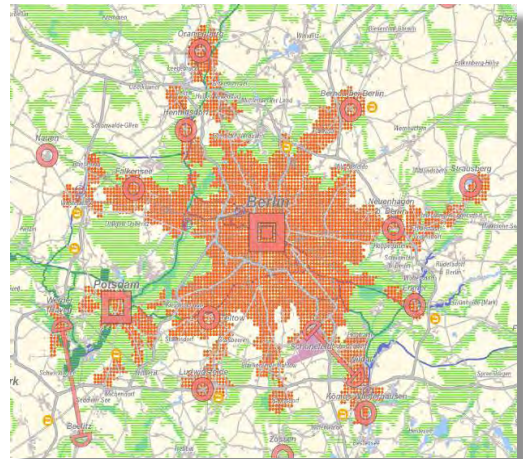
## 11 Enabling development

- Opening spaces for development
- promoting industrial settlement
- Saving land scapes
- Optimizing restrictions (by number and issue)



## 12 Containing urban sprawl

- Fixed areas for larger additional settlements
- Concentrated along railway-axes („Berlin Spider“)
- Binding rules for local administrations concerning their plans



## 13 Thesis

There are many additional aspects of co-operation within the joint region

## 14 Additional public cooperation

25 joint public institutions  
100 administrative agreements  
to see more: [www.berlin-brandenburg.de](http://www.berlin-brandenburg.de)



## 15 Implementation - Joint public transport association



**11** The next level underneath this was the new development plan for Berlin and Brandenburg and you see here of course again the spider of the structure of settlement from Berlin, but what you also see are these spots here, these are the central places. We had before we started with these plans 150 central places in Brandenburg and it was absolutely clear that due to it is a population decline especially in the outward areas here it was not possible to hold this anymore and so we reduced it to 50 central places and we said okay, in these areas, in these places there are little cities, almost all of them are very little cities about from 10,000 inhabitants to 30,000, but not more, because there are no other in Brandenburg.

**12** We want to concentrate there the functions for the daily use and daily living we need there. This is a structural topic and so far it was rather successful to do it this way. What you also see are green structures, this plan saved green landscapes and the connection between each of them. What you see here is a closer look on the Berlin spider or Berlin star or however you will call it. I told you before that these axes here are organised or have themselves organised almost in the 30s, 20s years of 1920s, 1930s along the railway tracks and we have ..... the structural binding that settlement should happen in these areas with the sign here with the red dots. There are still a lot of open space there and so that it's so far no problem to have the development there.

**13** On the other hand we have the green corridors going very near to the Berlin centre what is really a great advantage and gives the chance for good living quality there. With this plan we have binding rules for the local administrations concerning their plans. The next headline there are many additional aspects for cooperation with the joint region. We have more than 25 joint public institutions, there are 100 administrative agreements to work together between organisations in Berlin and Brandenburg. If you are interested in that you can see it on the webpage, I've marked it here and I think the charts will be given after the meeting here.

**14** One thing that is really for people, for the inhabitants a great advantage is The Verkehrsverbund Berlin-Brandenburg, what is in fact a joint public transport association. There are in these one has to say that you have an idea, this of course is Brandenburg here and the middle is Berlin and from here to there at least 300 kilometres, it really is a huge area

and we have transport companies about 30 round about, more than 30 I think in this area here including Berlin and it is possible when you want to go maybe from here up to there you can do it with one ticket, because we have this, a joint public transport association and this is a very good thing, because it makes public transport reliable and easy access to rural areas as well.



## 16 Initiatives by joint planning

Implementation: Volunteer co-operation for regional parks



## 17 Economic co-operation - logistic hubs

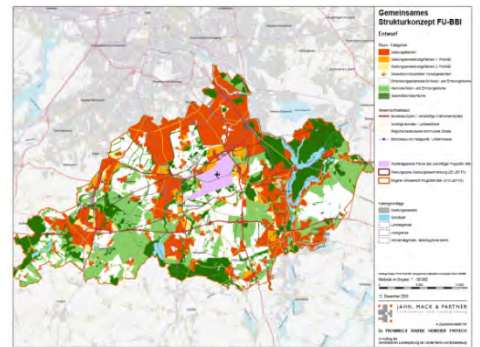
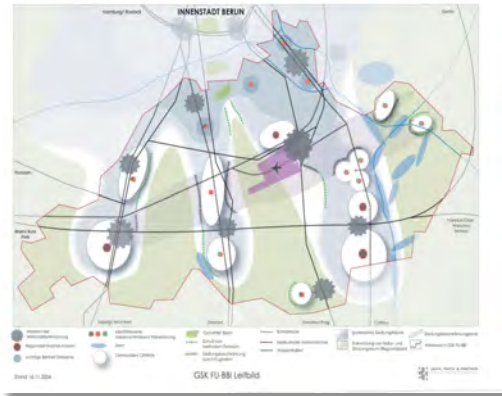


**16** Another example for that for cooperation in this area when you see here in the middle it's Berlin and surrounded by Brandenburg that you have regional parks. This is a municipal cooperation organisation and the planning department over many years ..... to say gather together, make plans that we have on the one hand for the inhabitants in Berlin, easy access to areas of recreation on the one hand and on the other hand we have the chance for people living in these rural areas that have income from the tourism and these are things that took many, many years, but now we really are starting to harvest this and have bicycle routes and things grow and grow and it's a successful story.

**17** Another thing is the economic cooperation within logistic hubs we have here round this is the Berlin ring, the autobahn ring round and we have three ..... logistic hubs here where the goods coming from the outside are gathered and logistical handled and then they are distributed into Berlin.

## 18 Multi level co-operation

## Common Structural Concept Airport and Surrounding Areas Guidelines, discussion and agreements



## 19 Thesis

Our region Berlin-Brandenburg presents a common position to federal and international levels

20 2013: New TEN-T – Strategy  
for good connectivity of  
metropolitan regions

New methodology:  
Core net and basic net

TEN-T Core Net ( needs of 500 billion):  
Main nodes  
Multimodal links between this nodes

CEF (23 billion discussed) for:  
0 corridors of core net for catch up priorities



## 21 2013: New TEN-T

## Berlin-Brandenburg connects East-West and North-South



**18** About this picture I showed you already, this is the airport region where we have this cooperation within municipalities and .... made a common structural concept for the airport and surrounding areas, guidelines, discussions and agreements we made there.

**19/20** The next headline our region Berlin Brandenburg presents a common position to federal international levels. You probably all know this figure here, these are the new TEN-T corridors within Europe and when you break it down to the level of Berlin Brandenburg then you will find us right in the middle here and there is one established axis of course from the west to the east coming from Hanover ..... Hanover going to ... but there's another link that's quite important for us.



## 22 Circle of cooperation

- Connecting big development areas by developing the corridor
- Accessing regions by infrastructural and economic cooperation
- Pointing out joint initiatives for greening the corridor



## 23 Summary

- What did we achieve?
- What's left to do?

## 24 Conclusion - the achievements so far

- The closest cooperation between two federal states in Germany
- The cooperation between ministries is going well numerous joint organisations
- "Capital Region Berlin-Brandenburg" has become a well known label (amongst professionals)

## 25 Conclusion: what's left to do?

- Strengthening the brand Capital Region Berlin-Brandenburg
- Intensifying our joint worldwide marketing efforts by improving the co-operation between trade development agencies
- Establishing the Scandria@Corridor Alliance
- Getting a Berlin-Brandenburg football team into the Champions League

**21** This is a north south corridor and probably you see in this picture as well today already, this is the Scandria Corridor and our department and Berlin Brandenburg is Bundesländer thought together that this structure here together with the European partners in the Baltic area and down at the Adriatic area that .....work together and make good marketing for this transportation and development corridor. So now comes the summary, what did we achieve and what's left to do?

**23** I think the best or the most achievement so far is the closest cooperation between two federal states and Germany. This really is something that never took place at any other place.

**24** The cooperation between the ministries of Berlin Brandenburg was going well, we have numerous joint organisations and structures and the capital region Berlin Brandenburg has become a well-known label at least amongst professionals. If you ask a farmer 100 kilometres away from Berlin what is the capital region Berlin Brandenburg? Then he probably will not know it of course and what's left to do?

**25** I think we still have to strengthen the brand capital region Berlin Brandenburg as I said before and you will never have 100% success with that, but you have to work with it all the time and always have to say it again. We have to intensify our joint worldwide marketing efforts by improving the cooperation between the trade development agencies. We still have two trade development agency, one in Berlin, one in Brandenburg and we have a discussion of unification of these bills and of course we have to continue in establishing the Scandria Corridor I showed you before the north and south corridor and what is very important almost as important as opening an airport very soon is getting a Berlin Brandenburg football team into the Champions League and we will work hard for that.

