



## INTEGRATED TERRITORIAL VISION RURBANCE WP 7 REPORT

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by LUH, ZUR, GRAZ

INTEGRATED TERRITORIAL VISION - RURBANCE WP 7 REPORT

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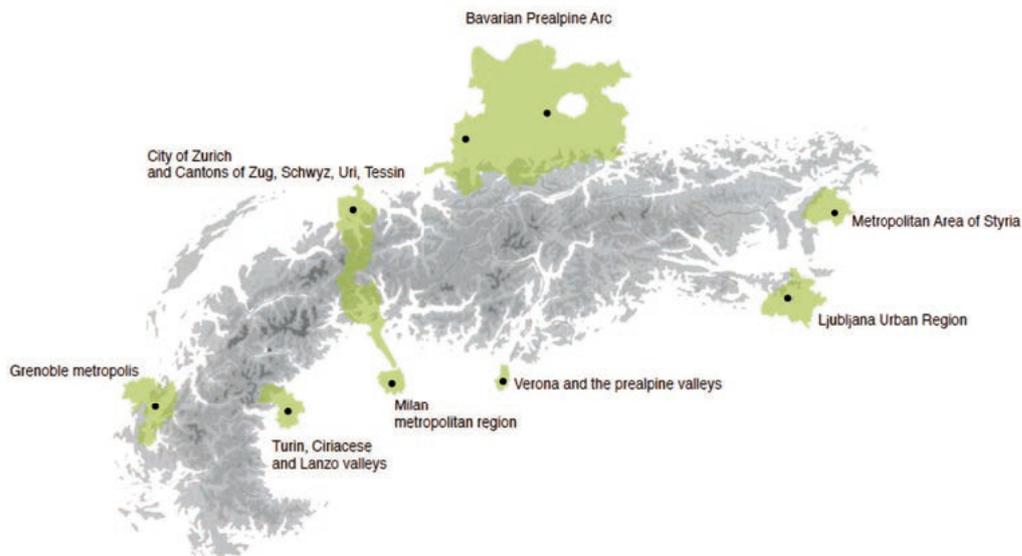
#### CONTRIBUTING RURBANCE PROJECT PARTNERS

LOM	Leadpartner Regione Lombardia, Direzione Generale Ambiente, Energia e Sviluppo sostenibile
ALL	Allgäu GmbH, Tourismus Marke Standort, Regional development agency
AURG	Agence d'Urbanisme de la Region Grenobloise
GRAZ	City of Graz
GAM	Grenoble Alpes Métropole
IUG	Institute d'Urbanisme de Grenoble, Université Pierre Mendès France
LUH	Leibniz Universität Hannover, Chair for Regional Building and Urban Planning
PIE	Regione Piemonte, Direzione programmazione strategica, politiche territoriali ed edilizia
RDA LUR	Regional Development Agency of the Ljubljana Urban Region
RRGU	Regional management Graz & Graz-Region
RRA	Région Rhône-Alpes, Direction du Tourisme, de la Montagne et des Parcs
VEN	Regione Veneto - Direzione urbanistica e paesaggio
ZRC-SAZU	Scientific Research Centre of the Slovenian Academy of Sciences and Arts, Anton Melik Geographical Institute
ZUR	City of Zürich, with the Cantons Schwyz, Uri, Ticino

## 1. SUMMARY AND INTRODUCTION

### Integrated Territorial Vision

An integrated territorial vision as overall aim of RURBANCE, in Workpackage 7 is addressed with three different and for the project's results characteristic components. Firsthand RURBANCE enhances methodological setup, participative use, and design of territorial maps as most important representation of the Alpine territories involved. These maps – either showing portraits of different territorial characteristics, either visualizing scenarios or visions - are understood as qualitative tools, created for, during and with the analysis and stakeholder involvements. Following the inherent combination of functional, natural and cultural criteria, the maps contribute to regional awareness and decision processes about territorial development. This actualized status of recognized important factors (what territory do we have? to what territory trends are leading?) lays ground for visionary strategies (what territory do we want?) and more precise scenarios with defined time-horizons of 10 or 15 years (what territory can we effectively shape?). In the second part of Workpackage 7 this imaginative and strategic approach is combined with clearly integrated development measures, that are directed toward the RURBANCE approach of rural-urban cooperation and inclusive governance models, enfolding the core themes of the project in a concrete catalogue of measures. In conclusion general remarks from the perspective of RURBANCE towards an Alpine Strategy refer to ongoing discussions of a macro-regional strategy and strategic outlines of programming. Rural-urban relations as important factor for a sustainable setup of Alpine territories are thus highlighted for strategic frameworks and project conceptions.



RURBANCE Territorial Systems. Image: LUH

The progress of vision in RURBANCE is systematically drawn in the following steps: Portrait Maps, Scenario and/ or Vision Maps, Framework of Measures, Transfer Catalogue, Contribution to Alpine Strategy. Since RURBANCE aims at developing a vision of the territory that integrates values, resources, needs and policies to achieve a balanced development among rural and urban areas. The integration process of policies draws its conclusions by designing an integrated territorial vision through shared scenarios. The development of an integrated territorial vision is based on a sequence of maps, that are to be used in the working tables and twinning workshops, and that are also directed to communication issues in general.

### Portrait Maps

In the collection of the report for WP 7, the maps are organized in chapters for each territorial system, in order to facilitate synthetic explanation and definition of interfaces between the thematic threads, that have been taken as starting points for analysis and reference and transfer structure:

- Landscape and Agriculture
- Spatial Development
- Mobility
- Energy
- Society

Showing in a focussed manner relevant aspects of the actual territorial set-up, as starting point for scenarios for territorial transformation and sustainable local development, the maps in a further step of analysis show also capacity and resilience factors of the territorial systems, explaining important trends influencing the actual transformations in the territories.

In detail the objective of the maps is to summarize in synthetic representations the most relevant spatial phenomena in regard to each thematic thread, with reference and explanation of interfaces to other threads. Some project partners also summarized the portrait process in overview maps, or additional maps for specifically important issues in the territorial systems in a combined view of the thematic threads.

### Scenario/Vision Maps

Project Scenario – Mid Term Perspective: With the Scenario map that projects the thematic focus for the pilot area, the policies' integration approach of RURBANCE are described, in order to drive development trends towards the balance of rural and urban areas, with focus on knowledge, innovation, entrepreneurship, environmental quality, use of resources, quality of life. The scenario also connects thematic threads, or relates measures in one selected thread to others!

Vision – Long Term Perspective: With the Vision map a common perspective of a new setup of rural-urban structures and relations can be illustrated, addressing also the public and cultural awareness.

## Framework of Measures

The framework of measures collects the overall local project's approaches of the pilot activities in each region. A description of the enhanced development measure illustrates content, context, background, and process of the measure. The collection facilitates also a possible transfer to the whole pilot area, or describes further measures connected to the pilot activity, if possible in different policy sectors and administrative levels, also including civil society organisations or private businesses. The policy background and support for each pilot measure aims to combine different policy sectors, and declare necessary adaptations and improvements of policies. In a special focus the framework evaluates the chosen governance models for the measures, how decision and implementation processes are drawn, and how citizens and local stakeholders are involved.

## Transfer Matrix

The transfer matrix is oriented towards thematic threads, to facilitate transferability of the regional specific measures, that also differ in scales and policy fields addressed. For the cross-sectorial issue of rural-urban collaboration, the matrix provides a first overview of approaches in the Alps as transferable set of tools.

## Contribution to an Alpine Strategy

As contribution to an Alpine Strategy RURBANCE offers the following strategic elements for territorial understanding, formulation of objectives and displays of measures:

### 1. Network of Prealpine Metropolises

A coherent vision for the Alpine core as rural-urban territory with high natural values in connection with the prealpine Metropolises, combined with the network of the metropolises as global knowledge and practise hubs regarding rural-urban cooperation, as new part of their global common positioning.

### 2. Network of rural-urban territories in and around the Alps

Rural-urban strategies and projects as fundamental part of territorial development of the Prealpine Metropolises with their hinterland with the Alpine core and as network of rural-urban territories.

### 3. Alpine mobility network

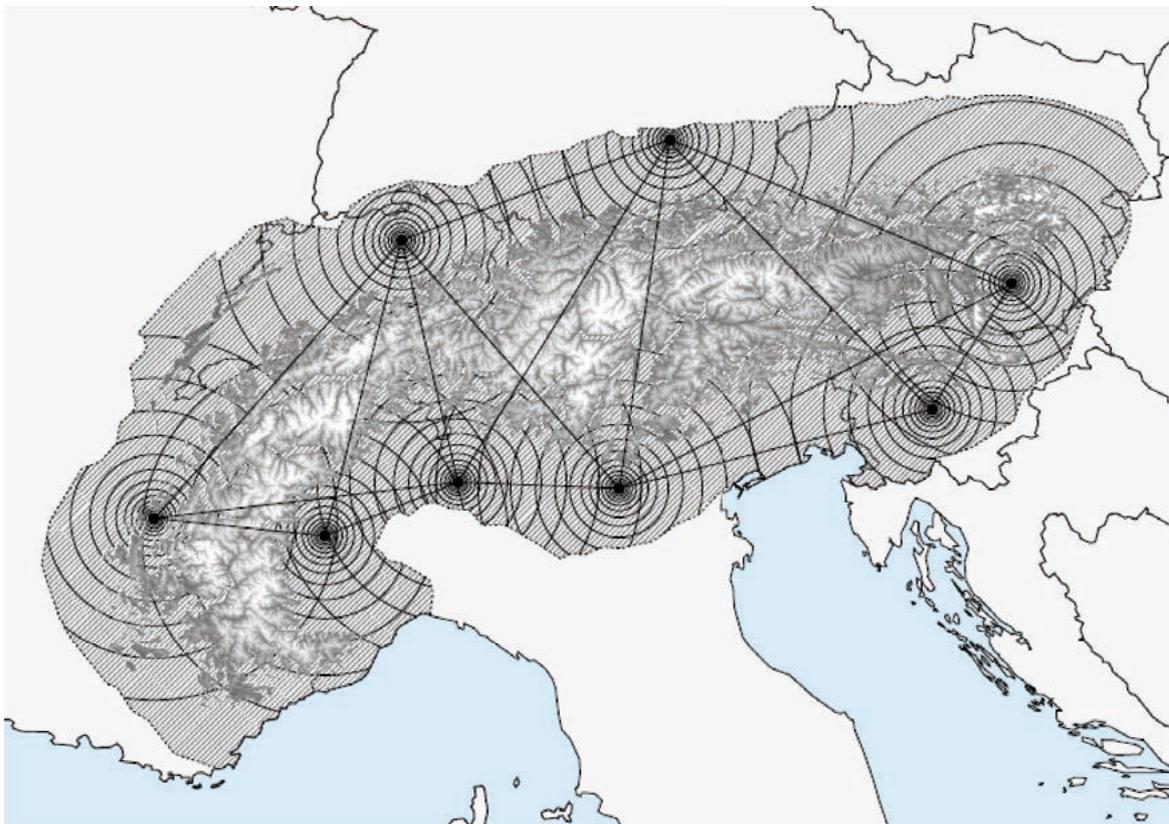
Enhanced mobility connections between the Prealpine metropolises (Gotthard, Brenner, Simmering, etc.), public transport by rail, correlated to an increased awareness for mobility axes as guiding development catalysts for the Alpine core.

Common Alpine mobility network between highspeed train routes and regional/local trains (vision: one ticket for the Alps), focussed for example firsthand for tourism/leisure mobility .

4. The Alps as multirelational core in European territorial networks to other macro-regions, programme areas and economic hubs in Europe, due to the Alps' position in spatial models as "European blue banana" or "European Pentagram"

Transferability a strategic considerations to other regions

The four describe strategic considerations are transferable to other regions, e.g. also to flatlands as Poland or to cities and regions around a bay (Baltic sea, Channel, etc.), apart from Alpine specific aspects.



Contribution to an Alpine Strategy, territorial vision network. Image: LUH

## Scales of representation - Overview Portrait maps

### Portrait and Scenario Maps / Comparison Din A1 (59,4cm x 84,1cm)

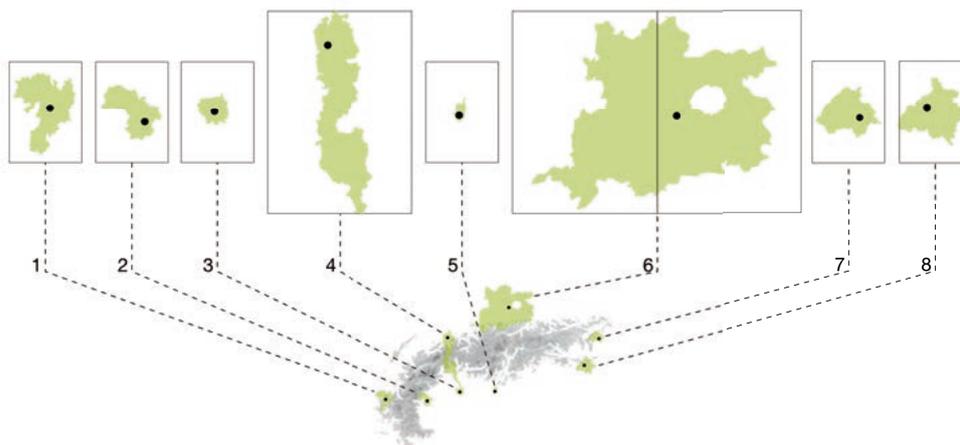


1. Grenoble Urban Region (1:250.000)
2. Torino, Ciriaceese and Lanzo Valleys (1:100.000)
3. Milan Metropolitan Region (1:25.000)
4. Metropolitan Area Zurich (1:250.000)
5. Verona and the Prealpine Valleys (1:50.000)
6. Bavarian Prealpine Arc (1:250.000)
7. Metropolitan Area of Styria (1:200.000)
8. Liubliana Urban Region (1:200.000)

Scales of representaton. Image: LUH

Scales of representation - Overview Scenario/Vision maps

**Vision Maps / Comparison**  
Din A3 (29,7cm x 42cm)



DIN A3 in M 1:500.000  
148,5km x 210km



DIN A3 in M 1:250.000  
74,3km x 105km

1. Grenoble Urban Region
2. Torino, Ciriace and Lanzo Valleys
3. Milan Metropolitan Region
4. Metropolitan Area Zurich
5. Verona and the Prealpine Valleys
6. Bavarian Prealpine Arc
7. Metropolitan Area of Styria
8. Ljubljana Urban Region

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Scales of representaton. Image: LUH

## 2. STEP 1/ PORTRAIT MAPS

As first step of workpackage 7 the project partners got asked to develop a portrait of their territorial system. As tool of reference and transfer, the portrait maps will refer to the following thematic threads:

- Landscape
- Spatial Development
- Mobility
- Energy
- Society

Based on those thematic threads the portraits were developed. One of the crucial questions was to find a comparable thematic structure which guarantees comparability and gives enough space for every the different focusses of every project partner and allows different results. Therefore two tools are used to produce a portrait of the territorial system: Mapping and Text.

Showing in a focussed manner relevant aspects of the existing territory, as starting point for scenarios for territorial transformation and sustainable local development. Capacity and resilience factors of the territorial setup of the pilot areas are expressed in portrait maps, that include actual trends the territory is moving to.

The partners choose wheter to produce maps for all threads, and to relate to each other in order to show (possible) dependencies and interfaces. Or they can concentrate the portrait maps in one or two threads, then dependencies and interfaces to other threads should be integrated in the representation. The portrait maps are not thought as complete or comprehensive illustration of the territorial starting point. They are related to the specific thematic thread(s), that is (are) addressed in each pilot area – in relation also to the pilot activity, andbearing in mind the overall aim of sustainable development, specifically regarding rural-urban relations.

The objective of the maps is to summarize in a synthetic representation the most important spatial phenomena in regard to each thematic thread, with a reference and explanation to interfaces to other threads. Some partners also summarized the portrait process in overview map, or/and added maps for specifically important issues in their territorial system that combine different of the themes, e.g. toursim.

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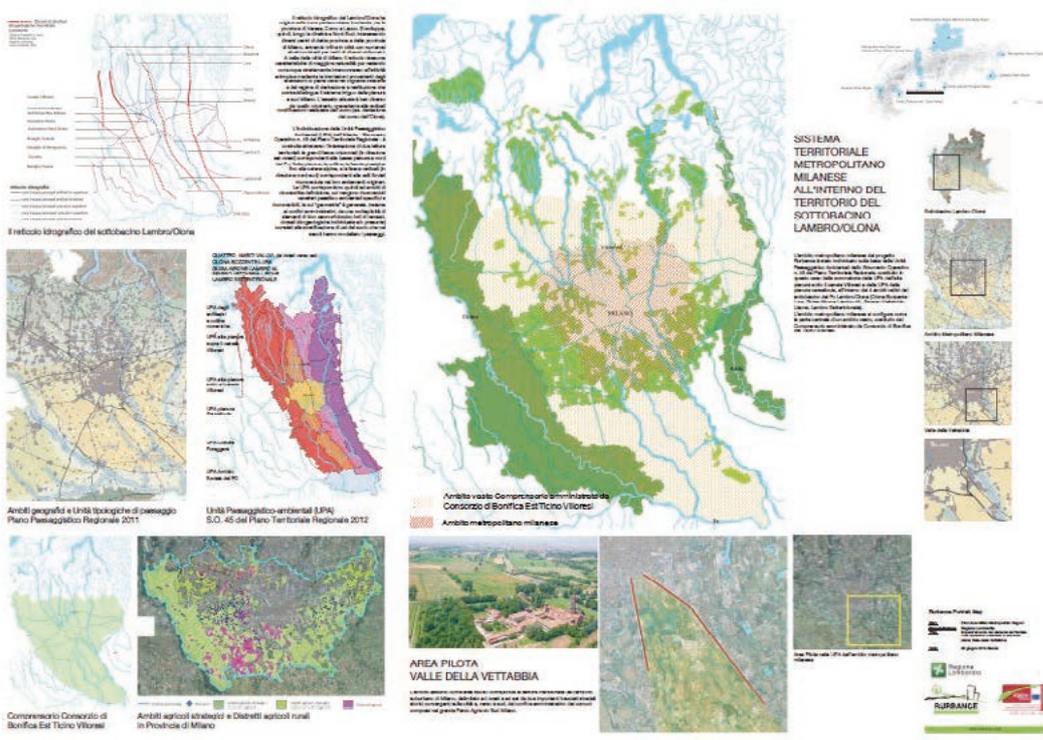
## 2.1. Milan Metropolitan Region

### Maps (11 + 1)

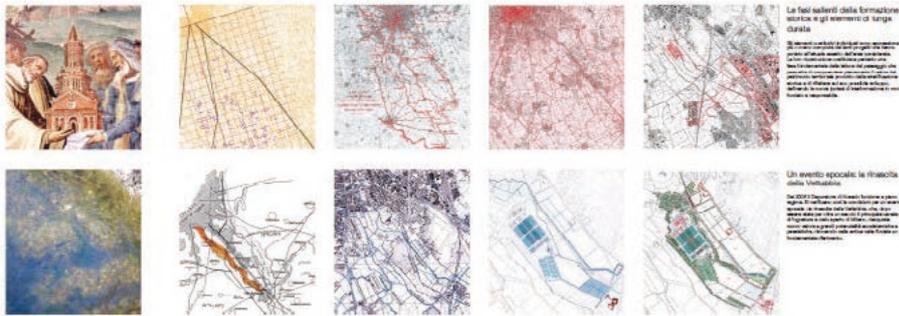
1. Metropolitan territorial system Milan and pilot area Valle della Vettabbia  
RURBANCE\_PortraitMap\_LOM\_01\_Metropolitan Territorial System Milan
2. Areas, systems and elements of landscape-environmental significance  
RURBANCE\_PortraitMap\_LOM\_02\_Landscape Environment
3. Territorial Governance Methods  
RURBANCE\_PortraitMap\_LOM\_03\_Territorial Governance
4. Milanese Agricultural District - A rural and tourist path amidst the farms of Milan  
RURBANCE\_PortraitMap\_LOM\_04\_Milanese Agricultural District
5. Areas, systems and elements of landscape degradation or impairment  
RURBANCE\_PortraitMap\_LOM\_05\_Landscape Degradation
6. Strategies for governance of territorial transformations at local level  
RURBANCE\_PortraitMap\_LOM\_06\_Transformation Strategy
7. Areas of existing and planned public parks within major Valley areas of Milan  
RURBANCE\_PortraitMap\_LOM\_07\_Green Spaces
8. Provincial cycling path network  
RURBANCE\_PortraitMap\_LOM\_08\_Bicycle Network
9. Slow mobility and accessibility, existing and in transformation  
RURBANCE\_PortraitMap\_LOM\_09\_Lean Mobility
10. Energy carriers. Transformations and landscape  
RURBANCE\_PortraitMap\_LOM\_10\_Energy carriers
11. Territorial transformations and social changes  
RURBANCE\_PortraitMap\_LOM\_11\_Territorial Transformations and Social Changes
12. Atlas of the Lambro/Olona sub-basin  
RURBANCE\_PortraitMap\_LOM\_12\_Atlante Sottobacino Lambro/Olona



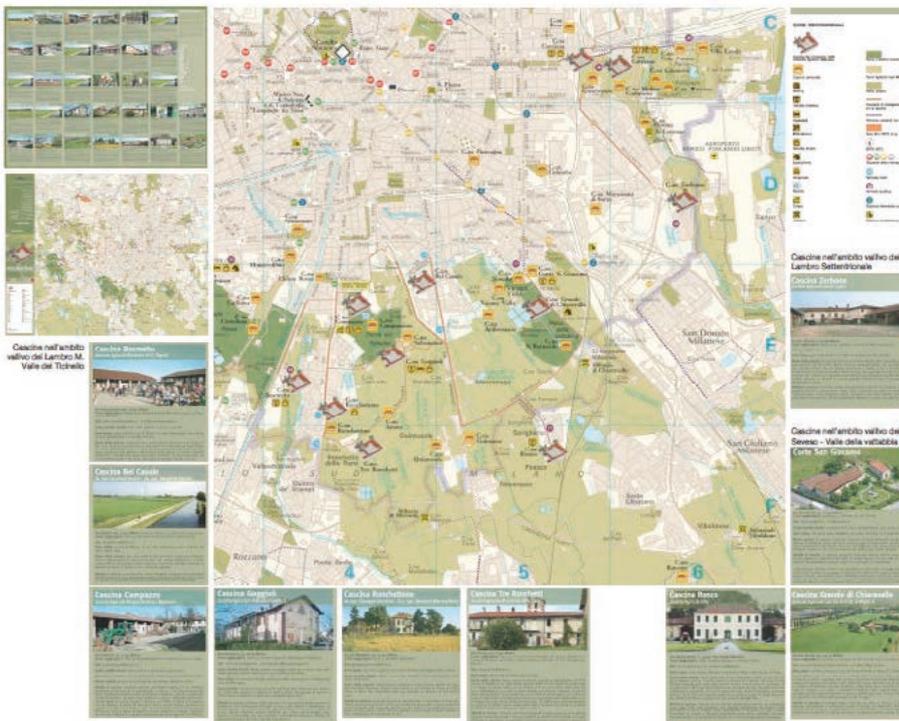
RURBANCE\_PortraitMap\_LOM\_01\_Metropolitan Territorial System and pilot area Valle della Vettabbia



RURBANCE\_PortraitMap\_LOM\_02\_Landscape Environment



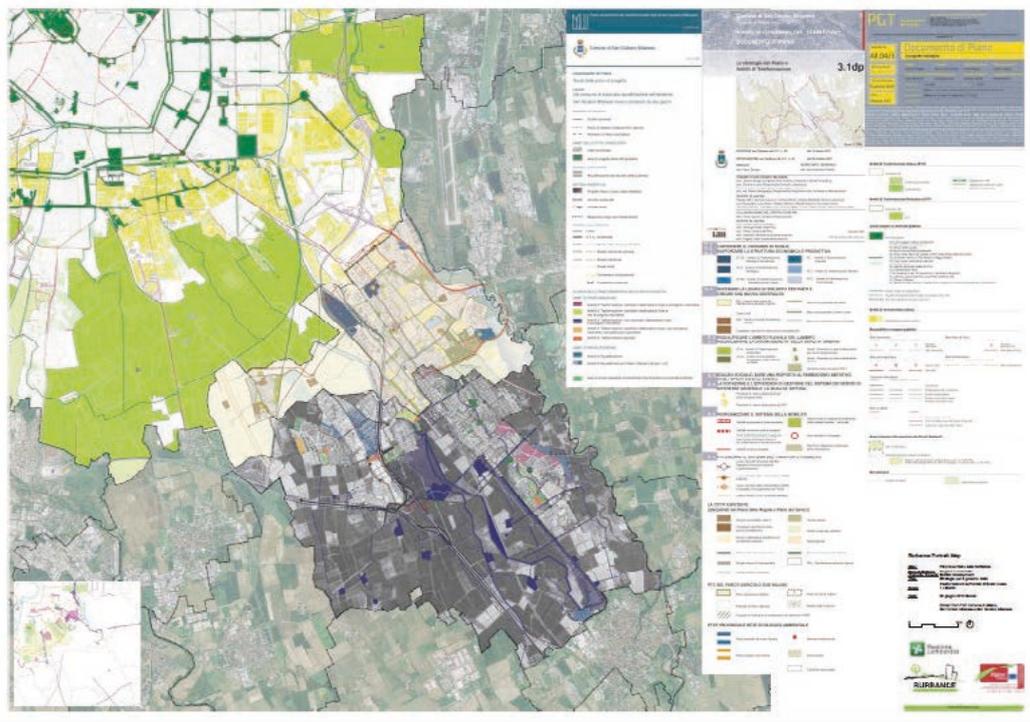
RURBANCE\_PortraitMap\_LOM\_03\_Territorial Governance



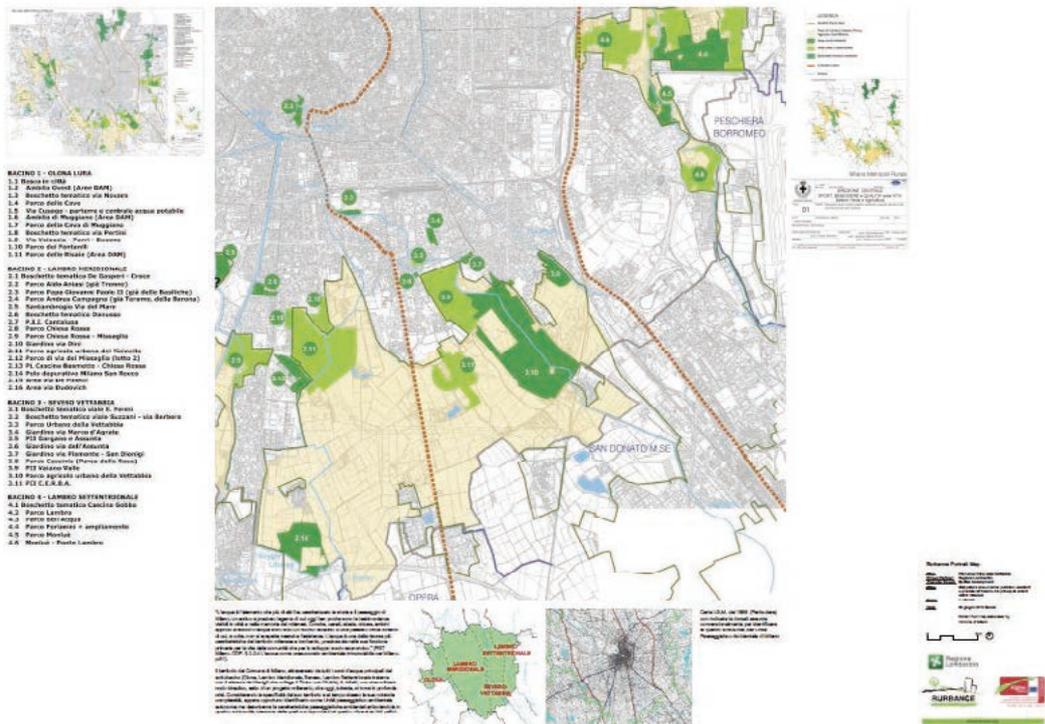
RURBANCE\_PortraitMap\_LOM\_04\_Milanese Agricultural District



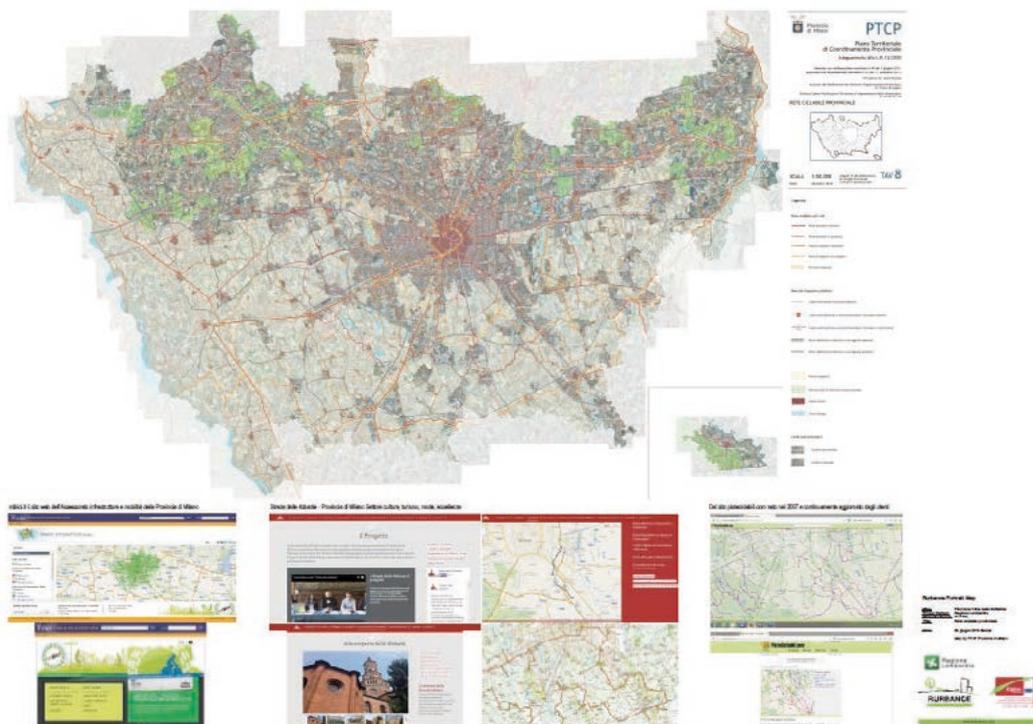
RURBANCE\_PortraitMap\_LOM\_05\_Landscape Degradation



RURBANCE\_PortraitMap\_LOM\_06\_Transformation Strategy



RURBANCE\_PortraitMap\_LOM\_07\_Green Spaces



RURBANCE\_PortraitMap\_LOM\_08\_Bicycle Network



RURBANCE\_PortraitMap\_LOM\_09\_Lean Mobility



RURBANCE\_PortraitMap\_LOM\_10\_Energy Carriers



RURBANANCE\_PortraitMap\_LOM\_11\_Territorial Transformations and Social Changes

### Valle Della Vettabbia - Pilot Area

The maps and the content expressed in the portrait were built to reply, appropriately addressing all the aspects required by the guidelines, to the following questions:

1. What territory do we have?
2. To what territory do we move?

The answers are given through special reading keys of the Rurbance Project or, in other words, the reading of urban/rural relationships as a filter in the study of functional and morphological aspects and in focusing on local governance models.

The Valley of Vettabbia, pilot area covered by this study, currently looks like a prime example of urban-rural relationship, an area in which recent territorial transformations conceived, developed and implemented according to a strategic objective of upgrading and enhancing local peculiarities, and with a view to sustainable development in order to reverse the degradation, abandonment and typical fragmentation of peri-urban areas, have formed the engine of a new reality full of vitality and new meanings, restoring dignity to this extraordinary piece of territory, a land of waters, reclamation, agriculture and "good governance" of the Cistercian monks.

The Valley of Vettabbia, which in 2005 was the pilot area for the LOTO project, fits within the broader context of metropolitan Milan, an administrative territory undergoing heavy transformation (the newly formed "metropolitan city") and concerned by the new Territorial

Development Framework Agreement (AQST) "Rural Metropolitan Milan".

Description of the portrait, reasons of the representation

For the LANDSCAPE theme, we drew up a map that wants to represent, through the identification of "Areas, elements and systems of landscape-ecological significance", the current characters of the landscape of open spaces and agricultural activity, understood as resilience factors upon which to base the transformations to come. A rich, complex and layered landscape, but weakened by the contradictions of the "metropolitanizing" phase of the Milanese area.

The "territorial governance methods" considered here are those that govern the open spaces, forms of protection and exploitation of protected areas, ecological networks, the designation to protect agricultural areas of strategic interest, provincial landscape river streams, in areas of regional landscape significance.

The farmsteads in the countryside and in cities are today the hubs where the encounter, integration and mingling between the urban and the rural take place. Their exploitation also passes through projects such as the map "Milanese Agricultural District. A rural and tourist path amidst the farms of Milan".

For the SPATIAL DEVELOPMENT theme, we identified "Areas, systems and elements of landscape degradation or impairment" to highlight the huge mass of elements that lead to pressure and compromise in this portion of the territory, making it particularly vulnerable. Territorial transformations are therefore read in a double perspective of criticism, but also of opportunity.

The cities of Milan, San Donato and San Giuliano Milanese in the respective Territorial Government plans in force have identified for the Valley of Vettabbia "Strategies for the governance of transformation on a municipal level" of different nature and form, without specifying a systemic approach to the Valley.

The Milan City Council, for instance, is building the system of green and open spaces, considering the existing urban green and project, existing forests, agricultural areas and watercourses as a whole, considered within the Valley areas, through the "Public green areas mapping existing and planned within the main areas of the Milanese Valley".

For the MOBILITY theme, we decided to focus on slow mobility linked to fruition and urban-rural integration. The reference framework of the current state and slow mobility project is the "Provincial bicycle network", which defines the main routes of the Milan metropolitan system. There are many institutional projects developed by private users that contribute to the construction of the cycling network.

In the pilot area we focused on "Slow mobility and accessibility system. Existing and under transformation" in order to create a network of mobility paths and integrated fruition and to support the development of landscape and environmental features, elements of the scenario in the process of being defined.

For the ENERGY theme, we highlighted two particular themes of the pilot area of which to assess the landscape and environmental impacts. "Energy carriers. Transformations and landscape": the Milan Nosedo Water treatment plant as innovative energy carrier, in addition to introducing into the water network 100% of purified water for agricultural-manufacturing

purposes, with an evident positive impact. The theme of power lines, undeniable factor of landscape and environmental degradation, in particular in the vicinity of the Abbey of Chiaravalle, whose burial as a strategy for energy could have advantages from the landscape point of view, as long as the construction is done considering the characteristics of the landscape-environmental system in order not to cause even greater damage.

For the SOCIETY theme, we built a path to interpret the "Territorial transformations and social change", investigated in the context of cause and effect. Themes, insights and data are expressed in parallel to the dates of 1999 and now 2014. The basis of the information included belongs to a study in 1999 on the "State of human settlements and current fruition" of the Lombardy Region and, for the current situation, the direct knowledge of Rurbance and in particular, the information gathered during the workshop on 5 April at the Nosedo Water treatment plant. It seems clear that the study area has gone through some significant territorial transformations, from a condition of abandoned place to a place of transformation toward full exploitation, however a vulnerable and strongly dynamic area.

drawn up by Valentina Dotti and Francesca Simonetti for Rurbance Customer Service

#### Metropolitan territorial system Milan and pilot area Valle della Vettabbia

The hydrographic network of the Lambro/Olona rivers has its origins in the foothill area of Lombardy, between the provinces of Varese, Como and Lecco. It develops from North to South, running through various centres of said provinces and of the province of Milan, finally entering the city and running beneath it for several kilometres. Downstream from the city of Milan, the network recovers more natural characteristics but still remains closely interconnected with anthropic activity through presence of spillways for overflow discharge from city sewer systems and the regime of diversion and restitution that distinguishes the irrigation system of the plain south of Milan. The current layout is very different from the original, which preceded the radical changes made by man (e.g. the diversion of the course of the Olona River).

The identification of the Environmental and Landscape Units (UPA) of Atlante – Operative Instrument No. 45 of the Regional Territorial Plan - is the result of the mutual intersection of two readings of the territory: the large horizontal bands (from East to West), which correspond to the low plain to the north of the Po river, the upper plain, the hills, and the pre-alpine band up to the Alpine mountain chain, and the vertical bands (from North to South), which correspond to the original courses of the river valleys. Therefore, the UPAs are precisely delimited with reference to specific and clearly recognisable environmental and landscape features, and their 'geometry' is determined, along with the administrative boundaries, by multiple geomorphologic elements (edges of terracing, identified and/or possible hydrogeological ridges) related with the stratification of various land uses, which over the centuries have changed the landscapes.

#### PILOT AREA IN THE VETTABBIA VALLEY

The area selected for study is the southern sector of the suburban territory of Milan, delimited to the west and east by two large historic roads, which converge on the city and, to the

south, by the administrative border of the municipalities in the large Parco Agricolo Sud Milano.

#### TERRITORIAL METROPOLITAN SYSTEM OF MILAN WITHIN THE TERRITORY OF THE LAMBO/OLONA SUB-BASIN

The metropolitan area of Milan of the Rurbance project was identified on the basis of the Environmental and Landscape Units of the Operative Instrument No. 45 of the Regional Territorial Plan, consisting in this case of the sum of the UPAs of the upper plain below the Villoresi Canal and of the UPAs of the cereal-producing plains, within the 4 valley areas of the sub-basin of the Po Lambro/Olona (Olona-Bozzente-Lura, Guisa-Nirone-Lambro M., Seveso-Vettabia-Lisone, Lambro Settentrionale).

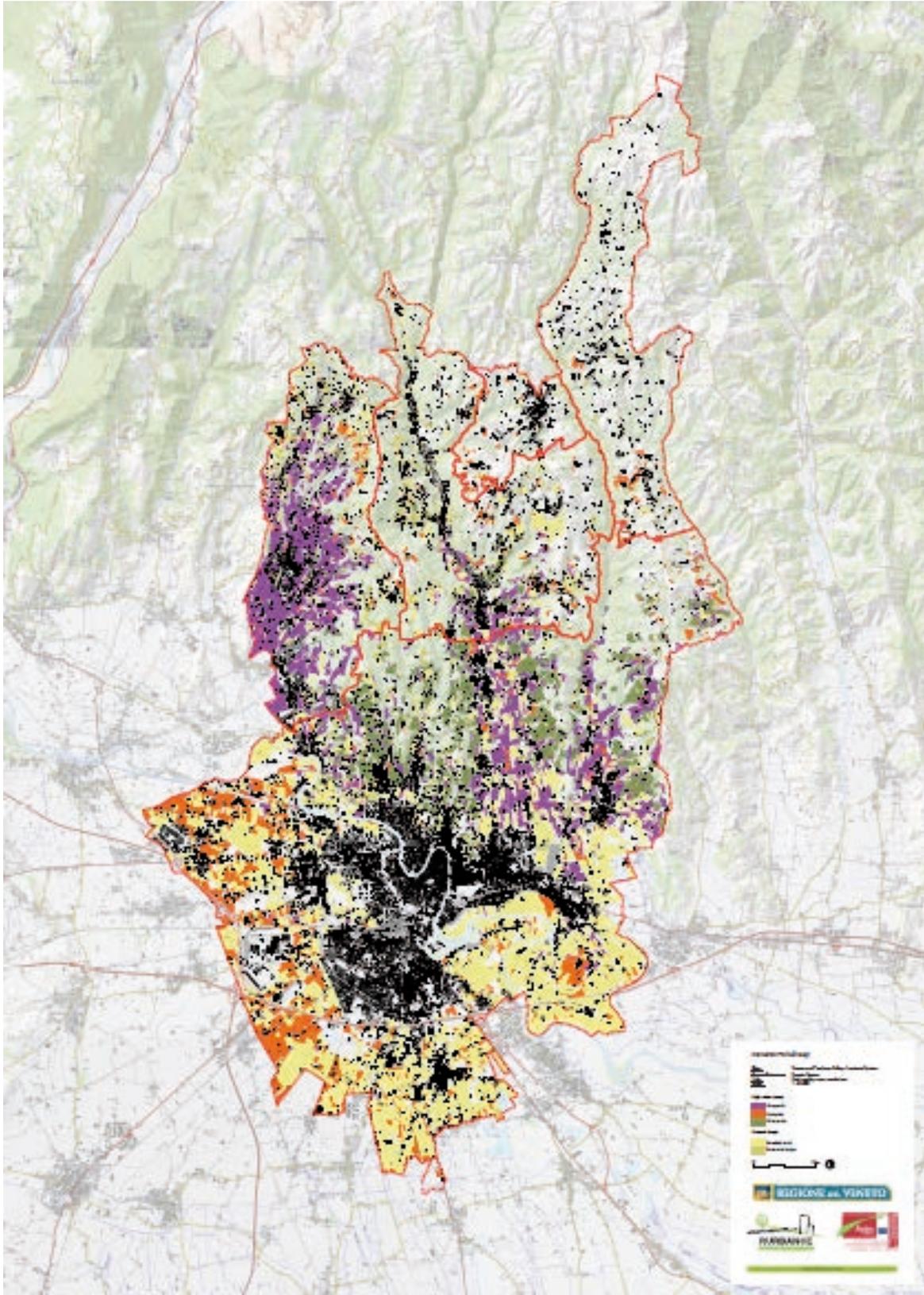
The metropolitan area of Milan takes shape as the central part of a vast area, made up of the Administrative District of the Consorzio di Bonifica Est Ticino Villoresi.

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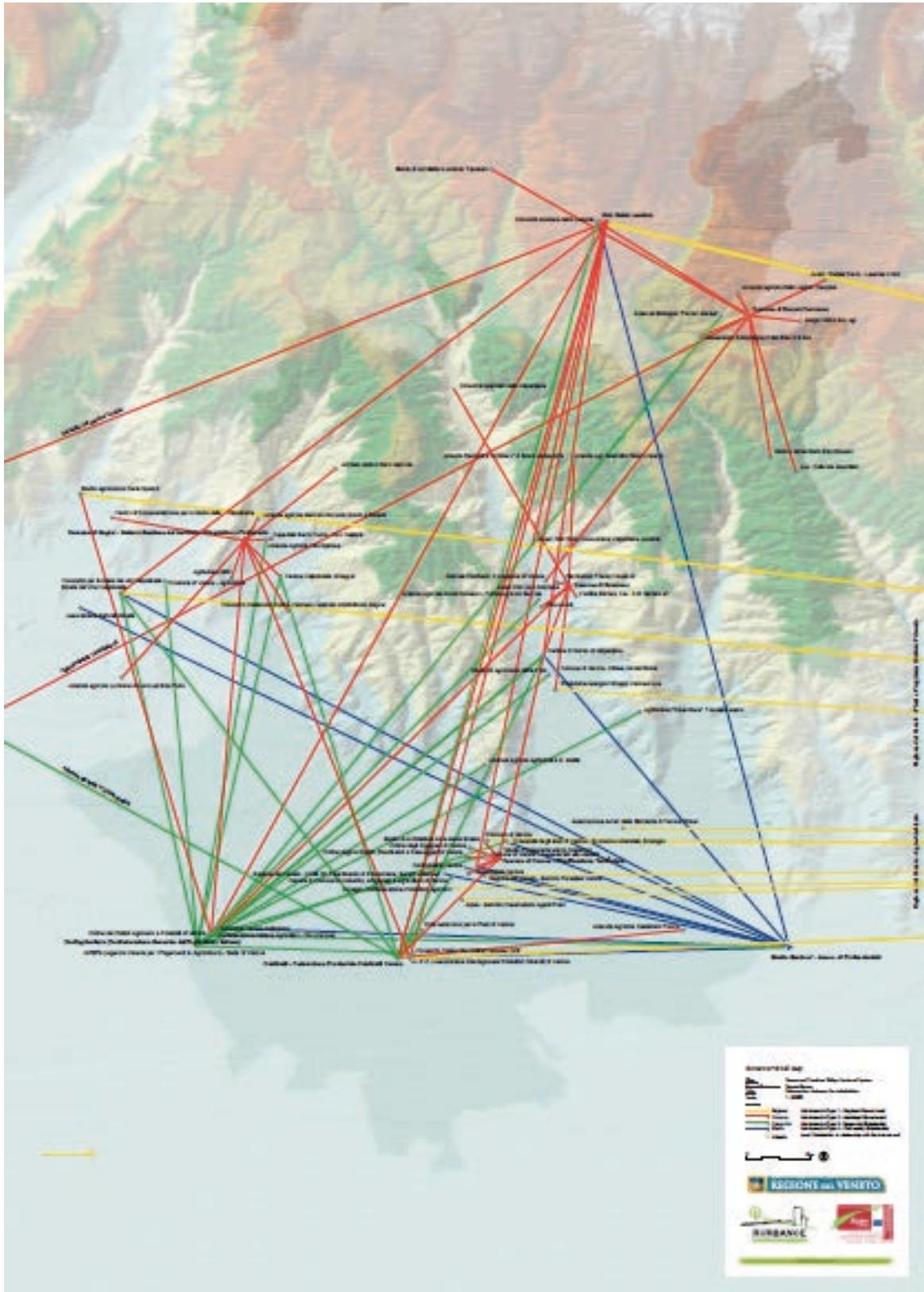
## 2.2 Verona and the Prealpine Valleys

### Maps (5)

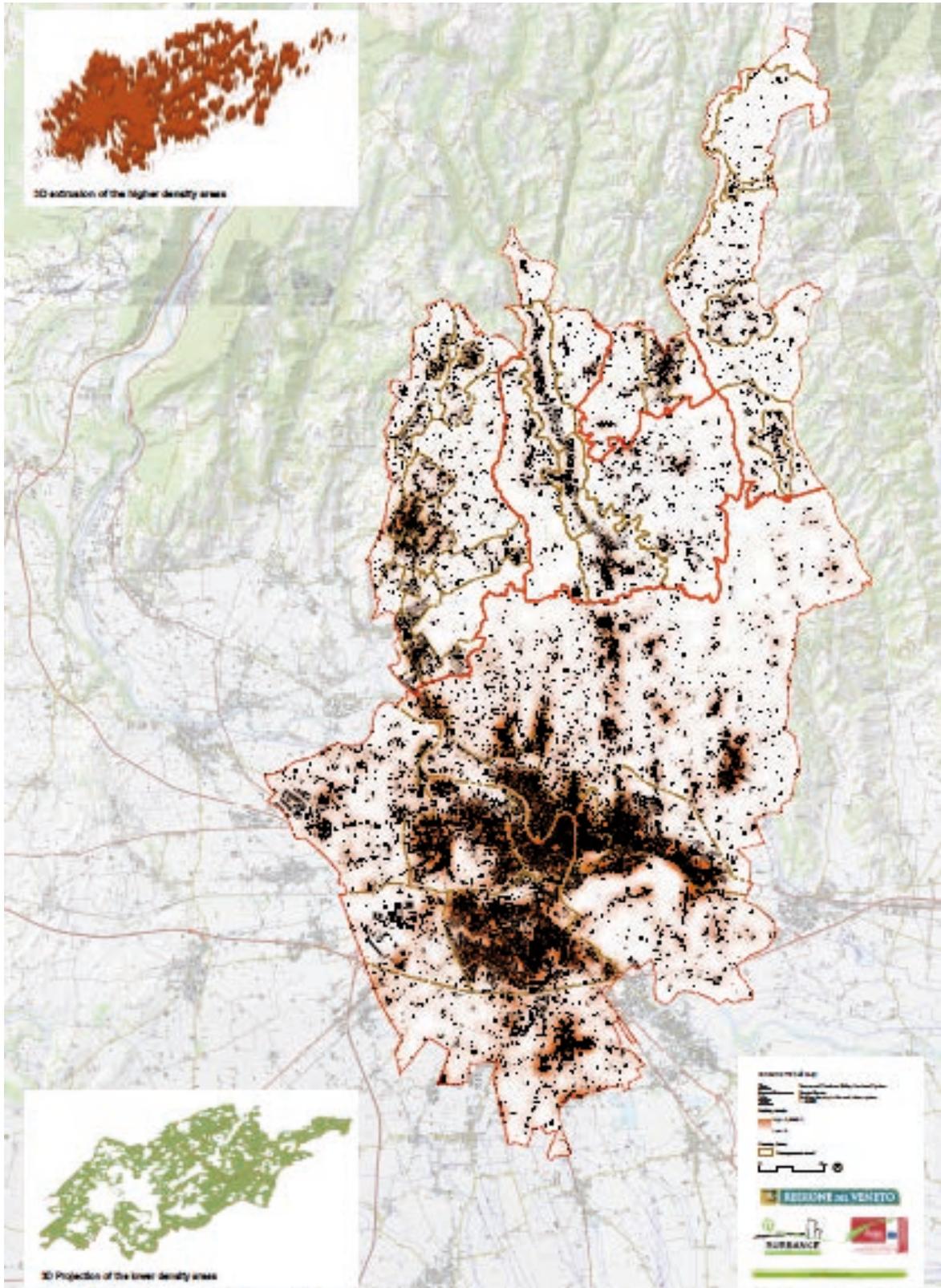
1. High quality crops production  
RURBANCE\_PortraitMap\_VEN\_01\_High quality crops production
2. Relationships between the stakeholders  
RURBANCE\_PortraitMap\_VEN\_02\_Relationships between the stakeholders
3. Building density in the rural-urban system  
RURBANCE\_PortraitMap\_VEN\_03\_Building density
4. Presence of commercial services in the rural-urban context  
RURBANCE\_PortraitMap\_VEN\_04\_Presence of commercial services
5. Accessibility in the Verona Valleys  
RURBANCE\_PortraitMap\_VEN\_05\_Accessibility in the Verona Valleys



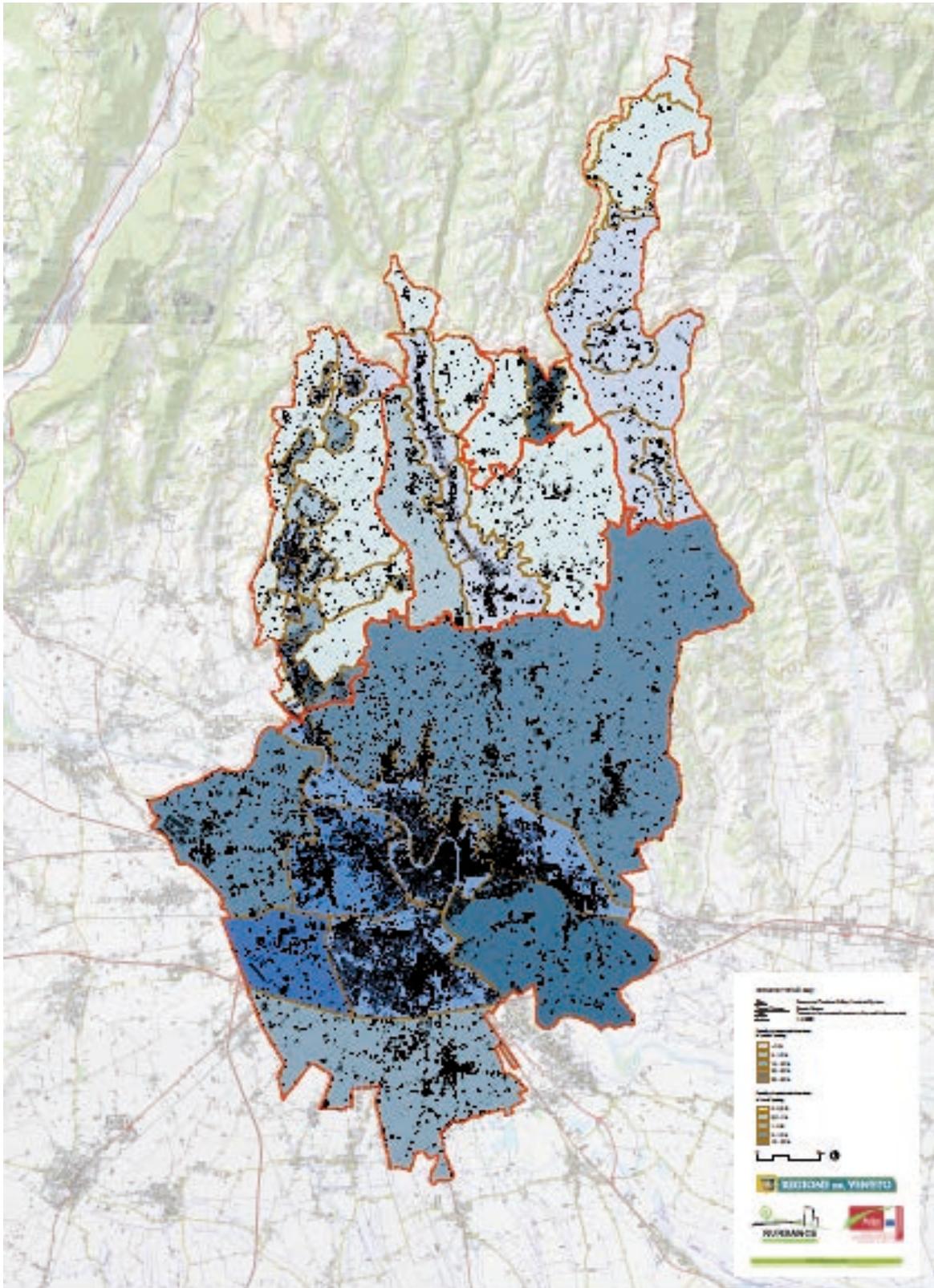
RURBANCE\_PortraitMap\_VEN\_01\_High quality crops production



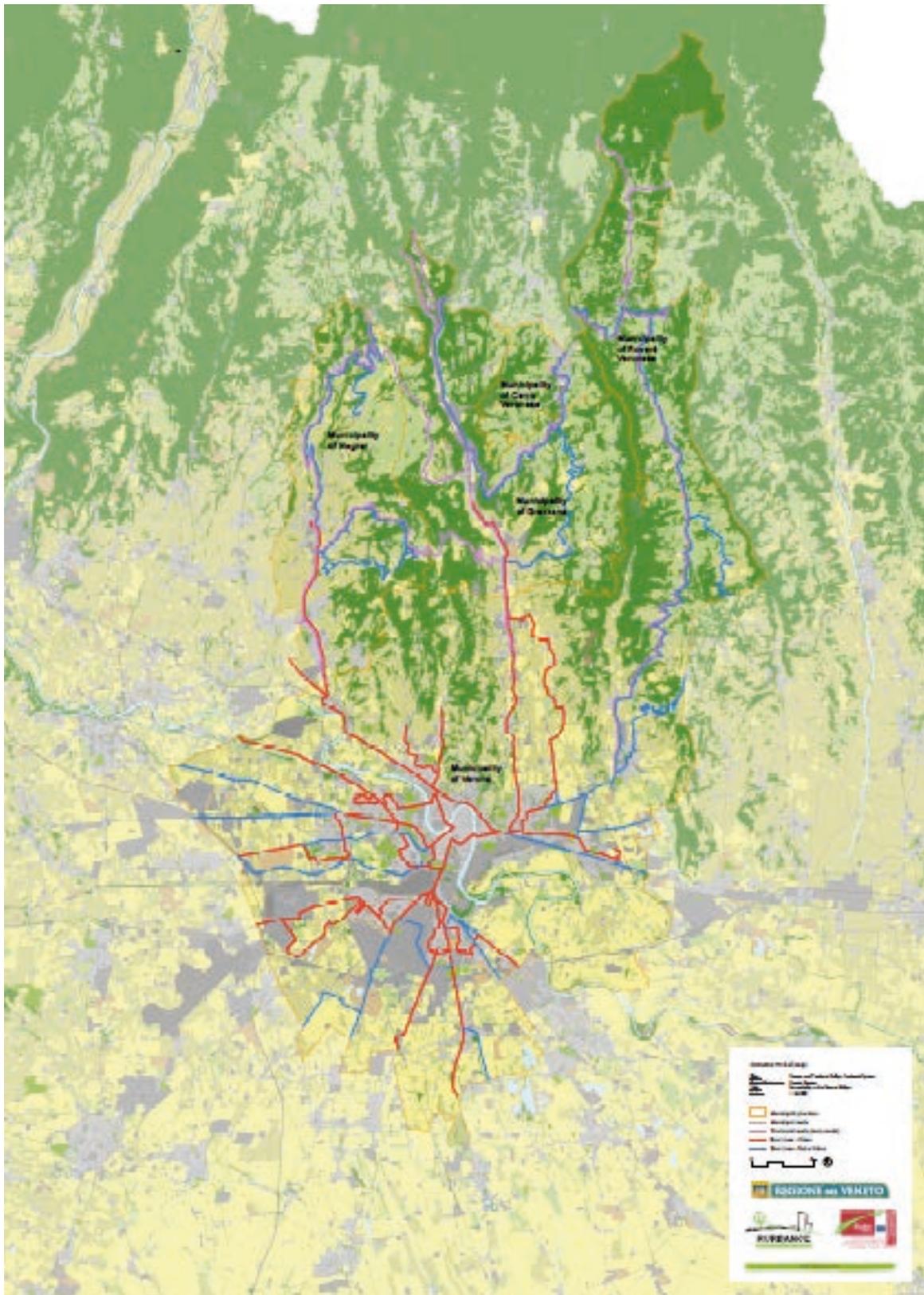
RURBANCE\_PortraitMap\_VEN\_02\_Relationships between the stakeholders



RURBANCE\_PortraitMap\_VEN\_03\_Building density



RURBANCE\_PortraitMap\_VEN\_04\_Presence of commercial services



RURBANCE\_PortraitMap\_VEN\_05\_Accessibility in the Verona Valleys

High value crops production  
Thematic thread: Landscape

The map presents the results of the analysis of the rural landscapes in the Veneto Pilot Area. The territorial composition of the area have been broadly divided through a rational interpretation into two parts, a urban system and a rural system, in a consciously forcible distinction defining two complementary perimeters; the rural system extends over 27.900 Ha, corresponding to 83.2% of the pilot area. With regard to rural system (in a broad sense of the term), the pilot area has been divided into three main categories that summarize its different land uses. The first category include the “generic crops” (wheat, corn, etc.) that constitute 35.8% of the rural areas, the second refers to crops defined as high valuable (vineyards, orchards, olive groves) coating 18.4% surfaces, the third instead interested in the protected areas (forests and meadows) which represent 45.7% of the rural areas. In this setting, it is relevant that the most valuable crops, vineyards and olive groves, are concentrated in the foothills, north of Verona, while fruit orchards are located west and extensive cultivations south of it.

Relationships between the Stakeholders  
Thematic thread: Spatial development

The table shows the results of the stakeholders mapping work carried out for the governance of the rural-urban relationships in the Veneto Pilot Area. This activity was realized through a campaign of interviews in the period Jul-Dec 2013 with 11 qualified key stakeholders. Each of them was asked to identify a list of 10 relevant subjects, adopting a process called “chain sampling”, “snowball sampling”. The interviews returned a set of 121 stakeholders, presenting a great variety both in terms of public/private sectors and in terms of influence. The map shows public actors (public bodies or Departments, 30 subjects), both belonging to the regional government (8) and to the local government (17), and non-public actors (91 subjects). If we consider the geo-referenced network of the stakeholders, we can analyse their relationships system, the centrality of some subjects, and how much they are connected to the others. The study of the map allows to see how the relationships overcome the administrative and geographical boundaries. In addition, it allows to identify some "bridge stakeholders" within the network, shown graphically by nodes connected with multiple lines. They will be good carriers to diffuse the rural-urban relationships and to disseminate the project proposals.

Building density in the rural-urban system  
Thematic thread: Spatial development

The map representing the building density focuses on urban areas, which comprise a surface of over 5.600 Ha, representing approximately 16.5% of the whole pilot area. The collected data show a “built surface” of more than 1000 Ha, equivalent to 18.4% of the urban areas. Among the data that contribute to this result, the figures about Verona, more than 916 Ha and 21% of the municipal urban area, is significant in comparison to the amounts recorded for the foothill towns. It is sufficient to think how the second settlement in the pilot area, the municipality of Grezzana, has little more than 83 Ha, accounting for 15.5% of the entire municipality; it is followed in descending order by the towns of Cerro Veronese

14,86 Ha (10,12%), Negrar 11,36 Ha (12.09%) and Rovere Veronese 7,02 Ha (16.09%). The analysis of the building density in the framework of the pilot area returns a rural-urban metropolitan condition, a compact agricultural condition and finally diffuse agricultural condition, in an analysis which starting from a heavily urbanized context gradually moves to prevailing rural areas.

Presence of commercial services in the rural-urban context  
Thematic thread: Spatial development

The urban planning issues in the pilot area of Veneto Region have been addressed through a survey of the proposed zoning by the current development plans (i.e. the Territorial Homogeneous Areas identified in the Strategic Territorial Plans). With regard to these spatial planning instruments, we wanted to highlight how the Municipalities have basically divided their territories in urban zones and rural zones: the first ones extend over an area of about 8.000 Ha, covering 21% of the total surface, while the latter ones extend over more than 25.500 Ha, covering the remaining 79%. Other examined data allow to say that, with regard to the commercial services, Verona is the main pole both in terms of surface (about 1150 Ha) that in proportion to the municipal area. With regard to the urban expansion the area show a different situation, where the mountain towns (Negrar, Cerro Veronese) present, in proportion to the size of individual municipalities, the highest percentage.

Accessibility in the Verona Valleys  
Thematic thread: Mobility

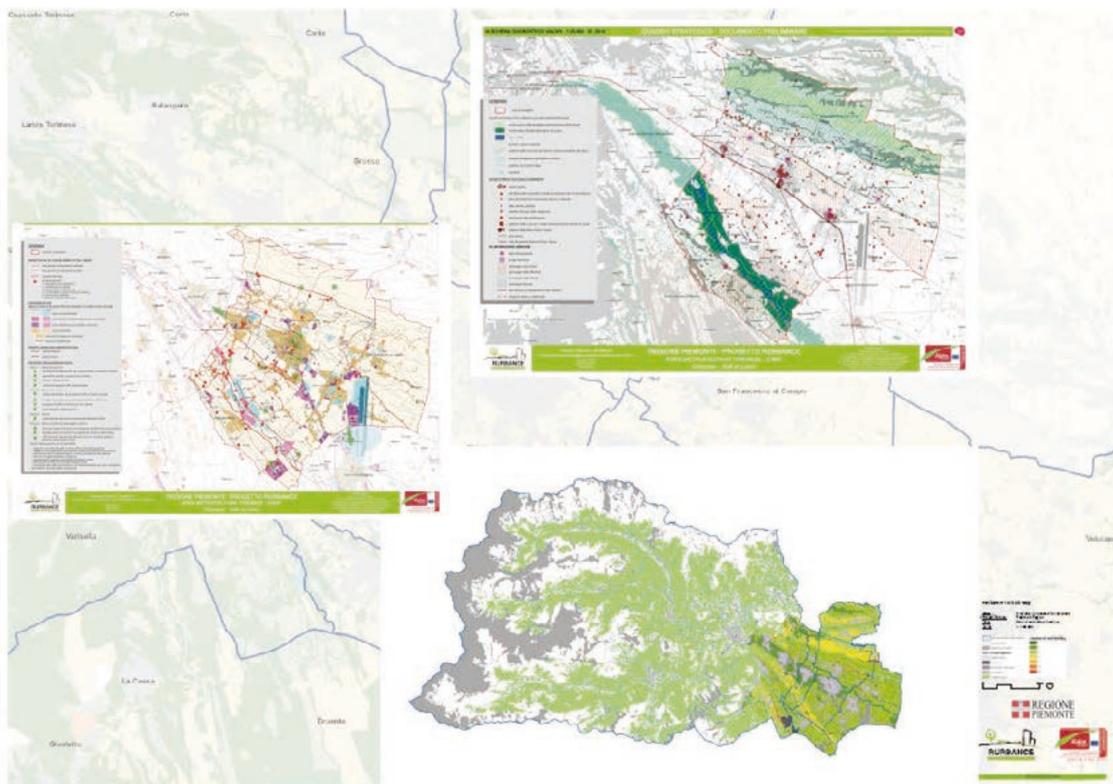
The map is aimed at conveying some consideration concerning the “accessibility” of the pilot area, both in terms of public transports and in terms of major road connections. The bus lines of the municipal transport company (Atv) are shown, divided into “Urban” and “Extra-urban” as in the official documents. Beside these, the provincial roads are shown, that represent the main traffic routes through the inter-municipal territory. Relevant issues concerning the accessibility of the 5 involved municipalities can be observed from an overview of the map. For example, the three valleys north of Verona (Valpantena, Valpolicella) appear well connected with the main urban center, but much less one with the other. In fact the “vertical” links (North-South) are much more served (by buses and roads) than the “horizontal” links (East-West). Another observation can concern the amount of connections in the different areas, which much larger in the Verona urban area. To be noted finally that there is no rail connection at all between Verona and the northern part of the pilot area.

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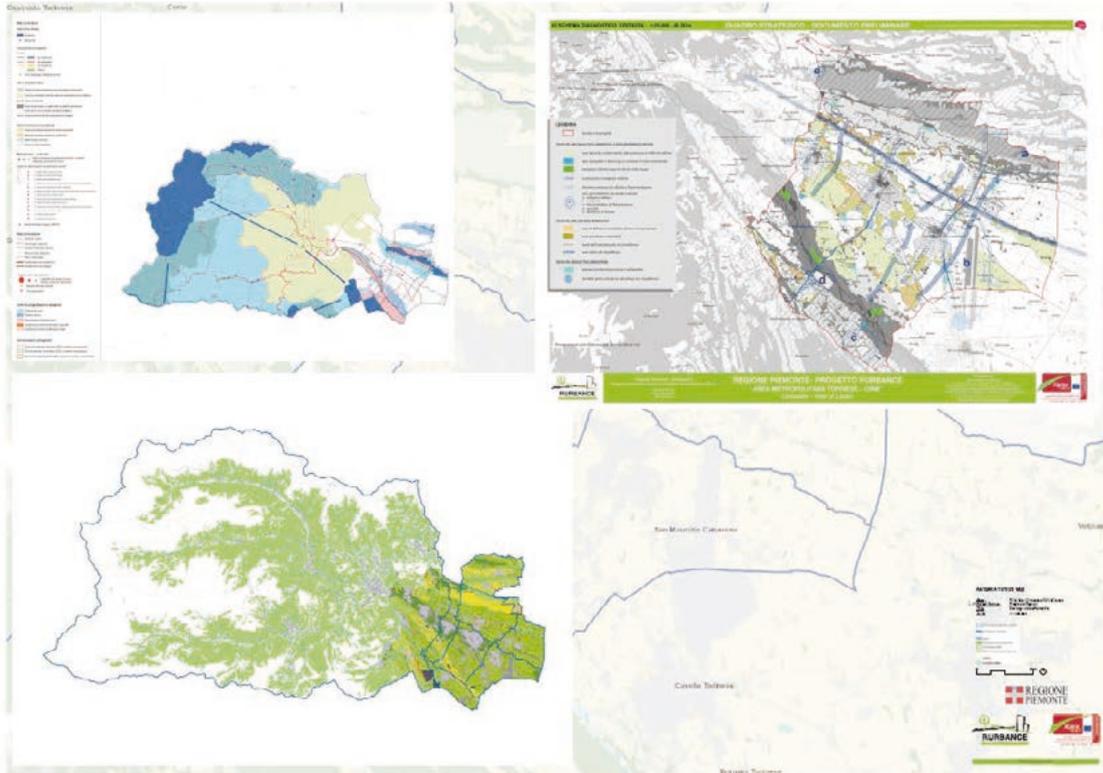
## 2.3 Torino, Ciriacese and Lanzo Valleys

### Maps (4)

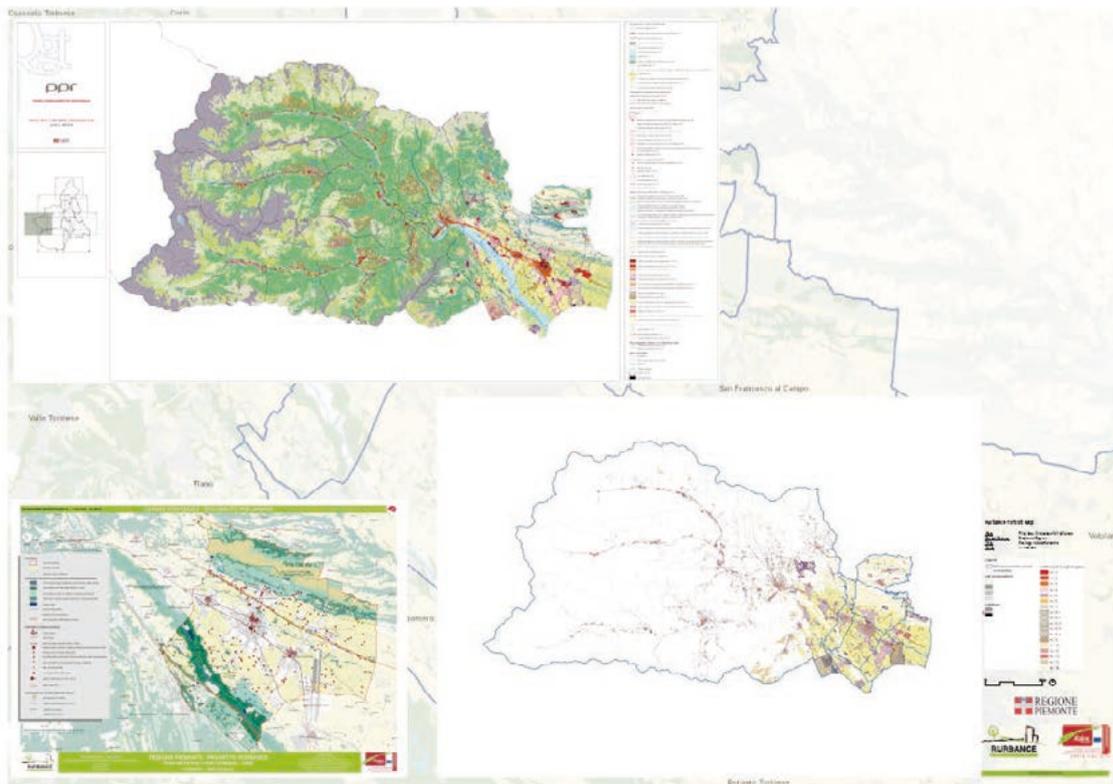
1. Natural and urban land use  
RURBANCE\_PortraitMap\_PIE\_01\_Natural and urban land use
2. Ecology  
RURBANCE\_PortraitMap\_PIE\_02\_Ecology
3. Settlements  
RURBANCE\_PortraitMap\_PIE\_03\_Settlements
4. Mobility  
RURBANCE\_PortraitMap\_PIE\_04\_Mobility



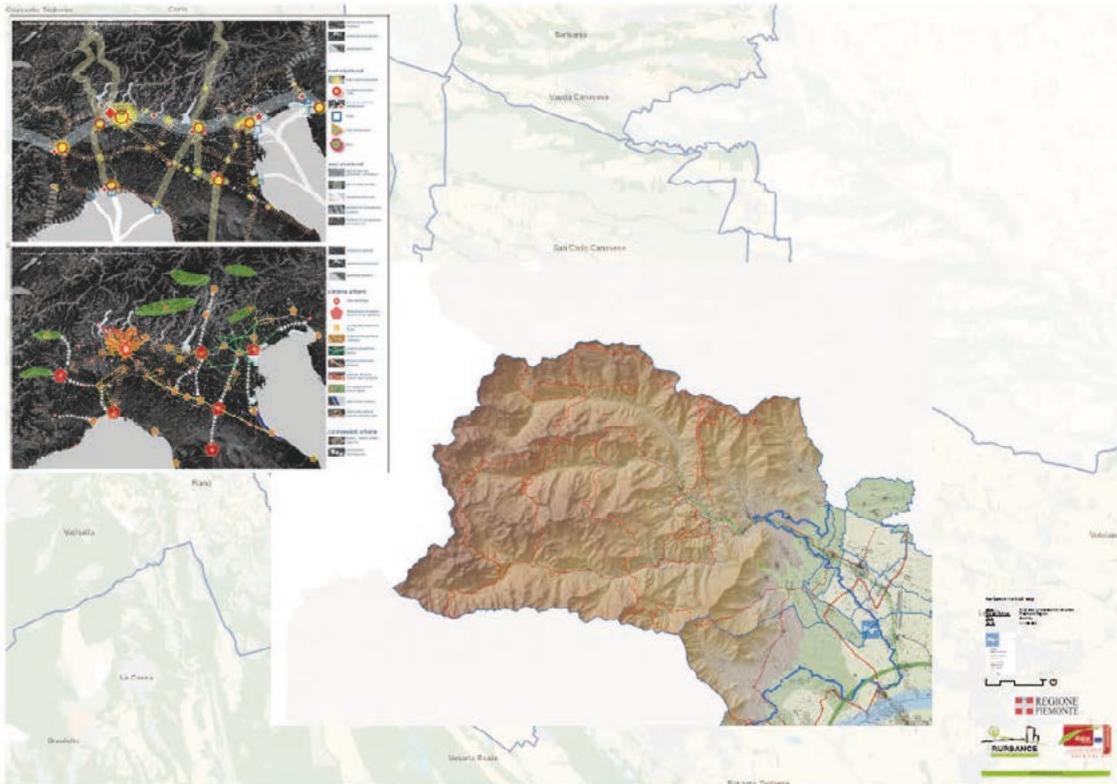
RURBANCE\_PortraitMap\_PIE\_01\_Natural and urban land use



RURBANCE\_PortraitMap\_PIE\_02\_Ecology



RURBANCE\_PortraitMap\_PIE\_03\_Settlements



RURBANCE\_PortraitMap\_PIE\_04\_Mobility

The three cards attached to this description analyze the pilot area of Piedmont under different points of view.

The first card (Natural and urban land use) is the use of land in the pilot area-across natural and urbanized land use. As a natural fact were entered glaciers and rocks, wooded areas and classes of soil fertility, for urbanized land consumption was divided into infrastructure, reversible, manufacturing, commercial and residential.

From the point of view of the agricultural lands of Basso Canavese, gravel and clay along the river Orc, but always acidic, have never been a high production potential (the capacity class of use is prevalent III) and therefore can be classified in the so-called marginal areas in traditional grassland stable alternating cereals and wooded slopes.

During the twentieth century, however, the growth of urban areas has had a strong negative impact on agriculture: road infrastructure, industrial sites, shopping centers, landfills and residential buildings have consumed large portions of fertile soil.

Looking at the recent past, we are witnessing a drastic downsizing of farms especially small ones. Better sealing of the cultivated areas and companies of medium-large size is to assume the existence of a process of concentration and extensification of about 645

companies that remain active. Indeed, despite the dramatic downsizing, almost all companies have permanent grassland and a good portion of them raise beef cattle or dairy.

The second card and third card (Ecology and settlements) emphasizes the contrast between settlement morphologies and natural areas each concentrated mainly in the territory of the project and the other in the Valli di Lanzo.

The quantitative level of impairment of surface water resources of Stura di Lanzo can be estimated as the average, in relation to other regional basins, either because of the critical sections in the mountain on the premises underlying the hydropower cascade, particularly in the winter season, both for conditions of resource depletion on the shaft of the valley at the hands of numerous canals for irrigation purposes mainly. As regards the sector of groundwater, there was a high rate of withdrawal.

From the environmental point of view the area is characterized by the presence of few sources of pressure which they exert limited pressure; these sources are related to productive activities and in particular the incidence of contaminated sites in the towns of Balangero and Ciriè.

The settlement pattern has a strong imbalance between the city center (Turin) and the rest of the metropolitan area, which has developed around small towns and smaller nuclei, growing steadily under the pressure of urban expansion to be welded to each with the other, thus forming an urban continuum. Through time, several local governments have played urban regeneration projects, which often have increased the environmental quality of the suburban areas

The settlement system runs along the Sp n. 2 giving rise to a widespread conurbation that includes the municipalities of San Maurizio Canavese, Ciriè, Nole, Mathi, Balangero and Lanzo addition to the centers of Robassomero, Fiano and Cafasse. The expansion of residential areas provided for in this conurbation have a diffuse character that does not seem to follow the logic of the existing compaction of urban areas.

The expansion of industrial areas, especially in the cities of the plain, is the case in agricultural land and in a very dispersed and do not follow the logic of compact urban fabric.

The potential of the natural environment in the Lanzo are related to water resources, forestry and organic farming, to date only partially exploited.

The forests of chestnut, beech and ash covering the slopes at low altitudes can be used as a basis for local economic initiatives. Forests occupy about 35,000 hectares, two thirds of which are privately owned, while the remaining third belongs to the municipalities.

The Mandria Regional Park, was established in 1978 and since 1997 is on the list of UNESCO World Heritage Site; is an important part of the natural system of Piedmont, home to a wide variety of wildlife species and the most significant lowland forest of the region.

The Nature Reserve of Vauda occupies the central part of the high floor that characterize the northern part of the alluvial fans formed at the foot of the glacier in the Valli di Lanzo.

The presence throughout the pilot area of protected areas, agricultural areas and a dense network of waterways can make the whole area an important ecological system of connection with the metropolitan area and can be a good field for experimenting practices innovative environmental compensation

The fourth card (Mobility) represents the main connections in terms of accessibility inside the territorial system. It was chosen to represent the whole territorial system for the accessibility of the area that would have no meaning if read without reference to the metropolitan area of Turin. The strength of the area is the train line that connects the town of Lanzo with the city of Turin through the whole pilot area. This railway line, recently enhanced, it is essential both for the flow of commuters to work both for the possibility of increasing tourist flows of the valley. The Ciriacese, in particular, has a large network of cycle paths which support of sustainable and accessible tourism in the area that you want to develop. Another important element to have a complete picture of the spatial mobility of the whole territorial system is the international airport of Caselle. The airport, in addition to being a key tourist hub, brings to industries of neighboring municipalities so much tourism business. Finally, we must stress that the territorial system is crossed by the important international corridor V.

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## 2.4 Grenoble Urban Region

### Maps (9)

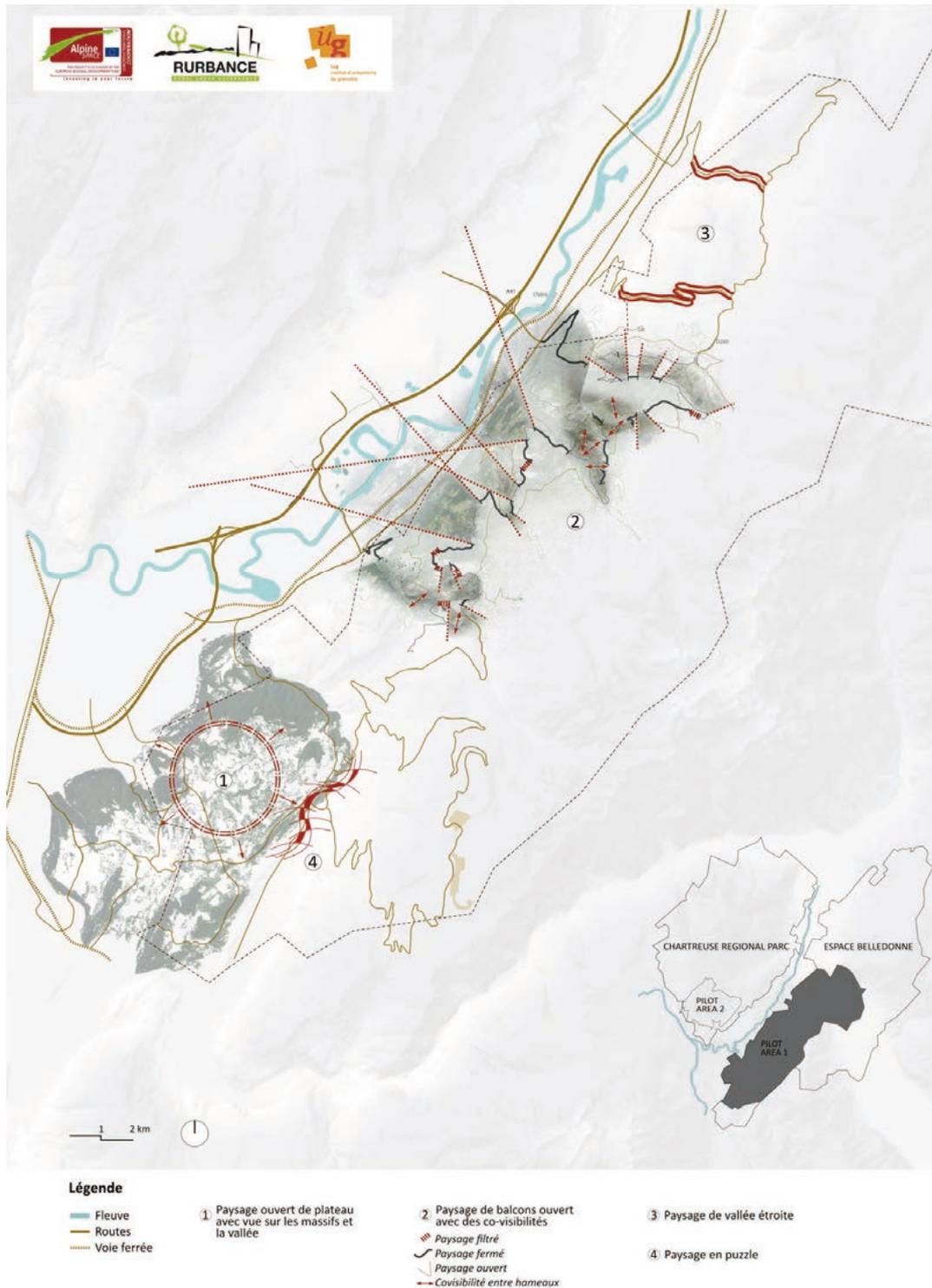
#### **Pilot Area N°1 Belledonne**

1. Belledonne Landscape  
RURBANCE\_PortraitMap\_IUG\_01\_Belledonne Landscape
2. Belledonne Agriculture Forest  
RURBANCE\_PortraitMap\_IUG\_02\_Belledonne Agriculture Forest
3. Belledonne Tourism  
RURBANCE\_PortraitMap\_IUG\_03\_Belledonne Tourism
4. Belledonne Urbanization and Mobility  
RURBANCE\_PortraitMap\_IUG\_04\_Belledonne Urbanization Mobility
5. Belledonne Synthesis  
RURBANCE\_PortraitMap\_IUG\_05\_Belledonne Synthesis

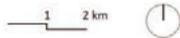
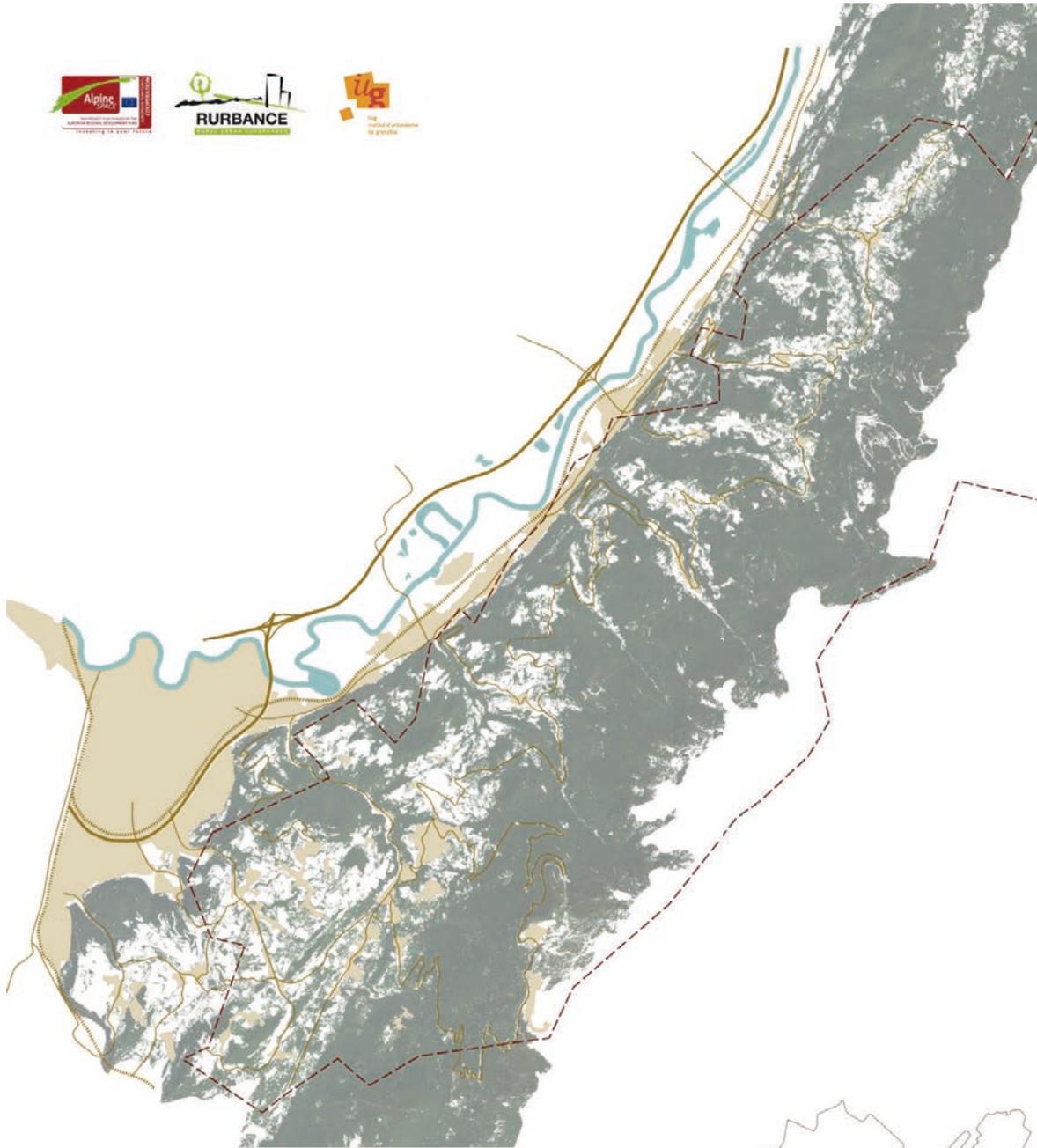
#### **Pilot Area N°2 Chartreuse**

6. Chartreuse Landscape  
RURBANCE\_PortraitMap\_IUG\_06\_Chartreuse landscape
7. Chartreuse Urbanization and mobility  
RURBANCE\_PortraitMap\_IUG\_07\_Chartreuse urbanization mobility
8. Chartreuse Tourism  
RURBANCE\_PortraitMap\_IUG\_08\_Chartreuse tourism
9. Chartreuse Synthesis  
RURBANCE\_PortraitMap\_IUG\_09\_Chartreuse synthesis

Pilot Area N°1 : Belledonne  
Portraits maps

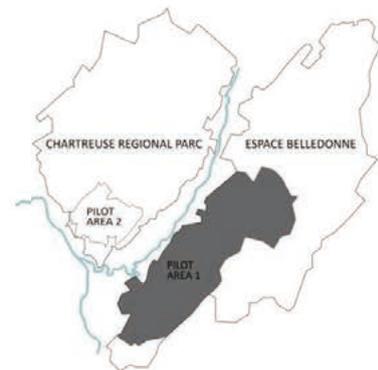


RURBANCE\_PortraitMap\_IUG\_01\_Belledonne Landscape

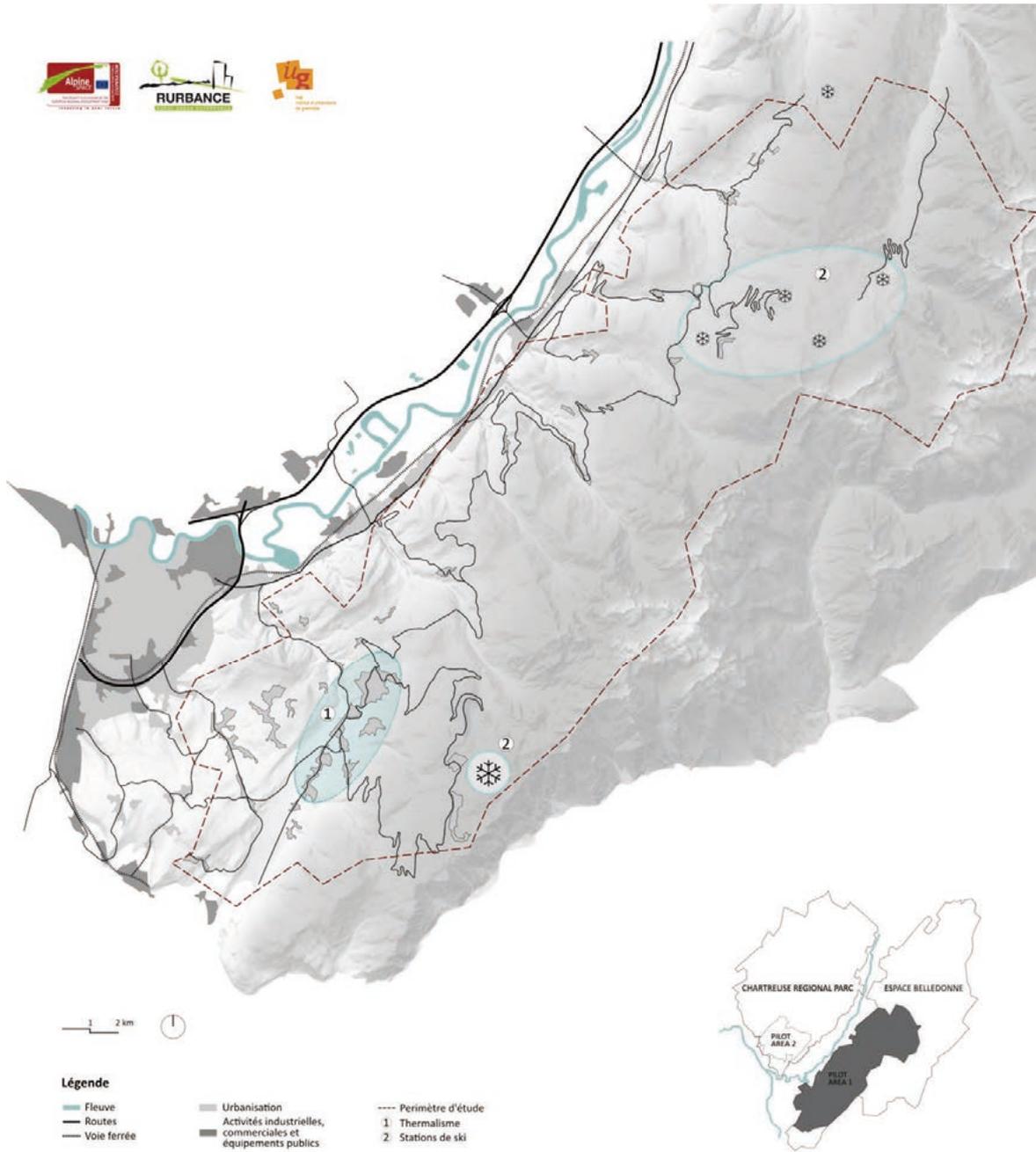


**Légende**

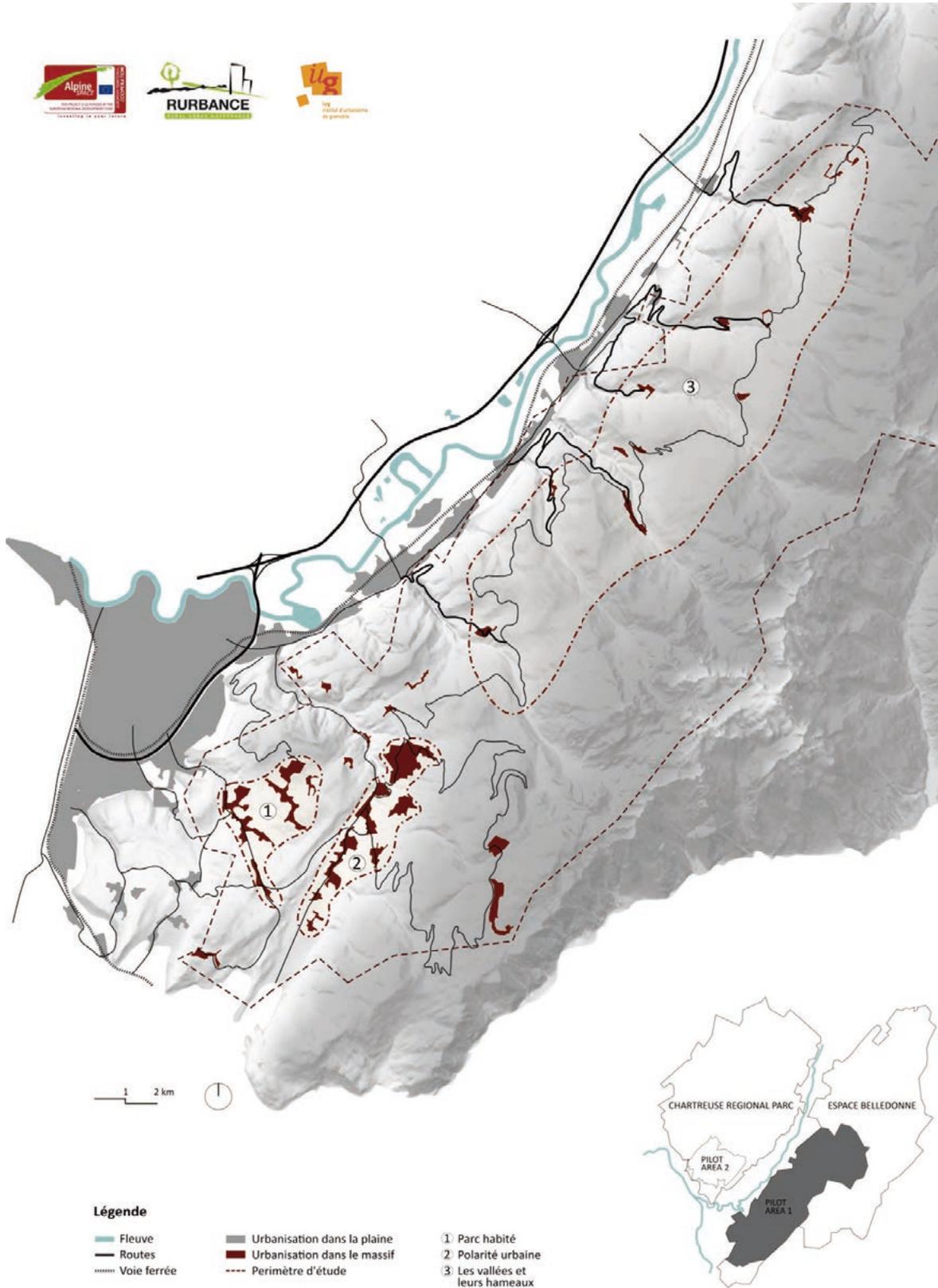
- |                   |              |
|-------------------|--------------|
| Fleuve            | Urbanisation |
| Routes            | Forêt        |
| Voie ferrée       | Agriculture  |
| Périmètre d'étude |              |



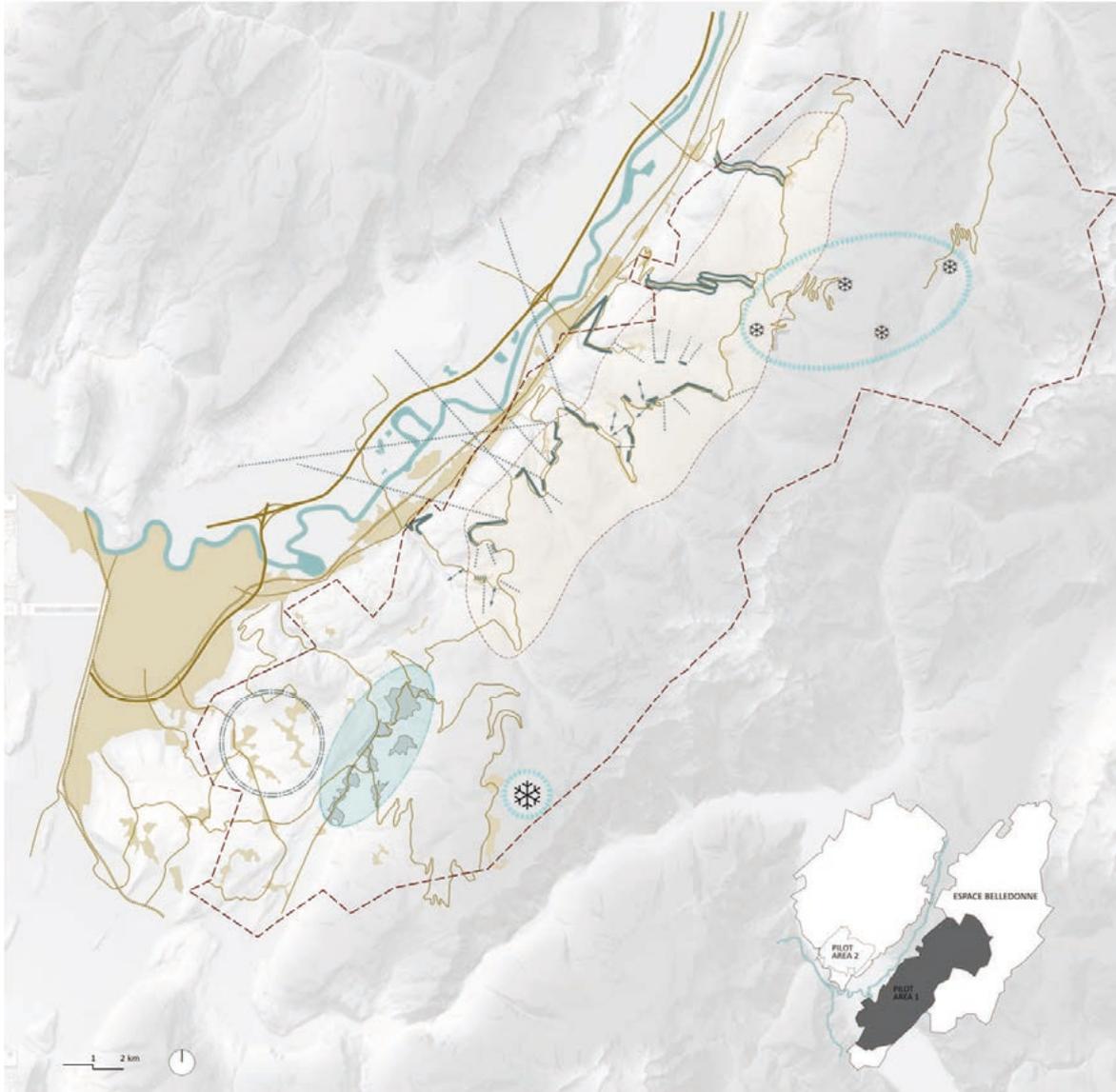
RURBANCE\_PortraitMap\_IUG\_02\_Belledonne Agriculture Forest



RURBANCE\_PortraitMap\_IUG\_03\_Belledonne Tourism



RURBANCE\_PortraitMap\_IUG\_04\_Belledonne Urbanization and Mobility



**Légende**

- Fleuve
- Routes
- Voie ferrée
- Périmètre d'étude

- Parc habité avec vue sur les massifs et la vallée
- Polarité urbaine et centre/district pour le thermalisme??

- Urbanisation en hameaux avec alternance de paysages ouverts et fermés
- Stations de ski



RURBANCE\_PortraitMap\_IUG\_05\_Belledonne Synthesis

## Description Portrait Maps Belledonne

The Belledonne pilot area covers twelve of the nineteen communes of the Belledonne mountainous area (Adrets, Hurtière, Theys, Ferrière, Laval, Sainte-Agnès, Saint-Mury-Monteymont, La Combe-de-Lancey, Venon, Saint-Martin-d’Uriage, Chamrousse, Vaulnaveys-le-Haut).

The area covered by the study comprises two territories:

1. To the South, Piémont de Belledonne includes a plateau and an open valley connected to balcon de Belledonne.
2. An area to the North comprising more or less narrow valleys that connect the Isère plain to the balcon located at the bottom of the mountaintops – the balcon de Belledonne.

### 1- Landscape

The analysed territory’s landscape includes three sub-units:

- To the North, the narrow valleys link the urban plain to the ridge line. The area is organized as a succession of steps, from the cultivated glacial moraines which are crossed by streams, to the spruce forests, pastures and rocky areas.
- At the centre, the Balcons have deep fields of view and continuous natural spaces. They are particularly attractive for populations based in urban areas. For the time being, the quality of these areas and of their landscapes have not been affected by urbanization.
- To the South-West, in a long urbanized valley, is a “puzzle” landscape in which cultivated fields, forests and urbanization are found side by side.

In the first two landscape units, the buildings found on the slope are structured in steps. This type of design allows a “sharing of the landscape” and a co-visibility between inhabitants and communes.

### Issues

The more recent urban extensions (housing allotments with fences and hedges), the forest ingrowth and the abandonment of agricultural land tend to dissolve and threaten the relations between natural areas and spaces of “shared landscape”. This closure phenomenon is accentuated in narrow valleys where the urbanization develops longitudinally, whereas the hillsides are increasingly wooded. In nearly all the mountain range, links between hamlets are perpendicular to the slope (link with the valley) whereas transversal links (functional and visual) are not very legible.

## 2- Urbanisation and mobility

### 2.1- Urbanisation

The urbanisation of the Belledonne area is characterised by three types of settlements.

1. The “inhabited park” in Champagnier where urbanisation is star-shaped and follows road networks even though each village still functions as a micro-centrality.
2. The “urban polarity” in the Uriage valley tends to integrate pre-existing villages and to dissolve any centrality.
3. The valleys and the hamlets located on the balcon where the urbanisation develops in clusters from the villages and hamlets, along the road networks. Although there is no centrality among the villages, the houses are relatively close to one another geographically speaking, with little interstitial space.

Four types of urban form can be identified:

- two traditional forms, the village and the hamlet, that are characterised by their compactness.
- Two contemporary forms, the new hamlets built around a farm and allotments of detached houses.

#### Issues

Containing urban sprawl along road networks and preserving traditional urban typologies, including slopes buildings in the valley.

Thinking about the urbanization of requalified hamlets.

### 2.2- Mobility

The road network is still important in this territory. In the area which includes the valleys and their hamlets, it has a comb-shaped structure. It connects the vertical functional flows from the cities that act as gateways for the agglomeration to the communes located in the valley. The structure of the road that serves the more touristic balcon is parallel to the mountain range. It connects the hamlets to Uriage which acts as an urban polarity.

To the South, the urban polarity and the inhabited park are directly connected to Grenoble. The automobile remains the dominant transport mode.

#### Issues

The road networks do not always enhance the landscape assets of the territory, in particular the unique relation between the communes and the slope.

The route des balcon would allow to keep a link with the diversity of landscapes, whilst serving the local development and tourism. To achieve this however, it is in desperate need of design.

A balance between transport modes in favour of public transport and active mobility is recommended.

## 3- Agriculture and forests

In 2000, 346 farms enhanced 455 ha of utilized agricultural area (-28% since 1988), including

94.3% of prairies. The average utilized agricultural area per farm is 17ha (increase). This agriculture has traditionally been characterised by a dual activity (currently 57% of farms). The proximity of the Grésivaudan valley industries has encouraged the development of the worker-peasant status as part of a vertical organization logic. Later, when ski resorts were set up, the seasonal effect of activities meant that this type of organization remained. This tradition goes hand in hand with small farms, an individual organization and the search for additional revenue. Agriculture, which is a characteristic of mountainous area, develops along two different directions: the modernization of traditional livestock rearing (meat, milk) in the Alps pastures, and the valorisation of quality farm products<sup>1</sup>.

Along with agriculture decline, the forest is taking over new areas (with the risk of contributing to the disappearance of landscapes) and covers 19250 ha, in other words 40% of the territory. It is not subject to much enhancement.

#### Issues

Machineable areas with a good agronomic potential are scarce. Their insensible assignment to other uses (afforestation or urbanization) can destabilize existing farms, lead to their disappearing and therefore to the abandonment of the sloped areas in which they are based. Agriculture is increasingly scarce and the few active farms suffer from a lack of visibility. On the heights of the balcons, the few areas of utilized agricultural land form open landscapes despite the fact that in some communes, they are punctuated by hedgerows that generate sequences in the landscape. The development of quality products and farm accommodation schemes can contribute to renewing agriculture.

Forestry could support new economic sectors (construction, fuel wood).

#### 4- Economy, tourism and leisure

Population has increased since the end of the 1960s, but the number of jobs has not: Espace Belledonne has 73 000 workers for 53 000 jobs. The population therefore has to move to the valley to find a job. The tourism sector is the main job provider, with a thermal spa and three ski resorts. It mainly relies on a local clientele (families for Collet d'Alleverd and Chamrousse), young sportsmen for Sept-Laux. With 34 000 beds available for tourists (including 14 000 commercial beds), the tourism sector employs 1800 people<sup>2</sup>.

#### Issues

The area depends on the valley which provides a range of services for the populations of the Balcons.

Revive the resorts and increase the diversity of offers for tourists in order to balance the works/jobs ratio.

Encourage the benefits of tourism poles for the rest of the territory.

Encourage the economic benefits of local recreation.

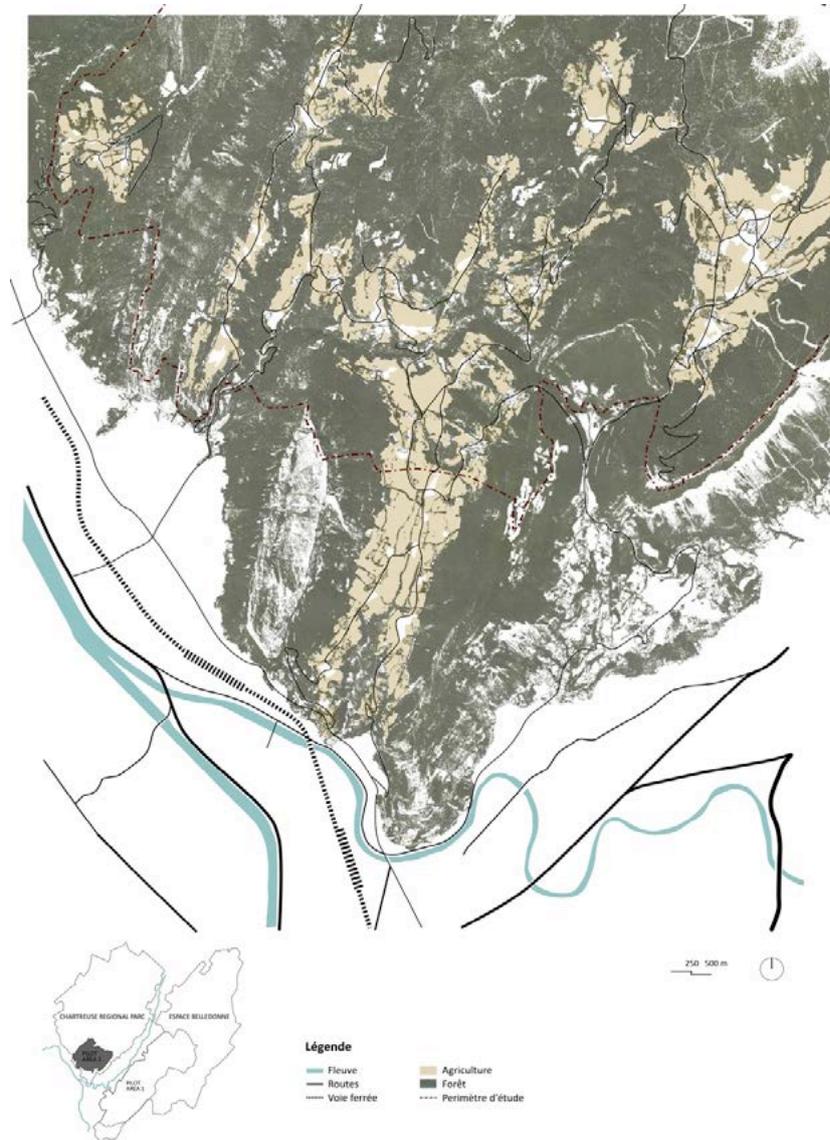
Better take into account the assets of Belledonne (integrated in the Grésivaudan area in the Schéma de coherence territorial) through metropolitan territorial planning.

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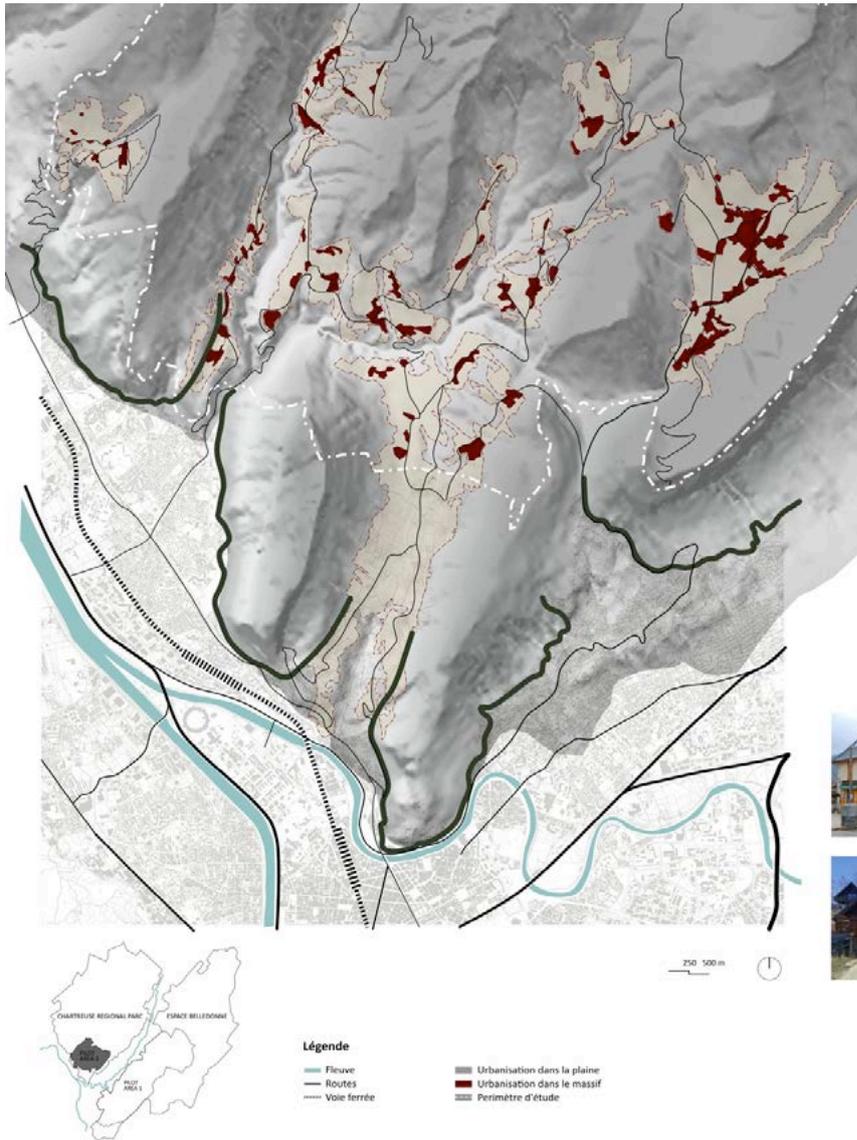
<sup>1</sup> Belledonne area

<sup>2</sup> SOMIVAL, SYCOMORE, STRATYS, Etude de faisabilité et d'opportunité de la création d'un Parc Naturel Régional en Belledonne, Région Rhône-Alpes, 2013.

Pilot Area N°2: Chartreuse  
Portrait maps

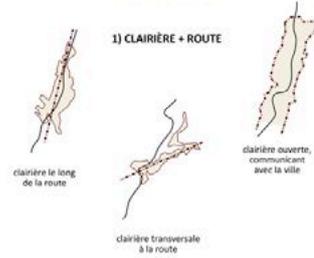


RURBANCE\_PortraitMap\_IUG\_06\_Chartreuse landscape

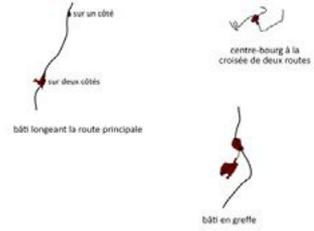


**MORPHOLOGIE URBAINE  
DANS LE MASSIF**

**1) CLAIRIÈRE + ROUTE**



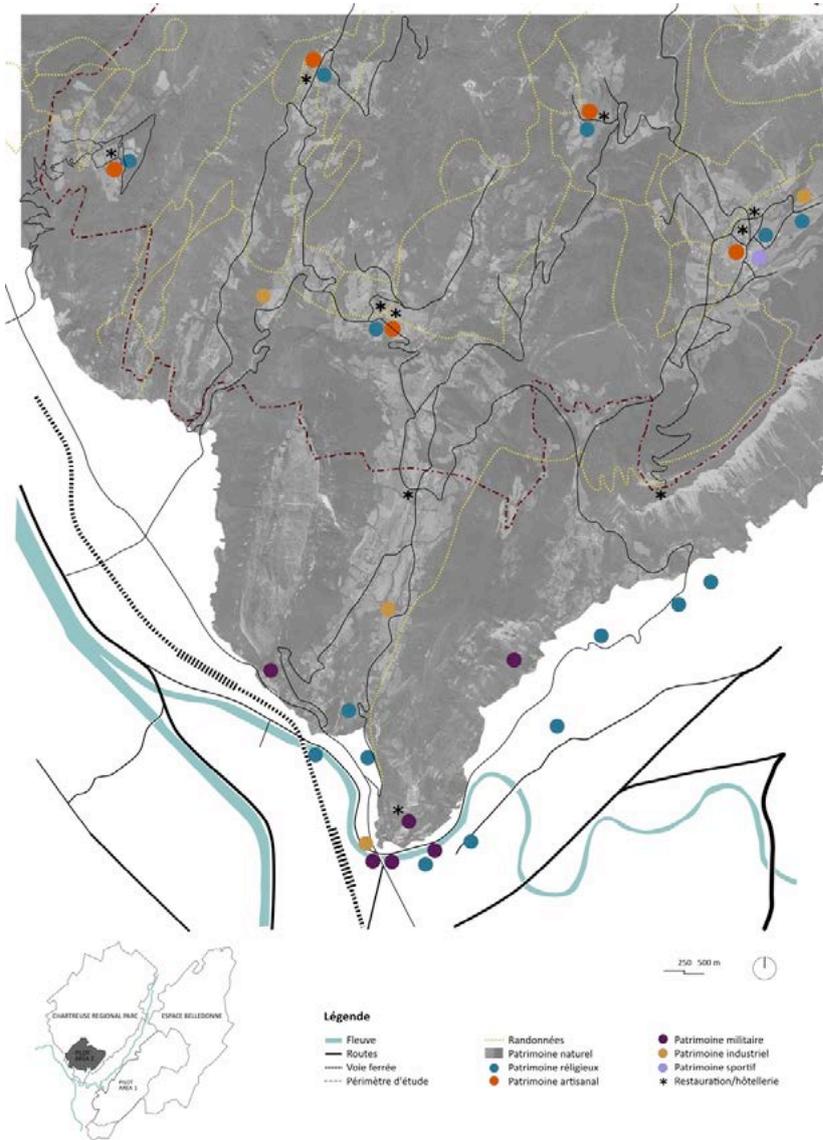
**2) BÂTI + ROUTE**



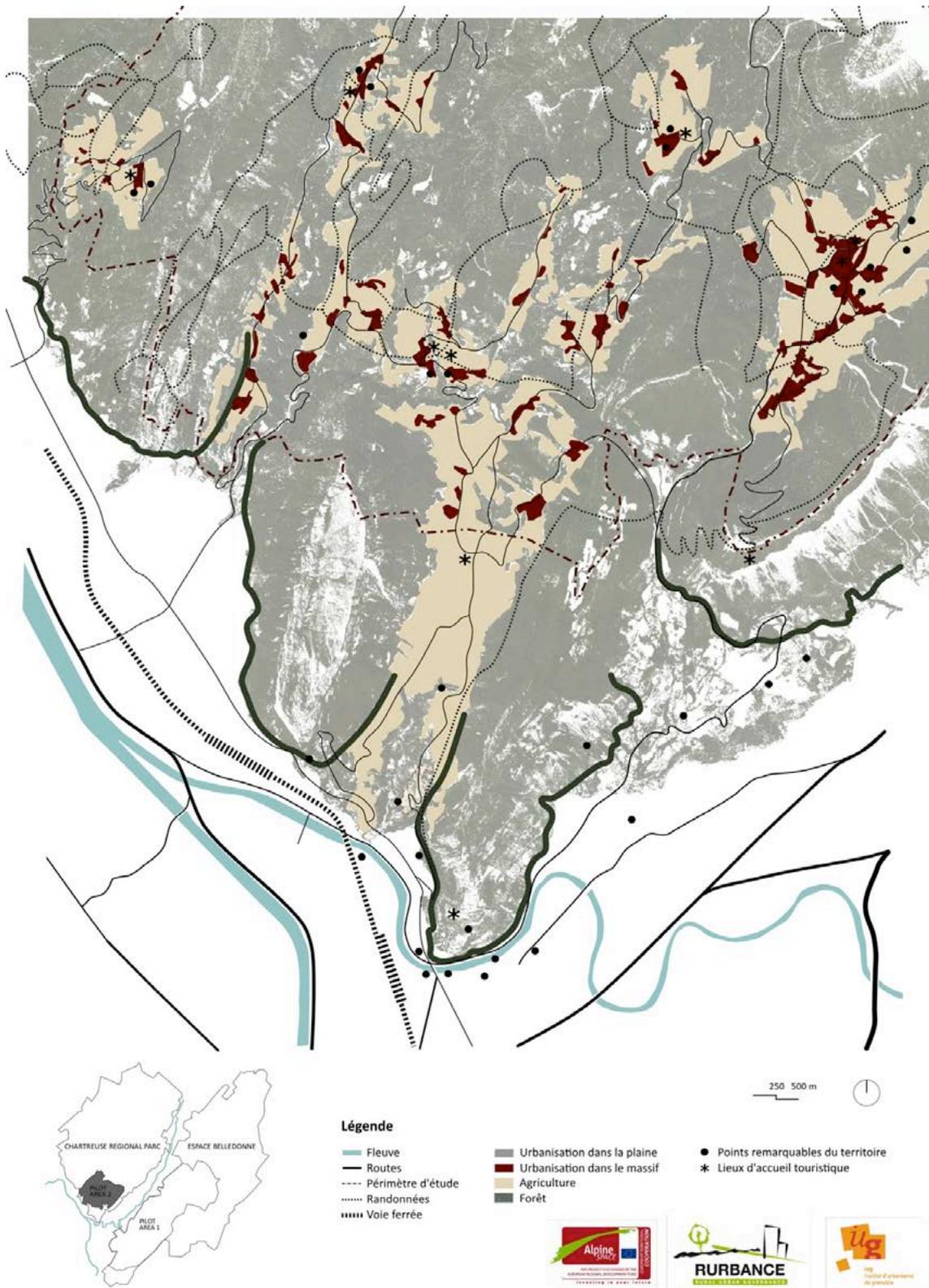
**3) TYPOLOGIE DU BÂTI**



RURBANCE\_PortraitMap\_IUG\_07\_Chartreuse urbanization mobility



RURBANCE\_PortraitMap\_IUG\_08\_Chartreuse tourism



RURBANCE\_PortraitMap\_IUG\_09\_Chartreuse synthesis

## Description Portrait Maps Chartreuse

The territory subject to analysis is the communauté de communes des Balcons sud de la Chartreuse, located in the mountain range bearing the same name. It also includes the hillsides (coteaux) that link the range to Grenoble on the Northern side. The intercommunal area which is being studied includes five communes (Quaix en Chartreuse, Proveysieux, Mont Saint Martin, Sarcenas and Le Sappey en Chartreuse). Urbanisation in this area is low (2785 inhabitants – Insee, 2009). The coteaux are part of the communes of St. Egrève, St. Martin le Vinoux, Grenoble (the Bastille site), La Tronche, Corenc.

The relationship between the city and the mountain has a long history in Grenoble. For many years, the Chartreuse supplied the city with wood, ice, refractory earth, cheese, fruit and vegetables (Gumuchian, 2006). Markets in Grenoble always acted as the physical interface between the city and the mountain, and generated regular flows of people and goods. The Grenoble manufactures provided home-based work for people in the mountains: since the middle of the 19<sup>th</sup> Century, glove making contributed to the occupation of both women (sewing), and men (cutting). This activity generated a great deal of movement, for supplying raw material and for delivering the goods which were produced to companies based in Grenoble (Gumuchian, 2006).

Today, the nature of exchanges is different: the mountain is a place where the people of Grenoble have their main residence (80% main residence – Insee, 2009) or country house. It is also a place of leisure and tourism. The populations who live in the mountains find the jobs, services and shops which are not available in their area.

The Grenoble region is characterised by a socio-spatial fragmentation : the hillsides which are located close to the city (in particular those overlooking the Grésivaudan valley to the East of the city) are home to the affluent populations whereas the residents of the city and of the more rural areas of the Chartreuse mountain range are not so wealthy (SCoT, diagnosis).

### Ecology, landscape, forest and agriculture

The Communauté de communes des Balcons territory is part of the Chartreuse regional nature park in which a great variety of animal and vegetal species are found. The landscape is characterized by the cohabitation of natural vegetation, agricultural activity and urbanization. Spontaneous vegetation varies according to altitude (mixed forest, coniferous forest, pastures).

The Balcons sud de la Chartreuse territory is primarily used as pasture, whereas the periurban agriculture of the Grenoble plains are mainly dedicated to cereal and, to a lesser extent, to vegetable growing. Products of the Chartreuse (meat, liquor, goats and sheep cheese) are awarded a label and are dispatched locally through markets, AMAP (Associations pour le maintien de l'agriculture paysanne), or direct sales from the farms.

### Urbanisation and mobility

The territory subject to analysis features various degrees of hybridization between the natural landscape and urbanized areas : limestone cliffs, agro-pastoral areas, inhabited hillsides,

valleys with moderate slopes which are occasionally urbanised, and extensively and densely urbanised plains. The city puts pressure on the Balcons sud de la Chartreuse territory, where the first signs of urban sprawl are visible, following the cliffs' topographies and the road networks. Endogenous urban forms are also found in this area (rural hamlets).

Although the Balcons sud de la Chartreuse territory is located close to the city, it is difficult to access, in particular during winter. Cars dominate other transport modes. A cable car connects Grenoble's city centre to the Bastille site, which is the starting point of many hiking paths. Cycling is not perceived as a means of transport which can be used on a daily basis, rather, it is seen as a possible type of leisure in the Chartreuse. Buses serve the area but the frequency is quite low. Public spaces are often in direct relation with mobility (bus stops, car parks etc.)

### Economy and tourism

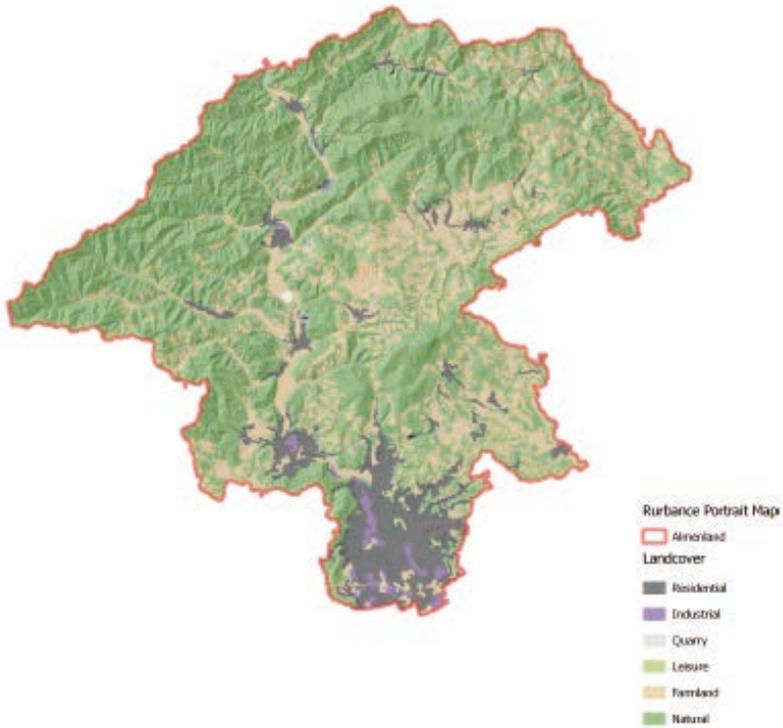
The Balcons sud de la Chartreuse territory has a limited capacity for tourists : two hotels (39 rooms), a camping site (25 plots) (Insee, 2012), a bed and breakfast in each commune, as well as 195 country homes (about 15% of the housing of the communauté de communes) (Insee, 2009). The fact that this territory is close to the city means that it is suitable for short stays (for the day or for a week end). Tourism is based on the summer and winter seasons, but winter based tourism is declining. There are currently very few shops and catering services. However, areas have been developed for leisure (two ski resorts, alpine ski slopes and cross-country ski trails, hiking and snowshoe paths, tracks for cross country cycling, barbecue areas etc.). Moreover, the various types of local heritage (natural, artistic, military, artisanal, industrial etc.) are an important asset for the territory subject to analysis.

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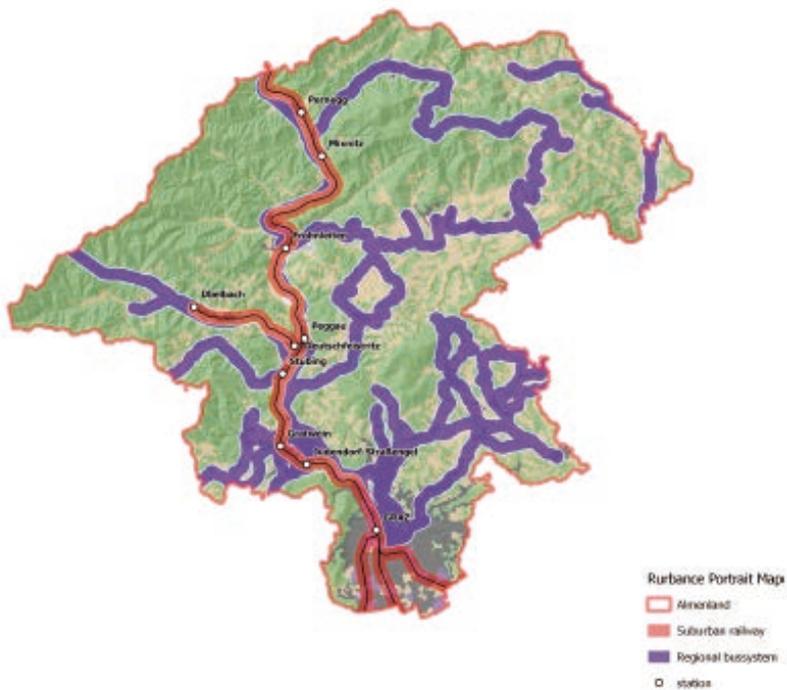
## 2.5 Graz and Surroundings

### Maps (4)

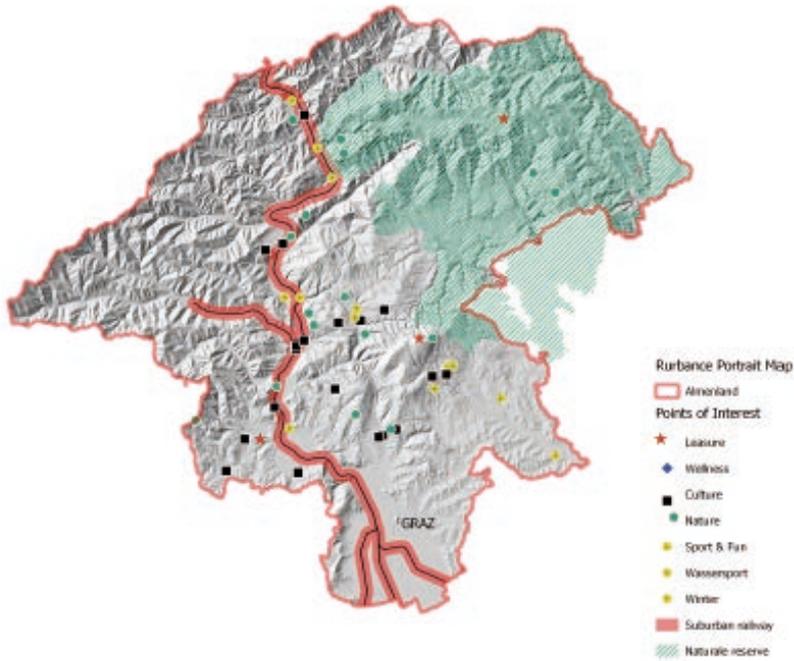
1. Landcover  
RURBANCE\_PortraitMap\_GRAZ\_01\_Landcover
  
2. Public transport  
RURBANCE\_PortraitMap\_GRAZ\_02\_Public transport
  
1. Points of interest  
RURBANCE\_PortraitMap\_GRAZ\_03\_Points of interest
  
1. Hubs  
RURBANCE\_PortraitMap\_GRAZ\_04\_Hubs



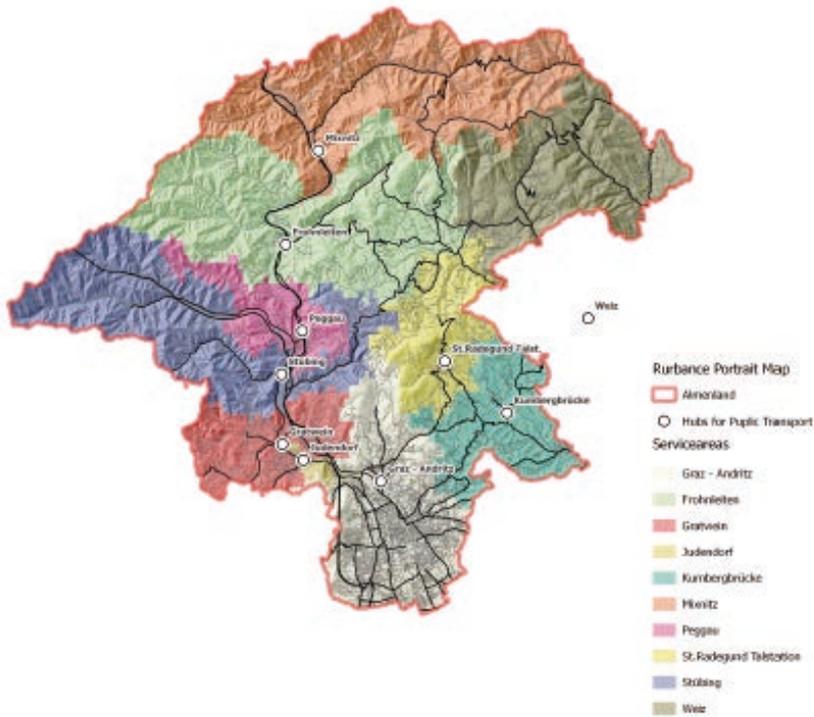
RURBANCE\_PortraitMap\_GRAZ\_01\_Landcover



RURBANCE\_PortraitMap\_GRAZ\_02\_Public transport



RURBANCE\_PortraitMap\_GRAZ\_03\_Points of interest



RURBANCE\_PortraitMap\_GRAZ\_04\_Hubs

## Land cover & topographical framework

According to a topographical approach, the metropolitan area of Styria is embedded in the foothills of the south-east alps. In contrast to the southern surroundings of Graz, which provides space for future expansion of the urban area by both, a smooth transition between urban and rural structures and the topographic situation, the northwards-oriented transition can be characterized as abruptly. Within a few kilometers in this direction, people find themselves in a highly rural environment, which naturally causes disadvantages concerning infrastructural networks.

The area to the north of Graz is dominated by the valley of the river Mur in north-southern direction, which acts like a backbone for high-level traffic connections (motorway, railroad) to Upper Styria functional center Bruck/Leoben, respectively on large scale to Vienna & Germany. The newly implemented commuter railway system provides an impeccable cycle to residents and commuters. Considering the regional level, the problem here lies in the poor exploitation of the side-valleys and offside areas in which, however, is a large part of the destinations for leisure activities and points of interests with a lot of possibilities to explore mountains & environment.

These conditions, however, offer a great potential for satisfying needs in terms of leisure and recreation, both based in the local population, as well as for the inhabitants of the core city itself.

## Public transport

As mentioned, main public transport axis are oriented on the valley of the river Styrian main river Mur, which divides the pilot area Graz-north in north-southern direction. Along this axis, public transport connections are pretty well developed, at least since the implementation of the commuter railway system.

One main issue of the RURBANCE pilot action was to analyze public transport connections for leisure time and tourism. Side-valleys and less dense developed areas are tapped by public transport, but it turned out, that timetables are mainly aligned to commuters' timeslots and peaks. So just at times when citizens of Graz & the surroundings, excursionists or tourists would be able to spend time in the regional recreational areas, especially offside destinations nearly aren't reachable but by car.

As a possible solution for different requirements of different target groups, therefore a demand-oriented system was proposed to provide a flexible reachability of local recreational destinations even in less developed areas with an acceptable tariff system for both, local residents and visiting tourists.

## Tourism & local recreation

As a fundament for planning and the implementation of measures concerning leisure time infrastructure in the pilot area, based on the already existing "local recreation server Graz & Graz-region", a survey of (touristic) destinations was made. The online tool provides

information to all destinations in the region separated to different categories like water sports, winter activities, etc. Additionally, users get information about opening times, details for travelling and general information on the destinations.

After this analysis, the concrete area for pilot implementations was defined with the region Almenland / Teichalm, which is an important regional leisure time destination also for inhabitants of the city of Graz and its surroundings. For further planning there also were research activities concerning statistics of overnight stays and arrivals on municipality level to identify areas and seasons with high/middle/low demand for flexible public transport means.

In cooperation with tourism associations, representatives of municipalities and actors from the Naturpark Almenland it was possible to develop an overview on actual and future requirements once on a touristic level and twice regarding local citizens and excursionists.

#### Hubs / Isochrones

This map shows different zones in the original Rurbance pilot area Graz-north, pointing out important regional public transport hubs. The different coloured zones display for every point on the map the best reachable hub, considering topography and different levelled traffic infrastructure. This is important for potential extension of pilot action measures (hailed shared taxi system) as a logistical basis for delegate taxi cars in an efficient way.

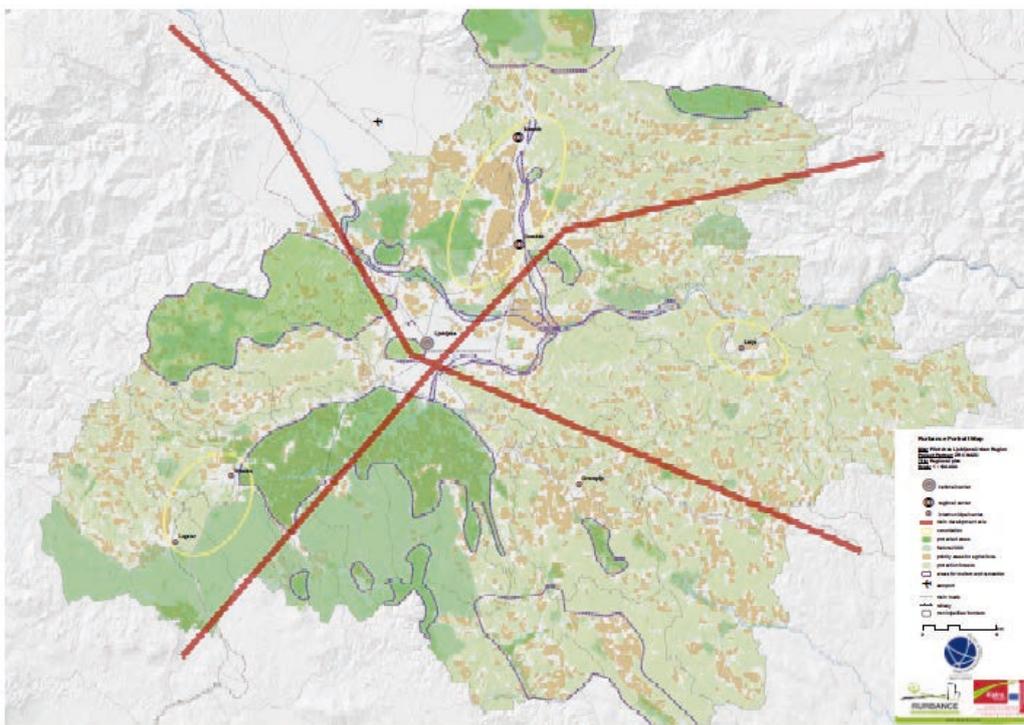
In the end of a long-term development process there could be one single telephone number for the Graz-Region-hailed shared taxi to be called in the whole region, managing efficient routes with utilized capacities. The Rurbance pilot project measures should represent a first step in that development, which is mentioned to be continued during regional processes (regional development concept; regional mobility concept) and further single projects. Beyond concrete implementation plans in the pilot action area, there was a recognizable rise of awareness at municipal level for those future challenges concerning all-day mobility and local recreation / tourism.

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## 2.6 Ljubljana Urban Region

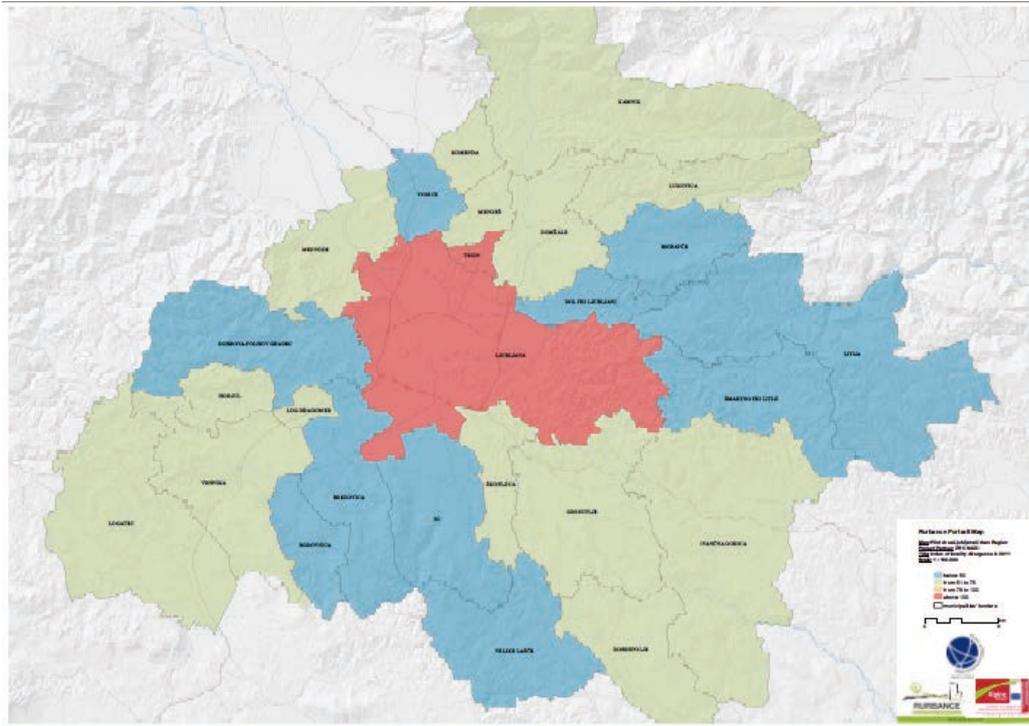
### Maps (5)

1. Regional Plan  
RURBANCE\_PortraitMap\_ZRC\_SAZU\_01\_Regional Plan
2. Frequency of rides on public transport  
RURBANCE\_PortraitMap\_ZRC\_SAZU\_02\_Frequency of rides on public transport
3. Local Action Groups  
RURBANCE\_PortraitMap\_ZRC\_SAZU\_03\_Local Action Groups
4. Index of locality divergence in 2011  
RURBANCE\_PortraitMap\_ZRC\_SAZU\_04\_Index of locality divergence in 2011
5. Changes in built-up areas 2002-2012  
RURBANCE\_PortraitMap\_ZRC\_SAZU\_05\_Changes in built-up areas 2002-2012

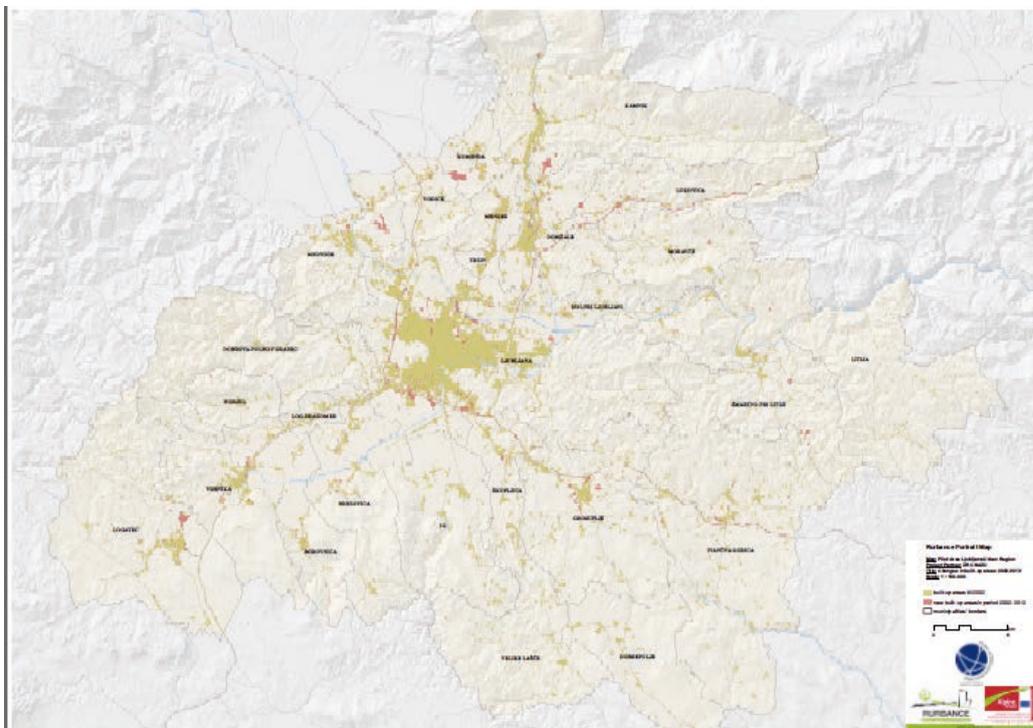


RURBANCE\_PortraitMap\_ZRC\_SAZU\_01\_Regional Plan





RURBANCE\_PortraitMap\_ZRC\_SAZU\_04\_Index of locality divergence in 2011



RURBANCE\_PortraitMap\_ZRC\_SAZU\_05\_Changes in built-up areas 2002-2012

## Regional Plan

The Ljubljana Urban Region (LUR) with the capital city of Ljubljana (marked as national centre) connects 26 municipalities with approximately 536,000 inhabitants and is the central and most densely populated region in Slovenia. The region's key advantages are its central position, good transport connections in all directions and the fact that the country's capital is located in the region. The region's development also brings difficulties and challenges alongside the opportunities.

In the case of Ljubljana, its functional area covers half of Slovenia's territory or even more (in terms of jobs and certain services), but the most relevant area for policy making in the sense of the urban-rural dimension remains the Ljubljana Urban Region (LUR) where municipalities undertake at least some joint endeavours.

LUR region is located between the Prealpine and Dinaric Karst region, while its northern part touches the Alps. Steep slopes in the north lower to a vast basin plain in its centre, while in the south there are high mountains of the karst plateau with some terraces in between. The watercourse network is very dense. 59% of the LUR region is covered in forests, mostly on the slopes and on a steeper terrain. Other uses in this region are mostly dominated by the agricultural land use. There are more than 7% of built-up areas. The natural environment in LUR is rather well-preserved. 46% of areas in LUR are registered as important for the protection of environment. 27% of the areas are included into ecologically important areas, while 22% of the region is under special protection of Natura 2000 network. The cooperation between urban centres and countryside is getting stronger; on the economic level – mostly direct selling of agricultural products, as well as on the level of social infrastructure – mainly connected to recreational infrastructure, touristic farms, camps, etc. Recreation and tourism in natural environment are encouraged and developed, because there is a lot of protected natural environment and this offers good conditions for various outdoor recreational activities.

### Frequency of rides on public

Human migration, weekly and daily mobility to work, to school and to other activity locations are all discussed as one of the most important factors that influences the demographic and social-economic image of the region. The size and the means of mobility of the population are influenced by numerous factors, where one of the most important factors is transport infrastructure. A monocentric urban pattern structure and monomodal transport structure with predominant personal car mobility and a reduction in the use of public transport is characteristic for the LUR region, and it is typically dominated by Ljubljana as the employment centre. Public transport is mostly connected to bus transport, which operates on mixed road areas and is consequentially included in traffic jams and has to follow specific routes and bus stops, which makes it non-competitive. The map shows an analysis of ride frequencies on public transport stops. An adequate number of rides means that the peak hour interval is half an hour and in between the peaks one hour; while satisfying means that the peak hour interval is one hour and when the traffic is normal a three-hour interval. We can see that an adequate frequency interval can be noted only on four main transport corridors of public transport, that is towards Vrhnika, Grosuplje, Kamnik and Medvode. Hence it is obvious that to improve the public transport it is not needed to change the route network crucially, but only to improve the ride frequencies on the existing ones.

## Local Action Groups

With the adoption of the Rural Development Programme 2007-2013, the Republic of Slovenia was entitled to draw the resources from the European Agricultural Fund for Rural Development (EAFRD). With the Rural Development Programme Slovenia implements measures arranged in four axes, of which the so-called LEADER axis (the 4th axis) is an innovation encouraging decision-making on the development of individual rounded rural areas, following the bottom-up approach. Projects of a local public-private partnership, local action groups (LAG), have the task of preparing and implementing their local development strategies and making decisions on the allocation and management of financial resources. LAG is based on a tripartite partnership composed of representatives of public institutions (public sector), business (economic sector) and civil society (private sector).

All four LAG-s in LUR include 91% of territory, 87% of population and 91% of farms in The Ljubljana Urban Region. Six municipalities in the northwest (Vodice and Komenda are of completely rural character, others are urban or urbanised municipalities of Domžale, Mengeš, Trzin and Medvode) are in the process of establishing new LAG.

The most common objectives and activities of LAG-s in LUR are related to the fields of marketing and promotion of rural products, improvement of tourism infrastructure in rural areas, development of tourism and organic farms, improving employment opportunities in rural areas, improving quality of life in rural areas, networking and integration of innovative initiatives and conservation of natural and cultural heritage.

## Index of locality divergence in 2011

Index of locality divergence on the map shows still present trend of economic deconcentration. Compared to the number of economically active population there are more jobs only in the municipalities of Ljubljana and Trzin, elsewhere the number of economically active population is still higher than jobs available, even though according to the data from previous years, there is a trend of suburbanization of population and deconcentration of economic activities. It can be noted that on one side the tremendous degradation of economic power in relation to the growth of population in the municipalities of Kamnik, Mengeš and Domžale while on the other side the municipalities of Komenda, Lukovica, Horjul and Škofljica are becoming more and more economically independent. The deconcentration of economic activities should enable more competitiveness of the metropolitan regions, however this also has negative consequences, because a low density of population and higher dispersion of economic activities in space is, from a point of view of transport infrastructure, irrational, and means a high dependency on personal transport and a reduction of the public transport role but on the other hand if economic activities are closer to people's homes, less mobility is needed. Suburbanization of economic activities is accompanied by a loss of green areas in suburban areas, the rural areas slowly change to urban areas and people tend to have a lower consciousness about cultural identity.

## Changes in built-up areas 2002-2012

In the last decade the population dynamics of LUR region showed a persistent increase of the number of population, which can be said for the municipality of Ljubljana as well as for the whole region. The number of population went up for 4% in the municipality of Ljubljana

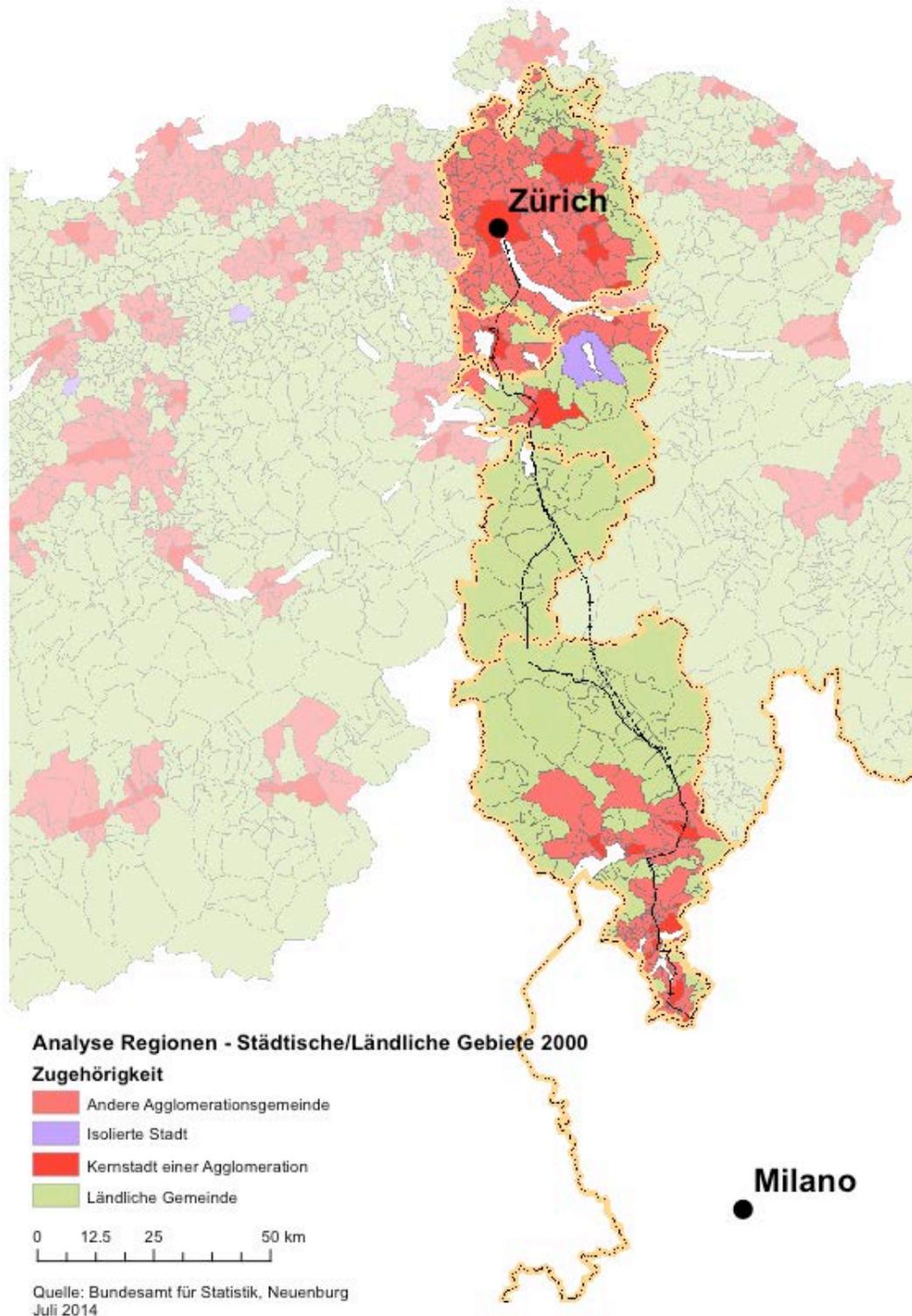
and about 15% in the whole region. It has been registered that the built-up areas with individual family houses have been built extensively already between 1951 and 1975, which holds especially true for the areas in municipalities of Mengeš, Komenda, Grosuplje and Brezovica. The building construction was expanding especially on the fringes of the housing estates, along traffic roads between the estates and on the areas distant to the densely built-up housing estates. Between 1975 and 1985 the most intensive construction was registered in the municipalities of Trzin, Domžale and Komenda, while between 1985 and 2002 it was registered in the municipalities of Domžale, Mengeš, Vodice, Dol pri Ljubljani, Ig, Grosuplje and Škofljica, especially along traffic roads and near motorway junctions. From 2002 to 2012 the construction went on to the farmland and it would have spread even more if there weren't for the protection of the best agricultural land. The data on the apartment construction after 2002 show a diverse intensity of construction in LUR. The municipalities with the most square meters of built-up (apartments) land per square kilometre were Ljubljana and Komenda and in the municipalities, directly surrounding Ljubljana.

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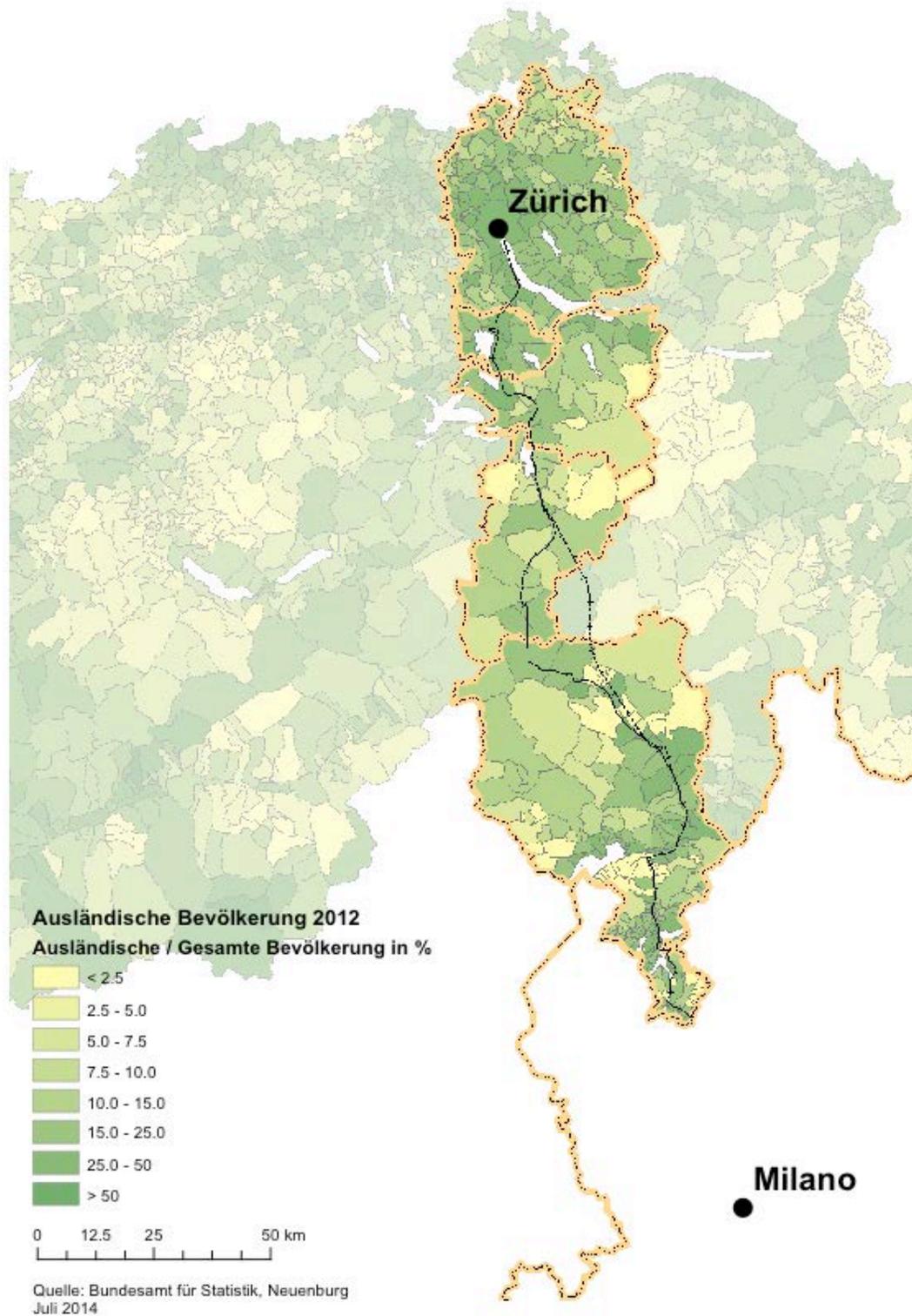
## 2.7 City of Zurich and Cantons of Schwyz, Uri, Ticino

### Maps (8)

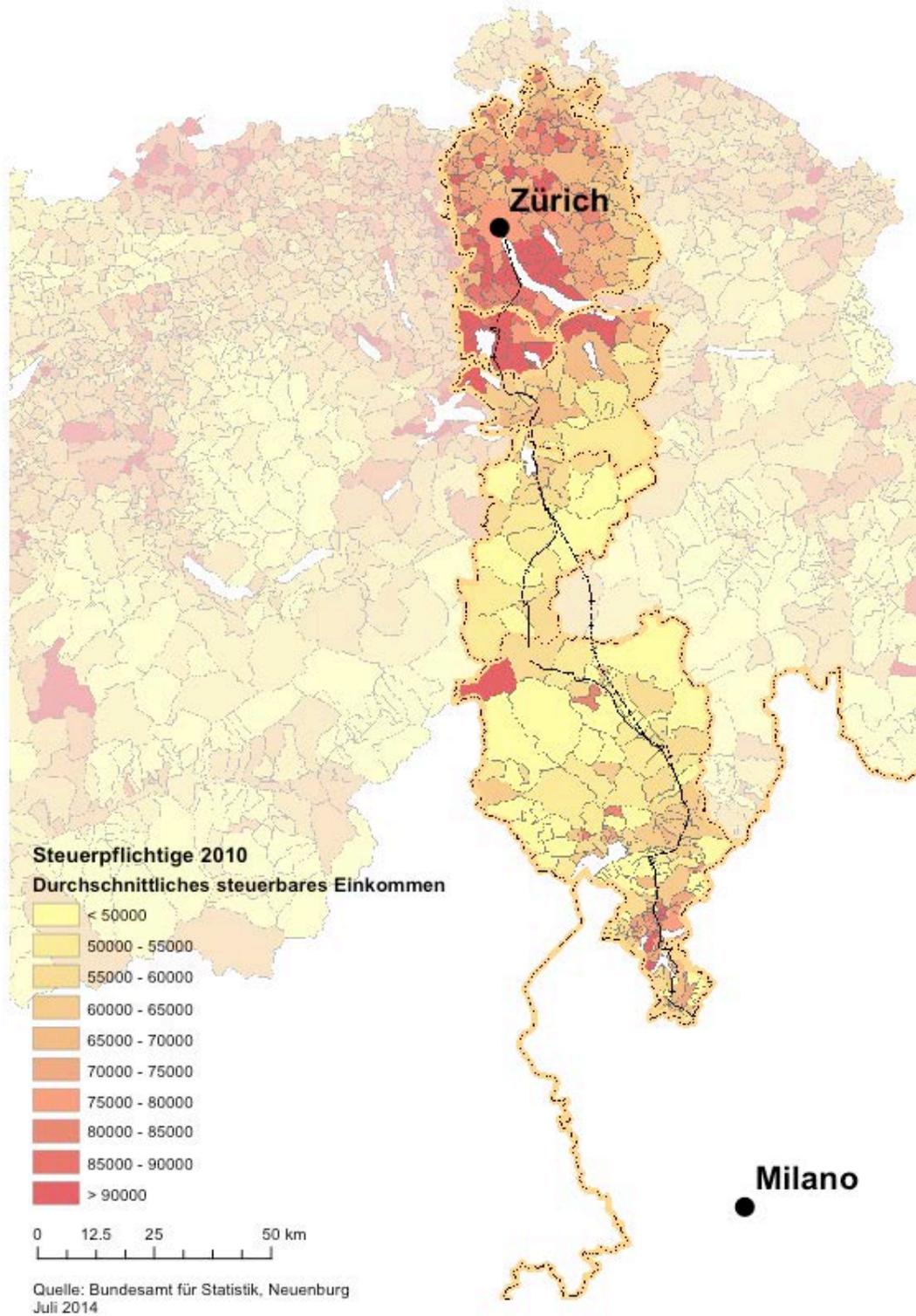
1. Spatial structure  
RURBANCE\_PortraitMap\_ZUR\_01\_Spatial structure
2. Foreign inhabitants  
RURBANCE\_PortraitMap\_ZUR\_02\_Foreign inhabitants
3. Taxable incomes  
RURBANCE\_PortraitMap\_ZUR\_03\_Taxpable incomes
4. Science economy  
RURBANCE\_PortraitMap\_ZUR\_04\_Science economy
5. Housing stock  
RURBANCE\_PortraitMap\_ZUR\_05\_Housing stock
6. Commuters outgoing  
RURBANCE\_PortraitMap\_ZUR\_06\_Commuters outgoing
7. Commuters incoming  
RURBANCE\_PortraitMap\_ZUR\_07\_Commuters incoming
8. Social security supports  
RURBANCE\_PortraitMap\_ZUR\_08\_Social security supports



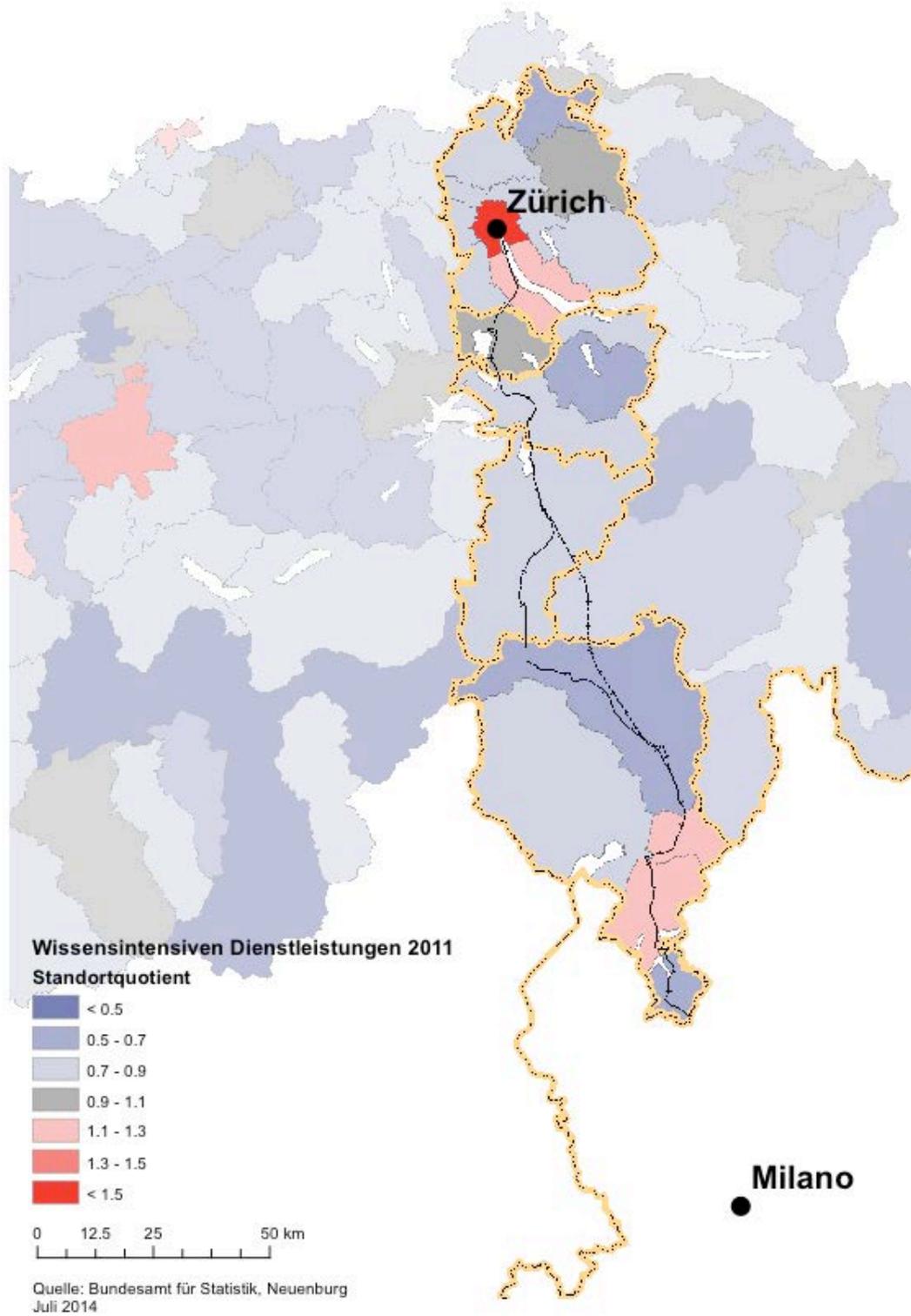
RURBANCE\_PortraitMap\_ZUR\_01\_Spatial structure



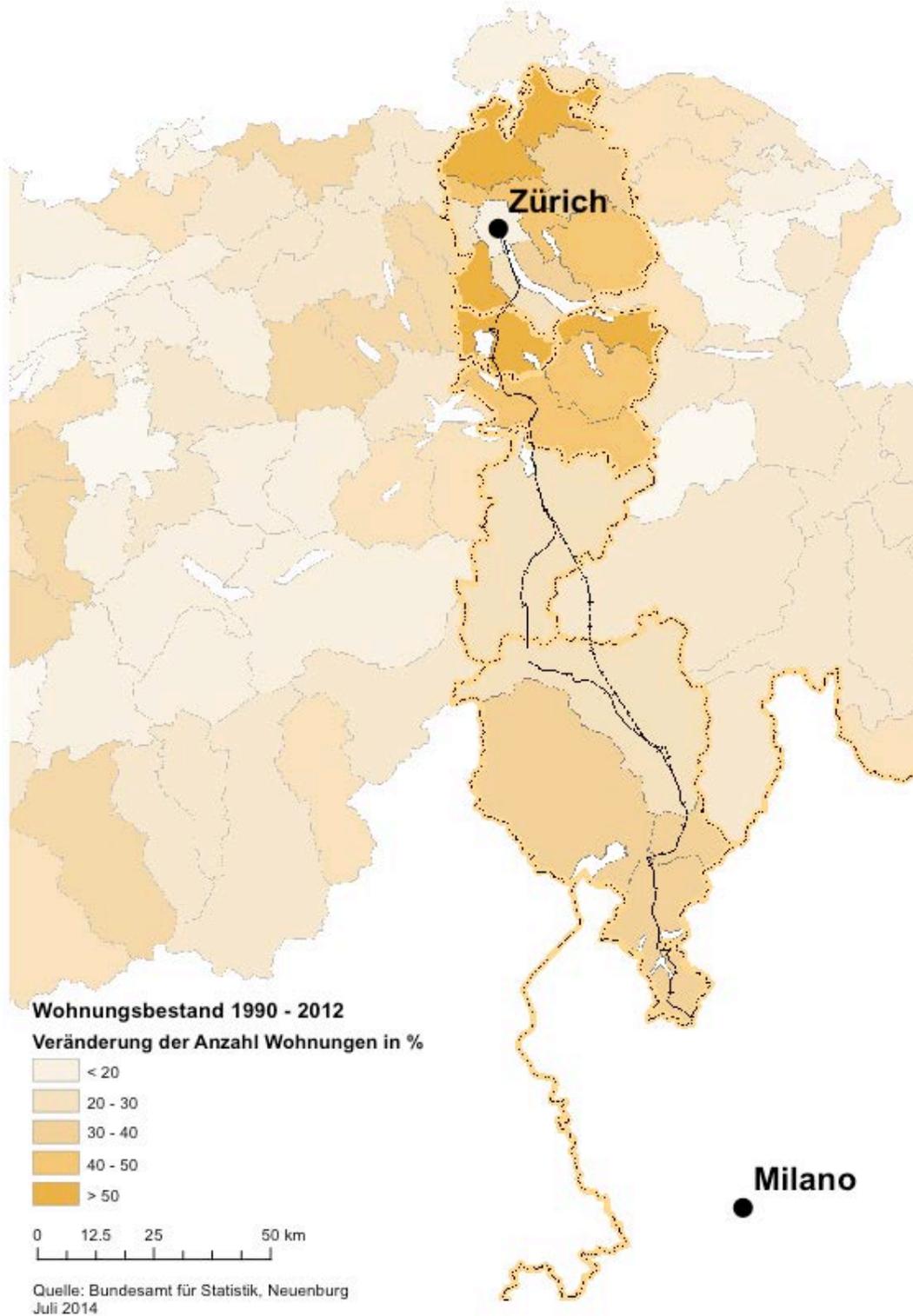
RURBANCE\_PortraitMap\_ZUR\_02\_Foreign inhabitants



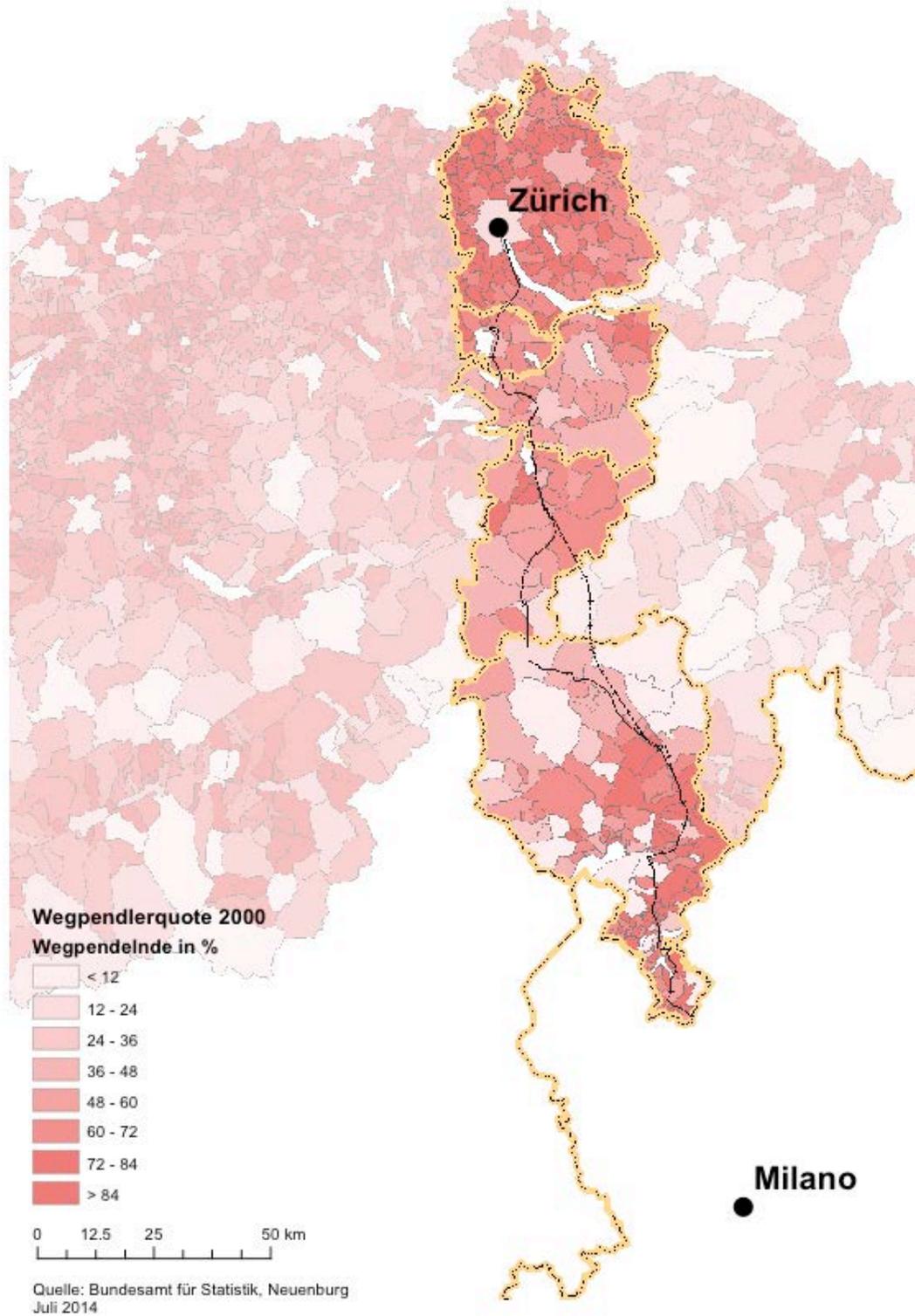
RURBANCE\_PortraitMap\_ZUR\_03\_Taxable incomes



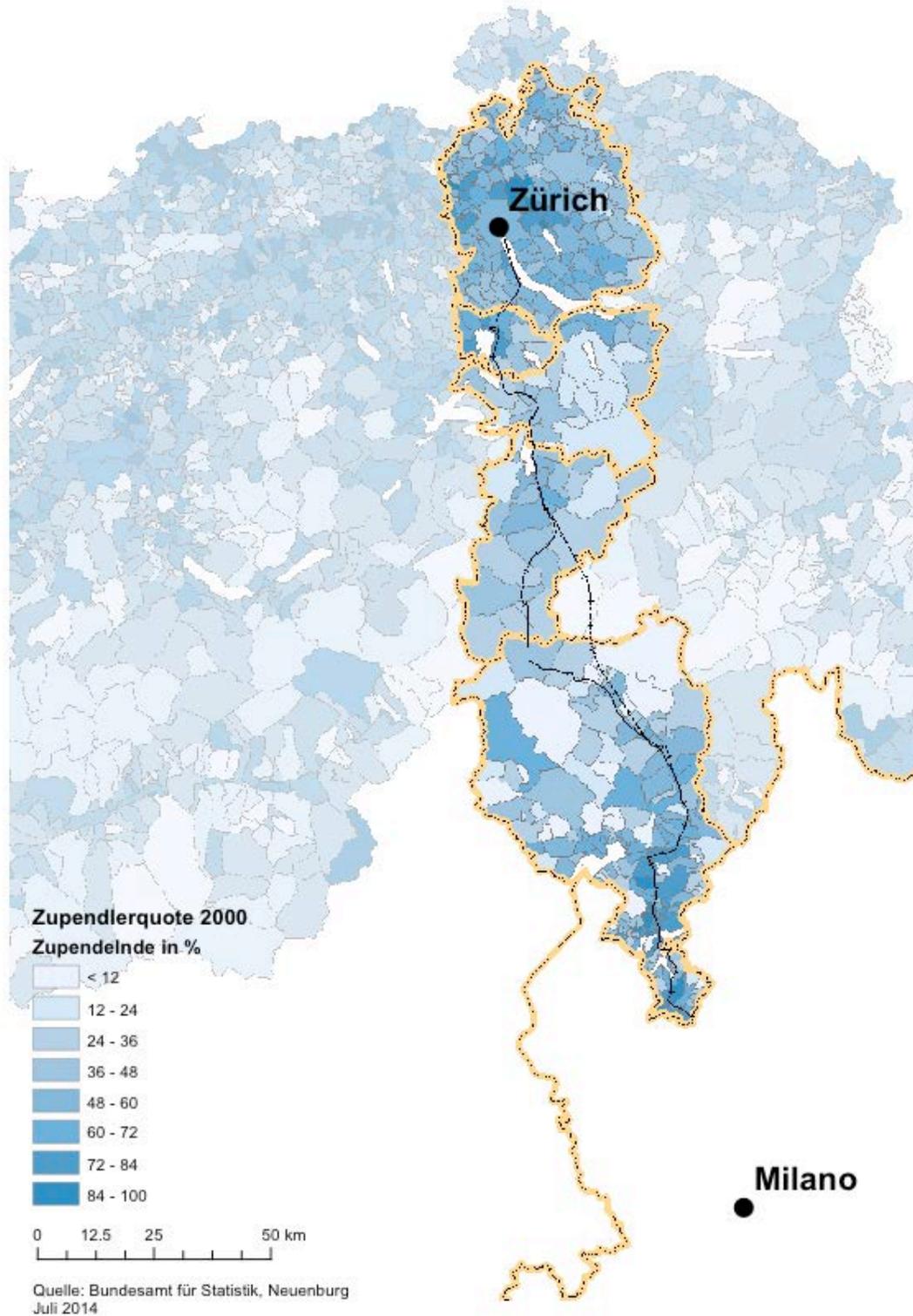
RURBANCE\_PortraitMap\_ZUR\_04\_Science economy



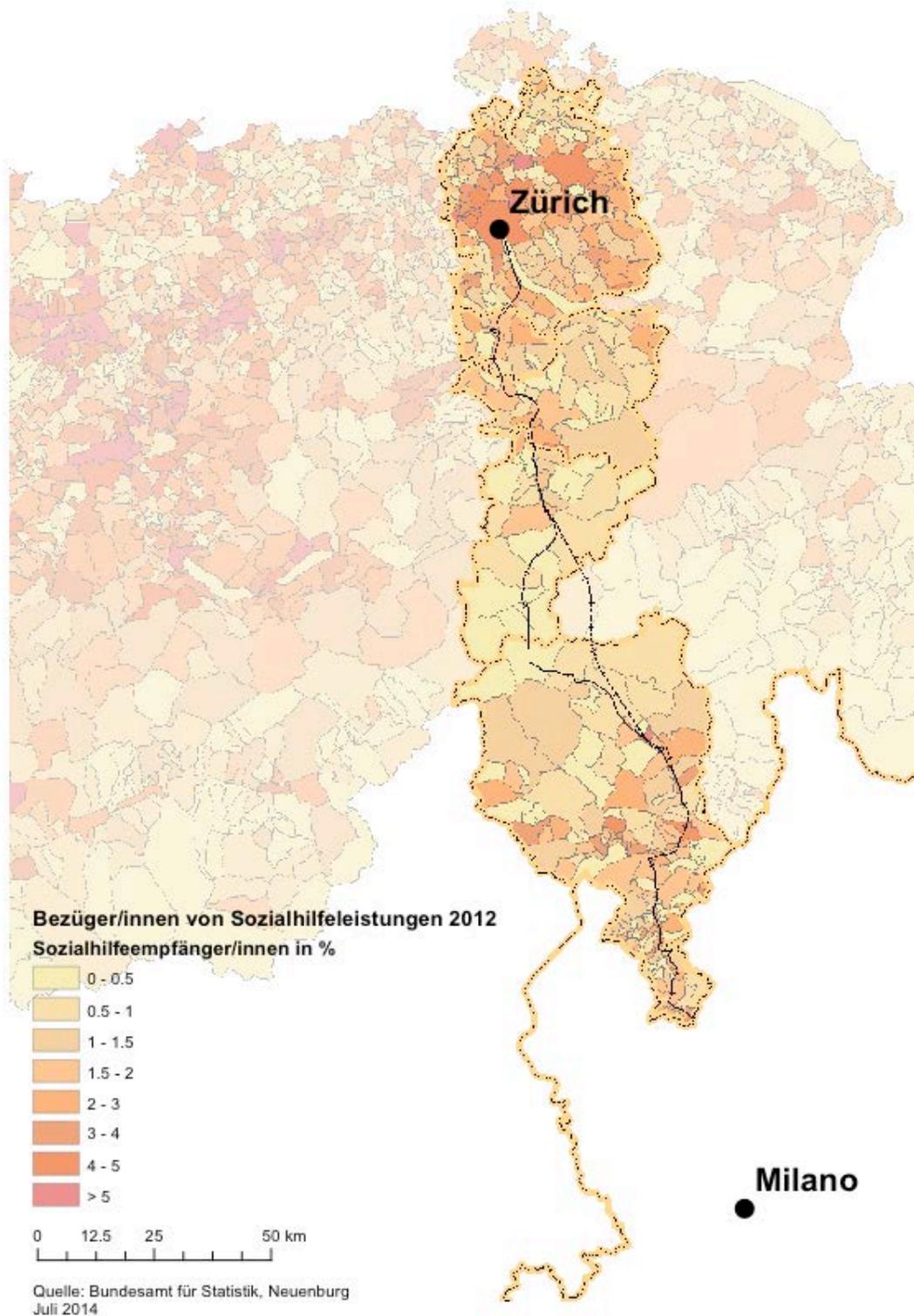
RURBANCE\_PortraitMap\_ZUR\_05\_Housing stock



RURBANCE\_PortraitMap\_ZUR\_06\_Commuters outgoing



RURBANCE\_PortraitMap\_ZUR\_07\_Commuters incoming



RURBANCE\_PortraitMap\_ZUR\_08\_Social security supports

## Description of the existing territory

Showing in a focussed manner relevant aspects of the existing territory, as starting point for scenarios for territorial transformation and sustainable local development. Capacity and resilience factors of the territorial setup of the pilot areas are expressed in portrait maps, that include actual trends the territory is moving to. If indicators are used, please refer to Eurostat for comparability. As tool of reference and transfer, the portrait maps will refer to 5 thematic threads (Landscape&Agriculture, Settlement Development, Mobility, and Energy, Society). The partners can choose wheter to produce maps for all threads, and to relate to each other in order to show (possible) dependencies and interfaces. Or they can concentrate the portrait maps in one or two threads, then dependencies and interfaces to other threads should be integrated in the representation. The portrait maps are not thought as complete or comprehensive illustration of the territorial starting point. They are related to the specific thematic thread(s), that is (are) addressed in each pilot area – in relation also to the pilot activity, and bearing in mind the overall aim of sustainable development, specifically regarding rural-urban relations.

The Gotthard-corridor is a very diverse and segmented region. Even if the regions within the corridor are connected since centuries, there are remarkable and obvious differences between them. A first analysis of the regions (map 1: no newer data than of 2000, intensified in the meantime) shows the very urban region of Zurich including Canton Zug and the inner part of Canton Schwyz. The same picture shows up in the south, where the agglomerations of Lugano/Sottoceneri and Bellinzona-Locarno are comparable to Canton Zug and the inner part of Canton Schwyz. Milano would be the counterpart of the core city Zurich in the north. High percentages of foreigners (map 2) live in the urban regions of Zurich, Zug and Ticino. Inbetween there are also municipalities with quite high percentages around the construction sites of the NEAT-tunnels Gotthard and Ceneri. This shows that a lot of foreign specialists in tunnel-construction settled down here for years since works started in 1999. The same development could be observed in the 19<sup>th</sup> century, when a lot of Italian workers, who were the specialists in tunnelling, settled down in the Canton Uri and in the northern part of Canton Tessin. These workers became Swiss citizens in later decades.

The taxpayers (map 3) are a very obvious hint to where there are highly qualified jobs with a high income and low taxes. The map coincides with the foreigners' map, the region of Zurich, Canton Zug and Lugano/Sottoceneri being the regions with the best taxpayers. Knowledge-intensive services (map 4), that can be equated to highly qualified jobs, are strongly concentrated in the city of Zurich, on the lake of Zurich as well as in the regions of Winterthur, Zug, Lugano and Bellinzona. The rest of the regions are on a less high level (even if there exist numerous highly qualified jobs), astonishing for the region of the Mendrisiotto, that seems to be more concentrated on trading business (border zone) and some regions around Zurich (Limmattal and Glatttal with the airport zone). The Canton Uri and the inner part of Canton Schwyz are on the same level as the before mentioned regions.

The growth of housing units (map 5) is different to the maps shown before. Within the 12 years from 2000 the strongest growth can be noticed in some peripheral regions (airport region Zurich, district Affoltern with new highway-access) as well as in the low tax regions (Canton Zug, outer part of Canton Schwyz). Obviously growth passed by the rural regions of

Canton Uri and the northern part of Ticino (Leventina). But also the city of Zurich and the lake districts did not have a strong growth due to the already existing density and to extreme housing prices.

The commuter maps (map 6: outward; map 7: inward) confirms again, where there is the «work» (inward) and where people live in so called «sleeping towns», whilst their centre of living (shopping, weekend, leisure etc.) is near their place of work (outward). Outward commuting cannot be equated to weak economy. The mobility systems have been prolonged and optimised especially in the region of Zurich. Inward commuting on the other hand shows where there are a lot of jobs, what implies challenges, burdens and additional costs for the central location. Very strong is the Glattal region in the north of Zurich, the region of Zurich in general and the region near the lake of Zug. In Ticino again the regions of Bellinzona-Locarno (Sopraceneri) and Lugano/Sottoceneri offer a lot of working places.

To sum up all maps of the corridor show one quality: the high diversion and segmentation between the urban north (Zurich, Zug, partly inner part of Canton Schwyz) and the urban south (Lugano/Sottoceneri, even so Milano and agglomeration) on the one side and the rural regions inbetween (Canton Uri, Leventina), on the other side. It will be interesting to see if the urban region of Bellinzona will transform into a «strong» economic region after the opening of the NEAT-tunnels. The analysis of chances and risks showed that the «Bellinzone» has good chances for a breakthrough, if it is supported by appropriated measures. As well the project of the cantonal trainhub in Uri's capital Altdorf is a promising project.

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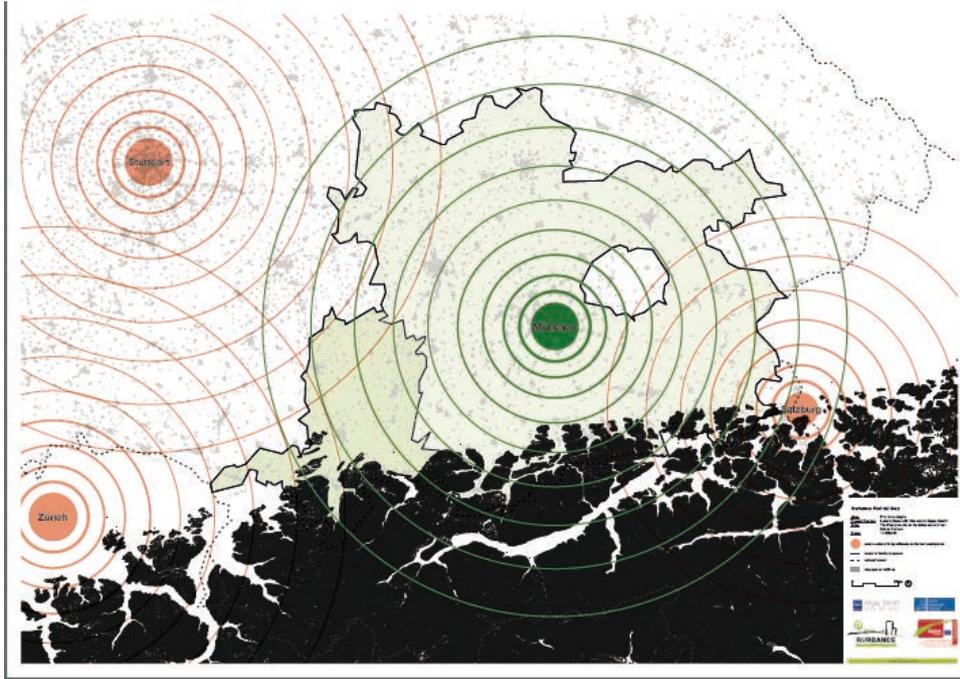
## 2.8 Bavarian Prealpine Arc

### Maps (18)

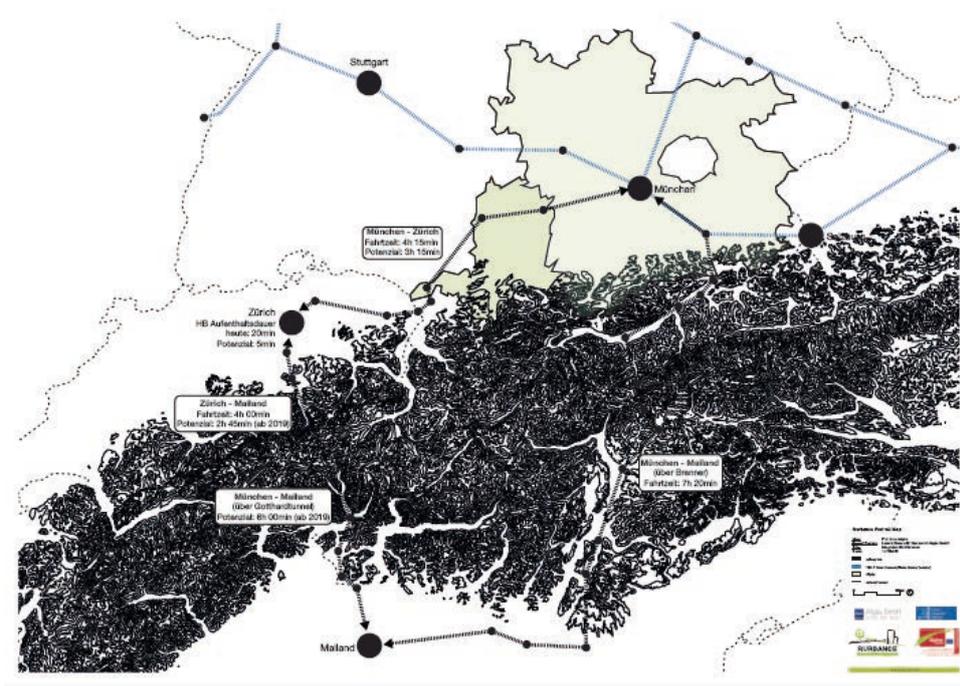
1. Prealpine Arc: Metropolitan influences and rural-urban Prealpine areas  
RURBANCE\_PortraitMap\_LUH\_01\_Metropolitan influences
2. Prealpine Arc: Transalpine Rail Connections  
RURBANCE\_PortraitMap\_LUH\_02\_Transalpine Rail Connections
3. Allgäu Landscape - Corn for Biogas  
RURBANCE\_PortraitMap\_LUH\_03\_Allgäu Landscape - Corn for Biogas
4. Allgäu Landscape - Mountain Forests  
RURBANCE\_PortraitMap\_LUH\_04\_Allgäu Landscape - Mountain Forests
5. Allgäu - Settlement structure  
RURBANCE\_PortraitMap\_LUH\_05\_Allgäu - Settlement structure
6. Allgäu - Transformation Areas

RURBANCE\_PortraitMap\_LUH\_06\_Allgäu - Transformation Areas

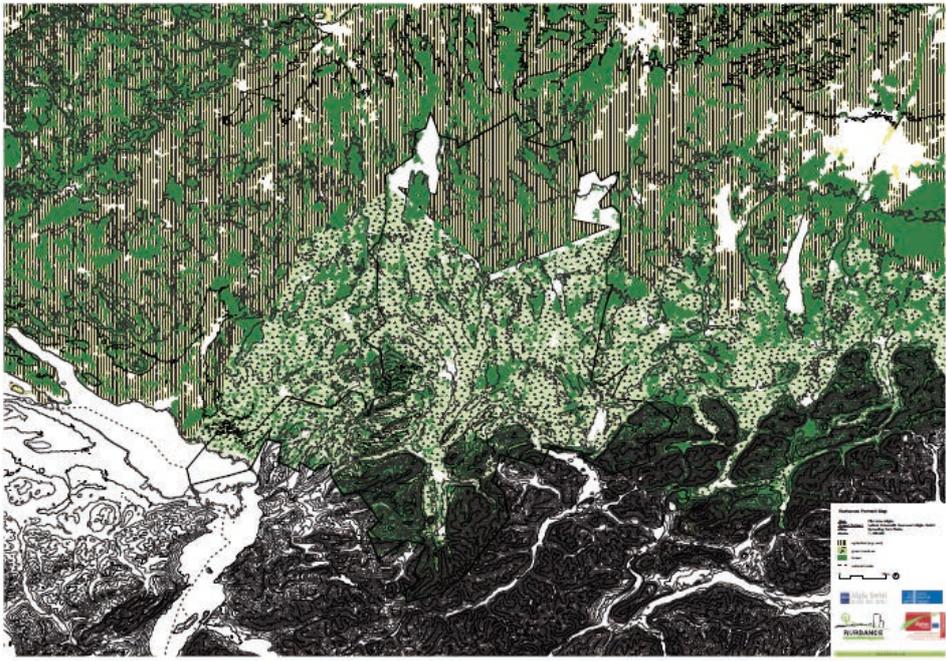
7. Allgäu - Change in Population 1992- 2012  
RURBANCE\_PortraitMap\_LUH\_07\_Allgäu - Change in Population 1992- 2012
8. Allgäu - Change in Population 2002- 2012  
RURBANCE\_PortraitMap\_LUH\_08\_Allgäu - Change in Population 2002- 2012
9. Allgäu - Change in Population 2011- 2012  
RURBANCE\_PortraitMap\_LUH\_09\_Allgäu - Change in Population 2011- 2012
10. Allgäu - Public transport structure  
RURBANCE\_PortraitMap\_LUH\_10\_Allgäu - Public transport structure
11. Allgäu - Renewable Energy Sources  
RURBANCE\_PortraitMap\_LUH\_11\_Allgäu - Renewable Energy Sources
12. Allgäu - Biomass plants  
RURBANCE\_PortraitMap\_LUH\_12\_Allgäu - Biomass plants
13. Allgäu - Geothermal Energy  
RURBANCE\_PortraitMap\_LUH\_13\_Allgäu - Geothermal Energy
14. Allgäu - Hydro Power plants  
RURBANCE\_PortraitMap\_LUH\_14\_Allgäu - Hydro Power plants
15. Allgäu - Solar Energy production  
RURBANCE\_PortraitMap\_LUH\_15\_Allgäu - Solar Energy production
16. Allgäu - Process Heat  
RURBANCE\_PortraitMap\_LUH\_16\_Allgäu - Process Heat
17. Allgäu - Wind Energy plants  
RURBANCE\_PortraitMap\_LUH\_17\_Allgäu - Wind Energy plants



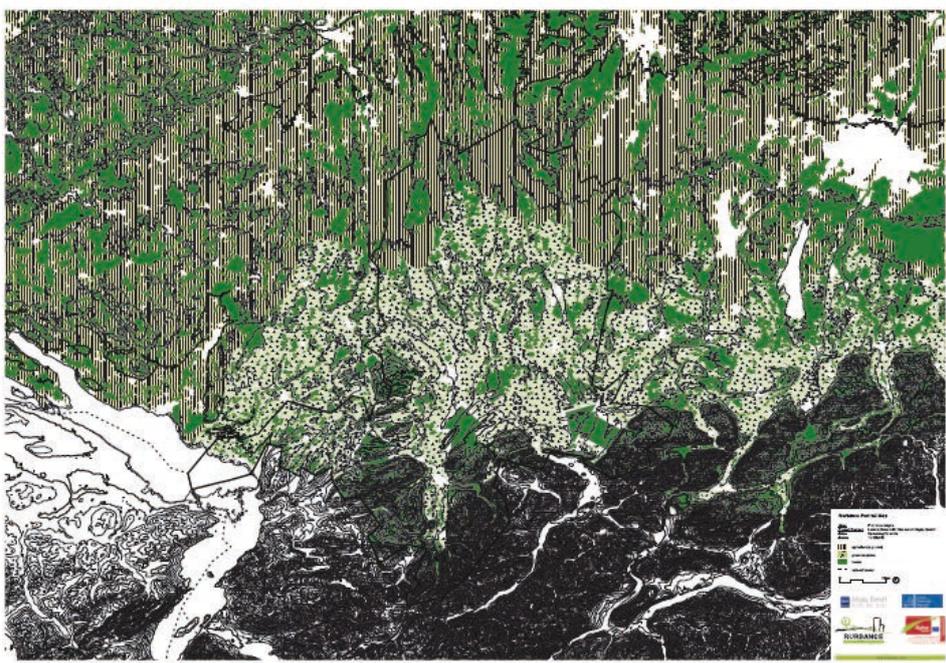
RURBANCE\_PortraitMap\_LUH\_01\_Metropolitan influences



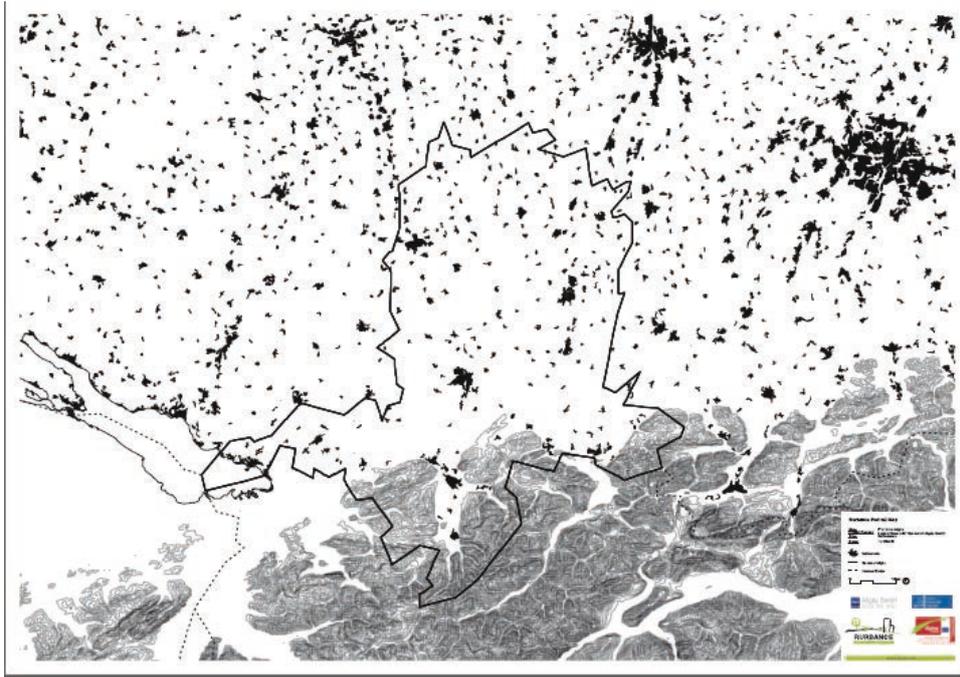
RURBANCE\_PortraitMap\_LUH\_02\_Transalpine Rail Connections



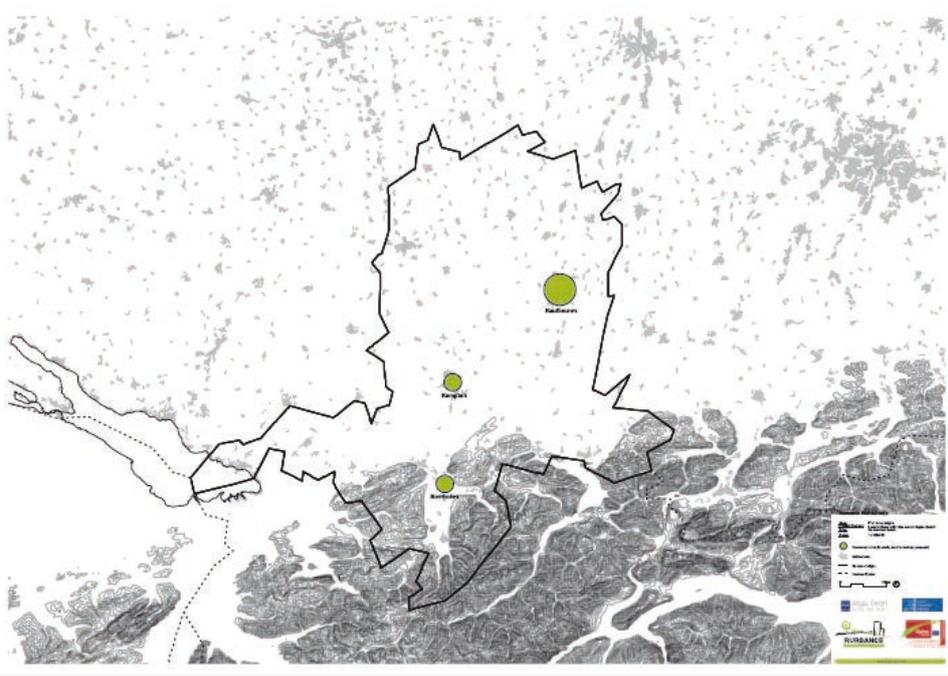
RURBANCE\_PortraitMap\_LUH\_03\_Allgäu Landscape - Corn for Biogas



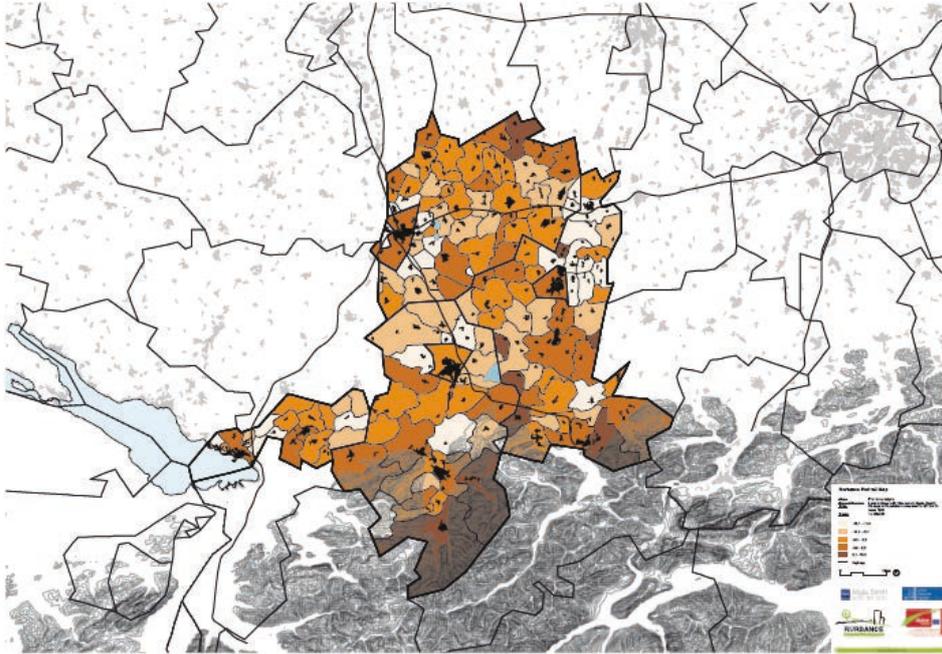
RURBANCE\_PortraitMap\_LUH\_04\_Allgäu Landscape - Mountain Forests



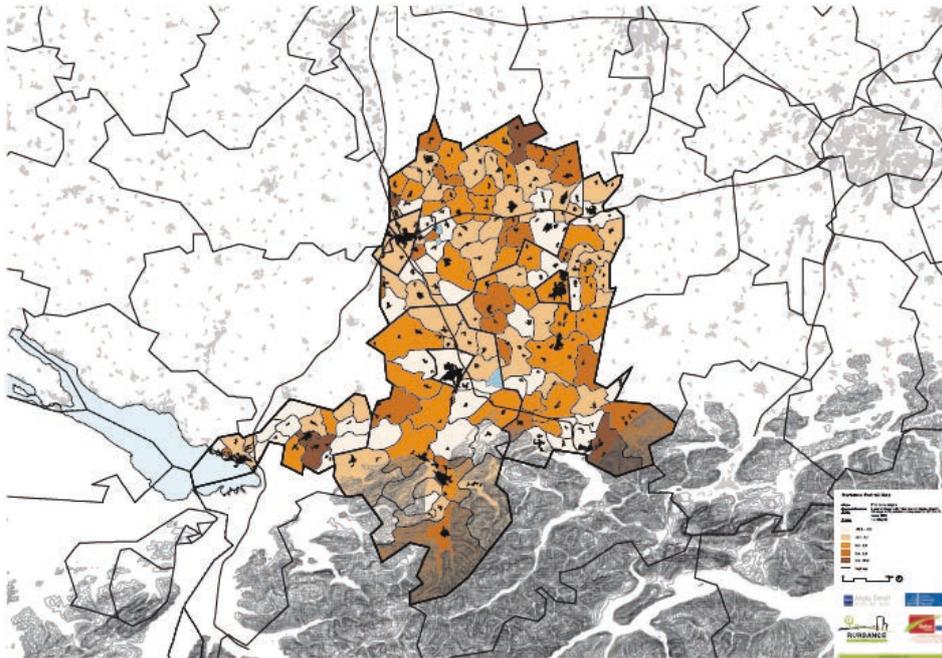
RURBANCE\_PortraitMap\_LUH\_05\_Allgäu - Settlement structure



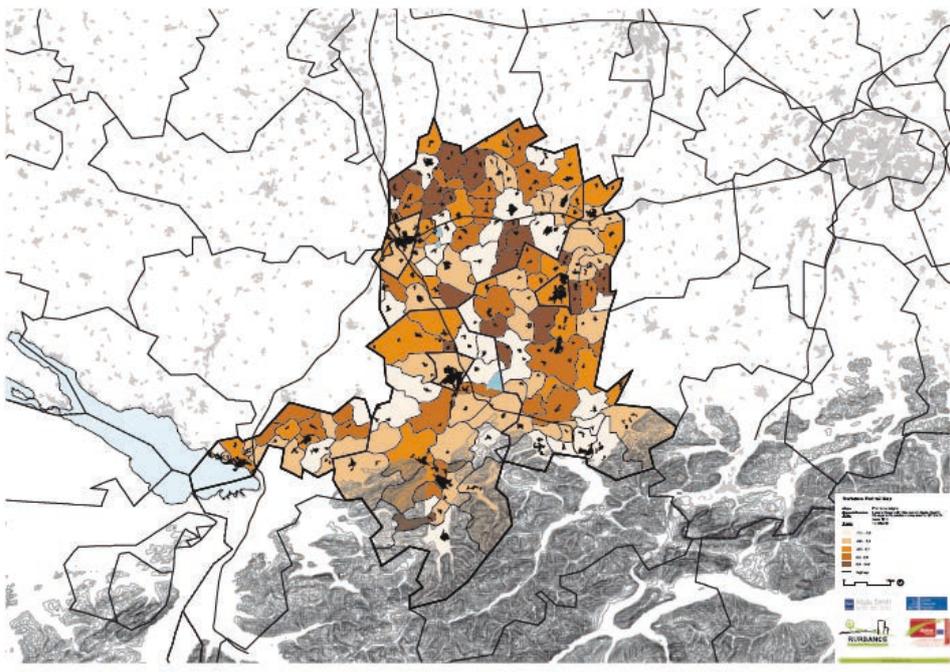
RURBANCE\_PortraitMap\_LUH\_06\_Allgäu - Transformation Areas



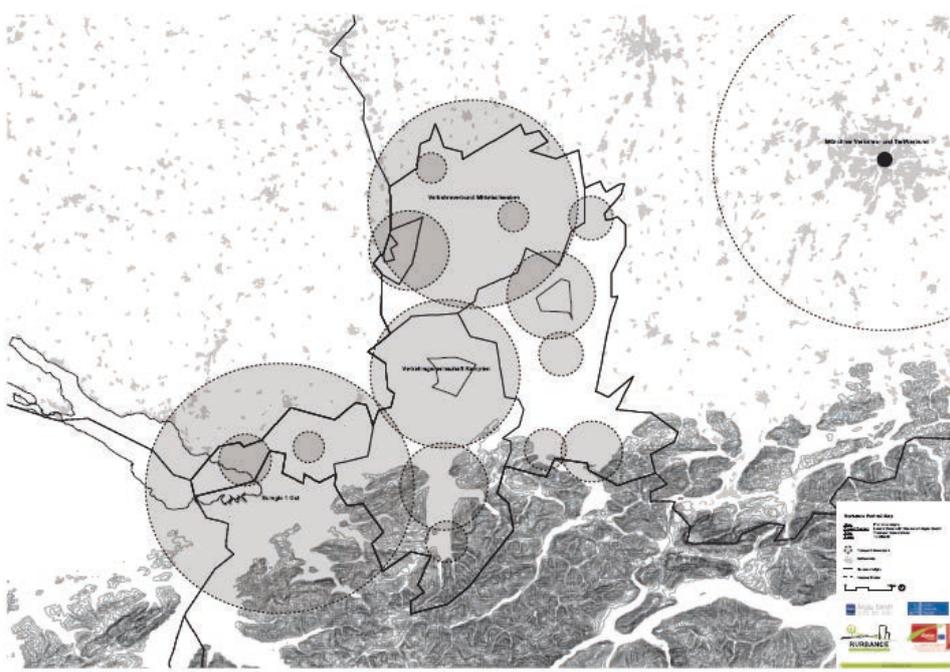
RURBANCE\_PortraitMap\_LUH\_07\_Allgäu - Change in Population 1992- 2012



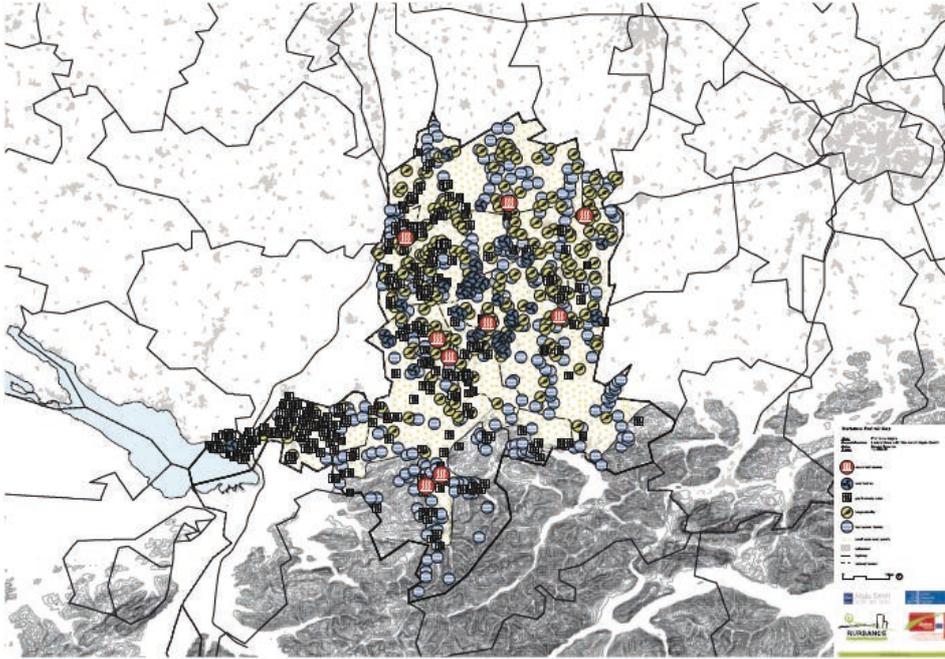
RURBANCE\_PortraitMap\_LUH\_08\_Allgäu - Change in Population 2002- 2012



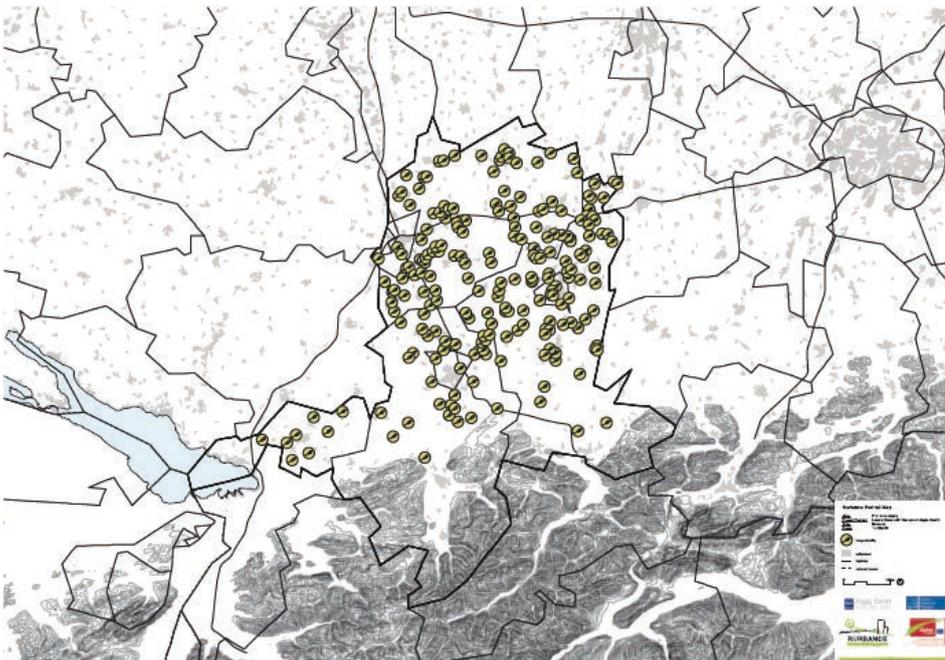
RURBANCE\_PortraitMap\_LUH\_09\_Allgäu - Change in Population 2011- 2012



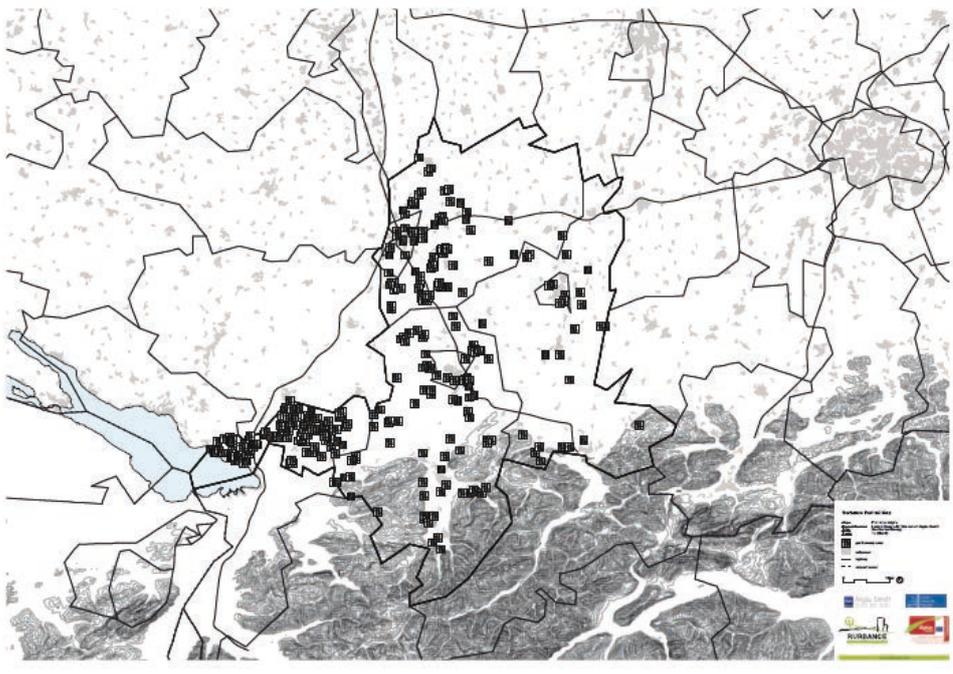
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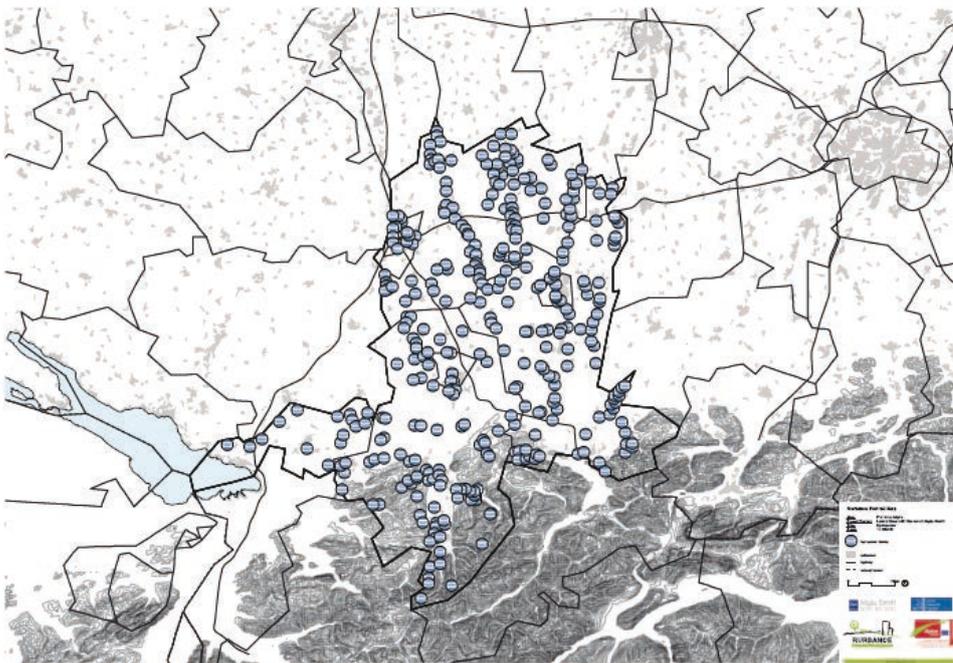
RURBANCE\_PortraitMap\_LUH\_11\_Allgäu - Renewable Energy Sources



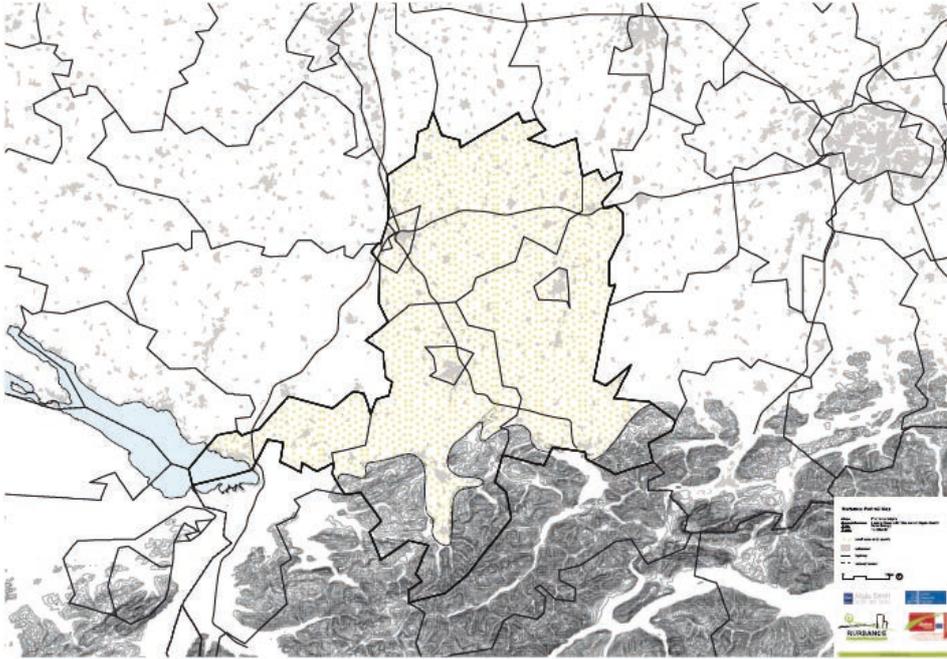
RURBANCE\_PortraitMap\_LUH\_12\_Allgäu - Biomass plants



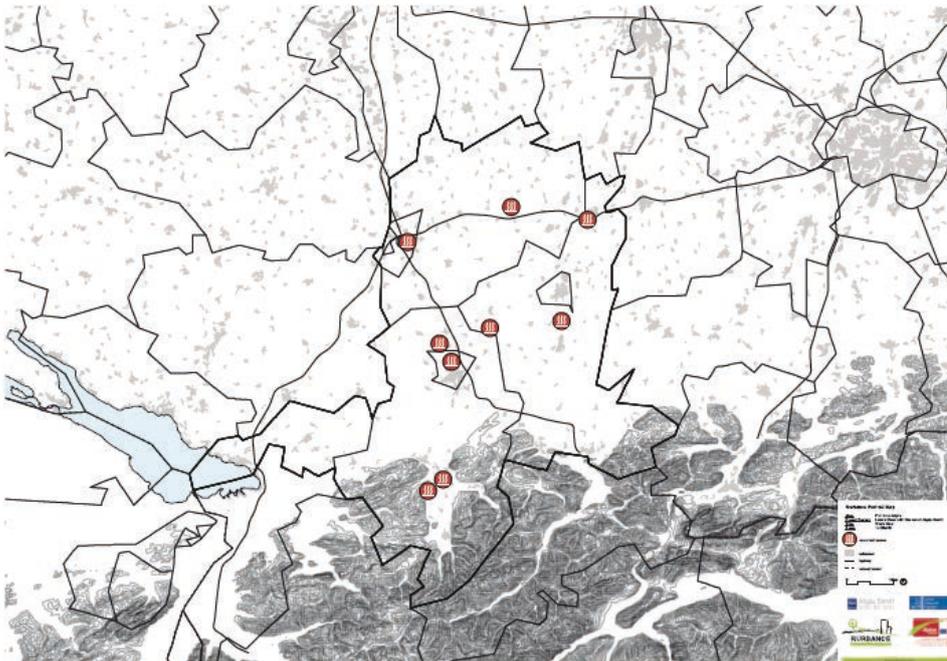
RURBANCE\_PortraitMap\_LUH\_13\_Allgäu - Geothermal Energy



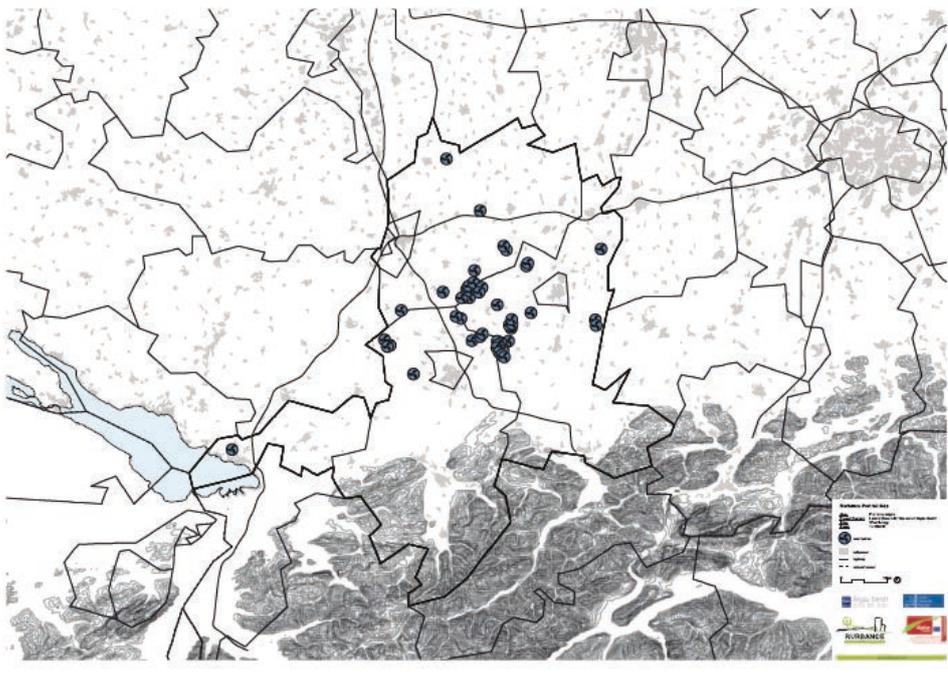
RURBANCE\_PortraitMap\_LUH\_14\_Allgäu - Hydro Power plants



RURBANCE\_PortraitMap\_LUH\_15\_Allgäu - Solar Energy production



RURBANCE\_PortraitMap\_LUH\_16\_Allgäu - Process Heat



RURBANCE\_PortraitMap\_LUH\_17\_Allgäu - Wind Energy plants

## Context

The influencing metropolises in and around the territorial system are Munich, Stuttgart, Zurich and - on a smaller scale - Salzburg. As pilot area Allgäu - defined part of the Bavarian Prealpine Arc - is located in between these urban influences, but shows in itself an urban layer connected and combined with different rural layers. Understood comprehensively, with ca. 0.65 Mio inhabitants, the Allgäu can become a strong player in these spatial contexts. Therefore the important relation of the Allgäu region to the Metropolitan Region Munich is evaluated not as the only larger scale relation for the region. On the other hand the Metropolitan Region Munich in itself underlies also influences with other Metropolitan systems, but also in it's size of 5.6 Mio inhabitants offers the potential of a complex and articulated network of centralities and of micro-regions in process of congregation according to actualized territorial challenges and potentials.

## Landscape

The landscape of the Allgäu is characterized by its agricultural use, as the typical grassland, as forests and as croplands. A long tradition of dairy production shaped the green Allgäu landscape in the foothills and on the Alpine fringe itself. Green meadows with the typical cows represent the image of the Allgäu. This is an important factor; not only for tourism and economy. Large areas are getting transformed into areas for industrial farming, e.g. for corn production. Slopes in the mountain regions, which were formerly used for agriculture, are given up since they cannot be used for industrial farming: woods are growing again and

taking former cleared woodland areas back. The maps of these two - most obvious - phenomena related to landscape transformations hint also at the complexity of these processes and the related possibilities (or non-possibilities) to decide upon those transformations on a regional scale.

### Spatial Development

As many other regions the Allgäu is affected by demographic changes. Especially mountain regions are affected by emigration. Many people move from those regions into urban centers. Therefore big parts of those regions, except some few hightouristic centers, are shrinking. Growth is focussing mainly on some urban centers. The highway from Munich to Zurich connects those growing areas and can be seen as motor for further spatial development - to be balanced on local level at least. As in many other regions urban sprawl causes problems for the Allgäu. The focus on internal development concepts offers the potential to meet the need for new housing without further big housing interventions in the sensitive landscapes of the Allgäu. Areas which were formerly used for military purposes offer great potential for these purposes.

### Mobility

The Allgäu - between the metropolitan regions of Munich, Stuttgart and Zurich - lacks efficient connections inside the European high-speed rail network and to the airport hubs. The small Allgäu airport as regional achievement remains in an uncertain status in a rapidly changing airline economy. Especially an improved train connection towards Zurich and Munich - with the strategic value of better connecting the two metropolises - would enhance development perspectives for the Allgäu region in between. This improvement would not only strengthen work and goods related transport but also touristic and leisure accessibility. For Allgäu itself one comprehensive transport association would be promising for the future - therefore it is even more important to have concepts for networks among different traffic modes.

### Energy

In order to reach the goals of the new energy policy renewable energies are further promoted in Germany. Already many different renewable energy production measures are established in the Allgäu, though there is a big potential for wind energy. But the growth of those sector will strongly effect the cultural landscape of the Allgäu and the identity of it. This also applies for the cultivation of corn as source for renewable energy (biomass) on former green meadows. The competence center eza! is an institution which is focussing on the future of the Allgäu in terms of energy. It is supporting various ongoing projects all over the Allgäu and working on ideas of how to establish new energy sources and keep the quality of the landscape in the Allgäu. It is regarded important to see the overlap with the thematic thread "Landscape" and develop holistic concepts.



### 3. STEP 2/ SCENARIO/VISION MAPS

Project Scenario – Mid Term Perspective: With the Scenario map that projects the thematic focus for the pilot area, the policies' integration approach of RURBANCE are described, in order to drive development trends towards the balance of rural and urban areas, with focus on knowledge, innovation, entrepreneurship, environmental quality, use of resources, quality of life. The scenario also connects thematic threads, or relates measures in one selected thread to others!

Vision – Long Term Perspective: With the Vision map a common perspective of a new setup of rural-urban structures and relations can be illustrated, addressing also the public and cultural awareness.

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### 3.1 Milan Metropolitan Region

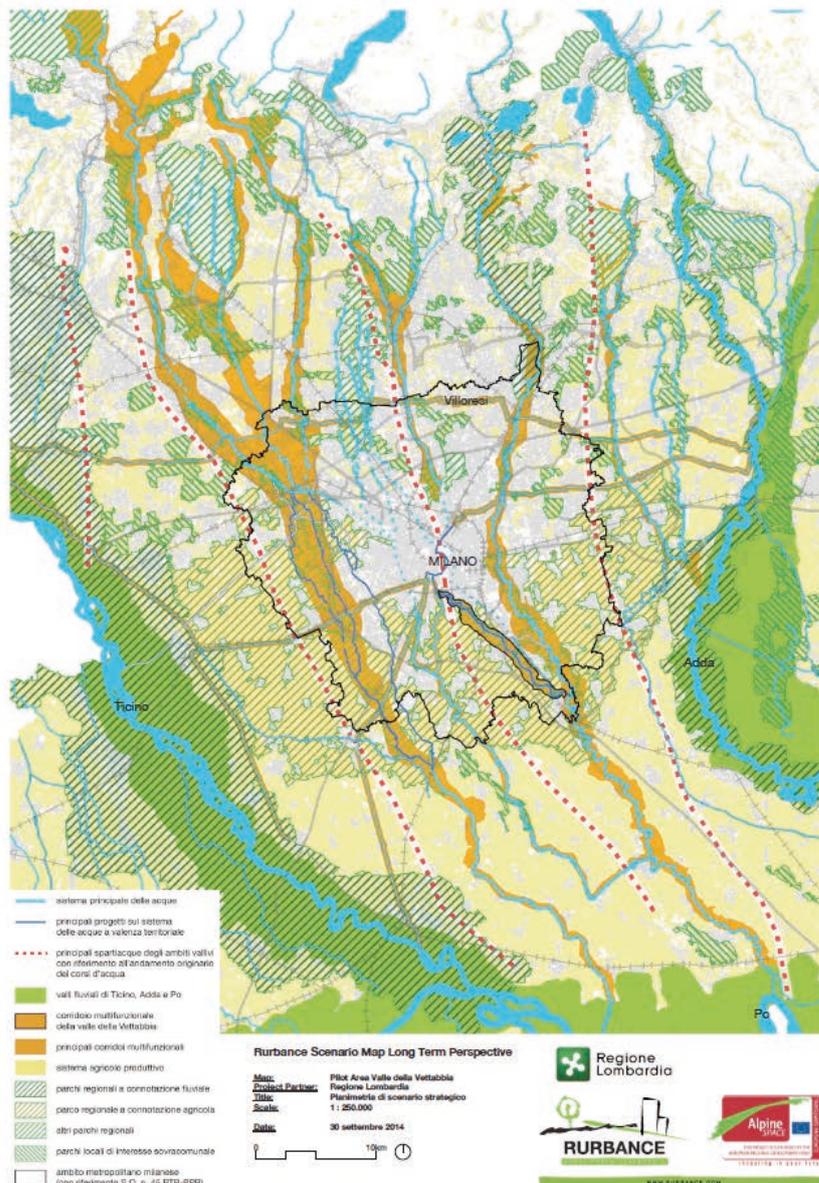
#### Map (1)

1. Scenario Mid Term Perspective  
RURBANCE\_ScenarioVisionMap\_LOM\_01\_Scenario Valle della Velttabbia
2. Strategic Scenario Milano Rural Metropolis (AQST)  
RURBANCE\_ScenarioVisionMap\_LOM\_02\_Strategic Scenario Milano Rural Metropolis
3. Scenario Long Term Perspective  
RURBANCE\_ScenarioVisionMap\_LOM\_03\_Scenario Long Term

The strategic scenario for the exploitation of the rural settlement matrix for sustainable integrated urban/rural development in the Valley of Velttabbia aims to contribute to the construction of a new high-quality landscape complex of the pilot area, able to express the recognisable meanings, related both to identifiable factors of historical-cultural identity and to the new territorial role that the area is beginning to have in the metropolitan city.

The draft scenario, drawn up based on the cognitive framework and interpretative summary formulated for the portrait and spurred by questions raised at the local level in workshops and tables involving institutional subjects directly concerned, starting from strategic landscape-environmental redevelopment scenarios developed in previous projects, is a possible reference for careful landscape management of territorial transformations, with the aim of formulating landscape focus areas for the planning and management of operations in a peri-urban fringe area with high development dynamics and a possible metropolitan-scale model. The scenario was built also through the selection of ongoing and planned policies at present in the medium-term, with a time horizon of 5-15 years (3. What territory can we effectively have? Rurbance final guidelines), through the following key objectives: redevelopment of the water system as the carrier of the new landscape; creating ecosystem units able to reduce environmental pressure and contribute to a local ecological network; maintenance of agriculture with multifunctional role; enhancement of the architectural heritage, particularly of rural villages and abbeys; construction of a system for use; redevelopment of urban margins; mitigation of the effects of fragmentation of infrastructure, avoiding the emphasis on their extraneousness to paths with local characters, but instead trying to reformulate its landscape importance.





RURBANCE\_ScenarioVisionMap\_LOM\_03\_Scenario Long Term

Table 1 - Rurbance Scenario Map Mid Term Perspective

The scenario intends to contribute to the construction of a new high-quality landscape complex in lower Milan that can express the recognisable meanings, related both to identifiable factors of historical-cultural identity and to the new territorial role that the area is beginning to have on a metropolitan scale.

Key objectives: redevelopment of the water system as the carrier of the new landscape; creating ecosystem units able to reduce environmental pressure and contribute to a local ecological network; maintenance of agriculture with multifunctional role; enhancement of the

architectural heritage, particularly of rural villages and abbeys; construction of a system for use; redevelopment of urban margins; mitigation of the effects of fragmentation of infrastructure, avoiding the emphasis on their extraneousness to paths with local characters, but instead trying to reformulate its landscape importance.

Table 2 - Rurbance Scenario Milano Rural Metropolis (AQST)

Developing a strategic scenario of consolidation and enhancement of the rural matrix in order to foster in turn the sustainable integrated development of the Milanese metropolitan area means delving into the process of neo-ruralisation that has been undertaken by the public administrations and private companies, aimed especially to consolidating the importance of farming production in a multifunctional key.

The current scenario highlights the foundations on which the development strategy of AQST Milan Metropoli Rurale is based. The goal is to outline a new settlement model where land and water produce a new stage in civilisation, where healthy and safe food products, renewable energy sources, landscape and environmental quality, protection of biodiversity, the possibility of exploiting urban and rural spaces, and the exploitation of the local wealth all come together.

The vision for the future here described outlines a structure of the territorial system within the metropolitan context, in which a key role is attributed to river systems for the exploitation of the rural matrix and the integrated sustainable development of urban settlement systems. The aim is to strengthen the ecological connections and network of protected areas to consolidate and develop the farming land, production and agricultural economy, as well as to exploit the landscape and environmental heritage through the new system.

This vision, with a long-term perspective, is based on scenarios, studies and projects developed over the past 20 years in the sub-basin of the Po Lambro-Olona river and the Milanese territorial system.

Table 3 - Rurbance Scenario Map Long Term Perspective

The territorial range used to define the large-scale scenario for the Vettabbia Valley consists of the territorial system between the foothills and the Ticino, Adda and Po river valley areas, the Milan metropolitan area of which represents its central part.

The vision of the future represented, in which the strategic scenario for the enhancement of the rural matrix in the areas of the Vettabbia Valley is included, outlines a planning of the territorial system and gives a central role to the river systems for the requalification and the sustainable integrated urban development, for the strengthening of the ecological connections and the protected areas system, for the consolidation and the development of agricultural land, production and agricultural economy, as well as for the enhancement of the landscape-environmental heritage through the system of accessibility.

This vision with a long-term perspective (timeframe 15-30 years - 4. What territory do we want? - Rurbance final guidelines), is based on scenarios, studies and projects developed in the last twenty years concerning the sub-basin of the Po Lambro-Olona and the territorial system of Milan.

by Valentina Dotti and Francesca Simonetti for Rurbance Technical Assistance

### 3.2 Verona and the Prealpine Valleys

#### Maps (1)

1. Scenario Bike Trails System Verona  
RURBANCE\_ScenarioVisionMap\_VEN\_01\_Scenario



RURBANCE\_ScenarioVisionMap\_VEN\_01\_Scenario

## Scenario map

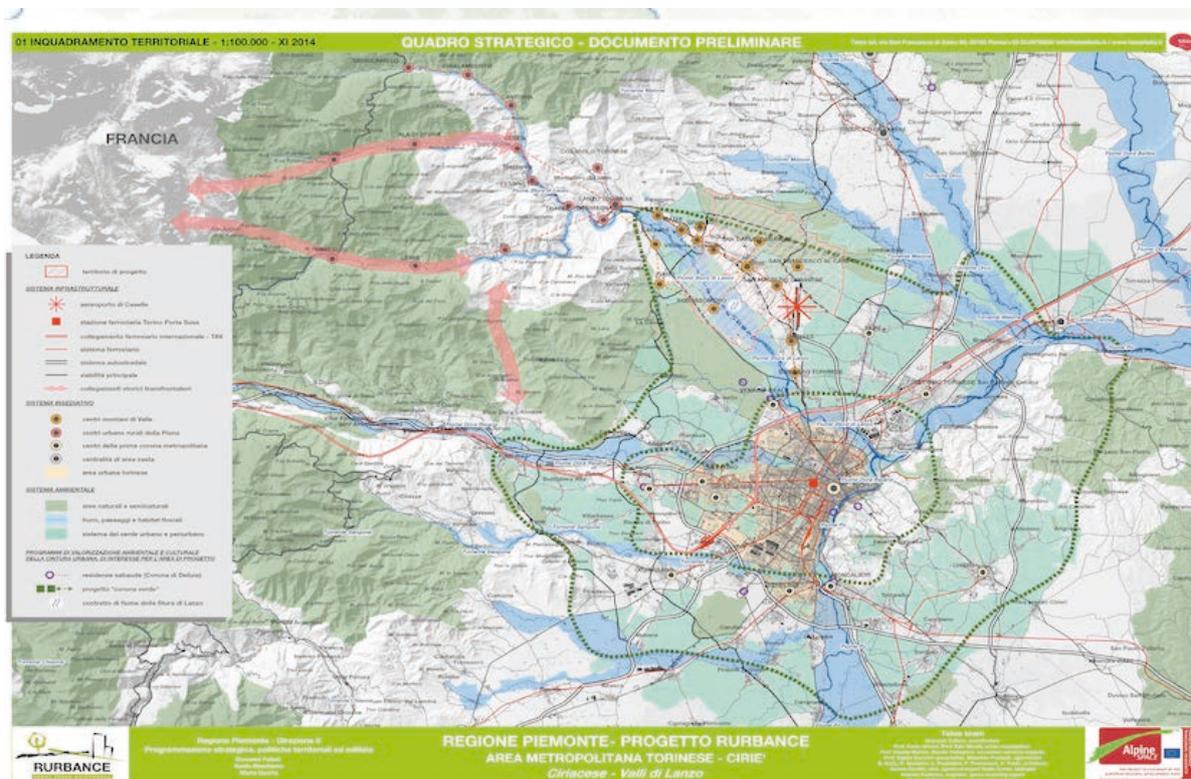
The map shows the “Bike trails system” connecting the urban area of Verona with the Prealpine rural valleys to its North: this group of paths have emerged from the participatory process realized by RURBANCE Project as a sustainable way to connect the town and country areas. Furthermore the map depicts some elements of the historical and landscape heritage of the area, that can be made available to the tourists visiting Verona (UNESCO World Site) through the bike paths, offering support to local development. Some of the landscape elements are cultivations, particularly wine and olive growing: so the attractiveness of the rural valley can also be related to the agronomic products (wines, oil). Finally the map include the transports infrastructures that allows to reach the area and the paths from outside: auto routes, railways and the European cycle route Euro Velo 7. The map aims at presenting all the information in a way both precise and appealing.

### 3.3 Torino, Ciriacese and Lanzo Valleys

#### Maps (1)

##### 1. Integrated development

RURBANCE\_ScenarioVisionMap\_PIE\_01\_Integrated development



RURBANCE\_ScenarioVisionMap\_PIE\_01\_Integrated development

The photo-mapping statistical and qualitative undertaken of the territories in question, has allowed the emergence of four major development strategies:

- integrated development of the territory, not only mountain
- local factors of development
- exploitation and enhancement of intangible networks
- loisir and personal care.

The integrated development of the territory considers predominantly inhabited areas of the municipalities that are part of the Union of Municipalities of Ciriace, and in second order territories next to the same type with characteristics of rural/mountain. Specifically, with the definition adopted, are considered the actions for redevelop the towns and any settlements or villages isolated giving identity to the same, of course, identifying priority areas and interventions.

The local factors of development comprising the second strategic line listed above provide for agriculture, tourism, environmental quality and the design of the landscape. The agriculture today is good but with significant margins for a further diffusion, and especially innovation.

Less developed is the tourism initiatives in the area, although of a medium-high level. These initiatives are not put in a system or introduced into the circuit of regional tourism and attract mostly a day of local type. They are also not adequately valued traditions and local knowledge and cultural heritage. There is minimal accommodations. Much can be done, finally, for the environmental quality and the design of the landscape, understood as exploitation of local supply chains, environmental rehabilitation and redevelopment of urban networks and territorial systems consisting of securing the same, protection and enhancement of environmental excellence of hilly and mountainous terrain.

Through the exploitation and enhancement of intangible networks it aims to encourage the connection of the territorial system with intangible networks of knowledge. Piedmont is one of the Regions with the highest coverage of broadband network, but here there are still disadvantaged areas, not served. One possibility, yet to be assessed, it could be the signing of agreements to optimize the coverage of the territory, engaging the new 2014-2020 programming policies on the digital divide. The goal, on minimum, is to strive for the disclosure of those practices in place, such as the dematerialization of the bureaucracy implemented by the City of Ciriè, and the spread of a type of computer training for the promotion of local development initiatives and productive.

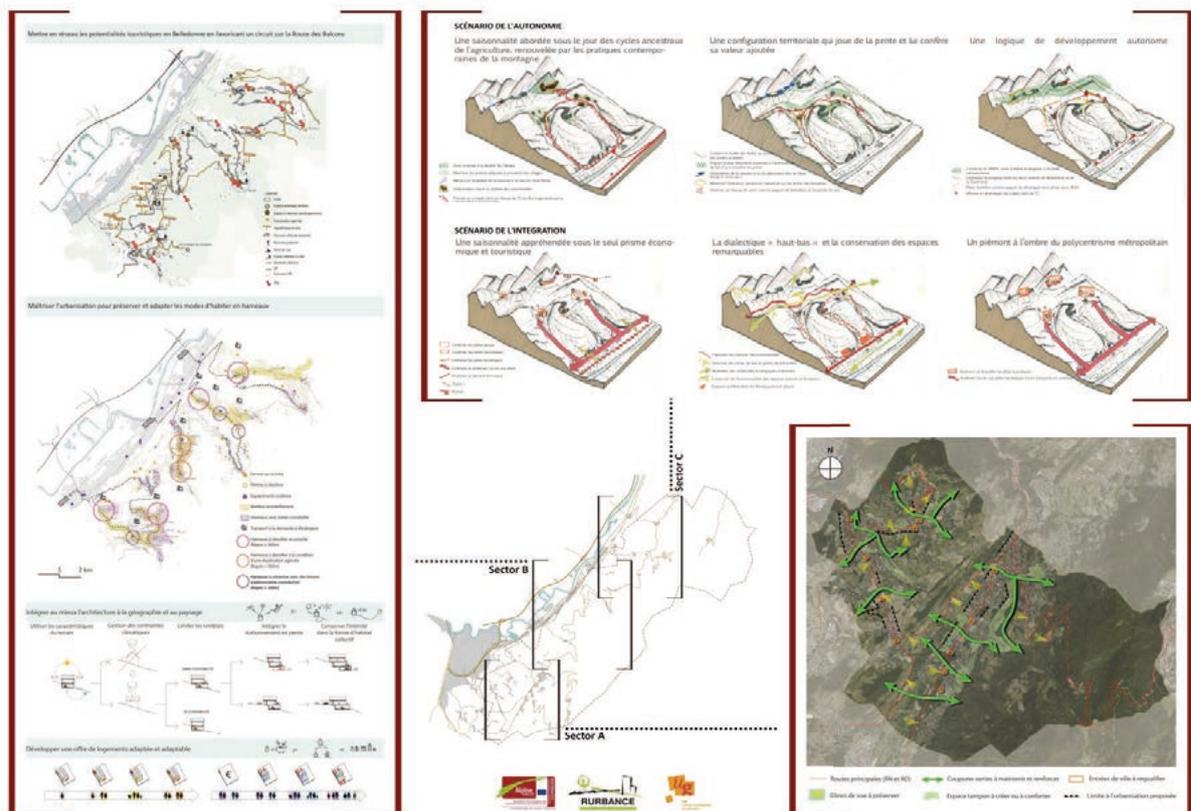
With loisir and personal care products that you intend to mix more and more the centrality of the well-being and quality of life of the resident population. The Health District Union of Municipalities of Ciriace falls within the Territory of ASL TO4, and is located in Ciriè. In parallel to the identification of four development strategies through the intersection of the information contained in the instruments of European programming period 2014-2020 and the results of the analysis of current trends were identified four scenarios in which the decline strategies above reported.

### 3.4 Grenoble Urban Region

#### Maps (3)

1. Scenario Belledonne  
RURBANCE\_ScenarioVisionMap\_IUG\_01\_Belledonne
2. Scenario Chartreuse  
RURBANCE\_ScenarioVisionMap\_IUG\_02\_Chartreuse
3. Territorial Scenario Grenoble  
RURBANCE\_ScenarioVisionMap\_IUG\_03\_Territorial Scenario Grenoble

#### Pilot Area N°1 : Belledonne Scenarios



RURBANCE\_ScenarioVisionMap\_IUG\_01\_Belledonne

## Pilot Area N°1 : Belledonne Scenarios

### SECTOR A<sup>3</sup>

#### A « porous territory » scenario

The scenario is based on the main directions given by the Schéma de Cohérence Territoriale de la Région Urbaine de Grenoble. It focuses on issues related to spaces of transition and on their limits. Dealing with these spaces is a way of preserving the territory's identity and of limiting the impact of anthropization on landscapes.

#### Orientations:

- Protecting the agricultural and natural heart of the plateau and keeping green buffer zones between urbanized poles.
- Improving the quality of gateways to villages (preserving natural spaces, redesigning public spaces)
- Limiting urban sprawl (ribbon development) by using green buffer zones
- Developing patrimonial agriculture (orchards) between built-up and agricultural areas.

### SECTOR B<sup>4</sup>

#### « Living in a hamlet in the 21st century » scenario

#### Orientations

1. Valorising a sightseeing tour along route des Balcons to (re)discover the territory through its tourist attractions
  - Networking and enhancing the territory's potentials through occasional interventions: agriculture would be valorised through the promotion and the signalling of selling points.
  - Creating a complete and multi seasonal tourism offer, dissociated from the neighbouring communes which benefit from the vibrancy of the ski resorts
2. Thinking about life in a mountain hamlet in the 21<sup>st</sup> century
  - Encouraging the development of well exposed hamlets which are well served by bus and are located near an existing or potential place of agricultural production.
  - Encouraging and assisting new agricultural modes, by seeking to build new relationships with residents.
  - Integrating architecture with the geography and landscape, by taking into account the constraints arising from the slope.
  - Developing an adapted and adaptable housing offer within the massing of existing buildings (introducing small housing units).

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<sup>3</sup> Sophie BADOIL, Johanna CORREGIO, Nicolas DETRAUX, Rémi DURIF-VARAMBON, Chloé ESCOFFIER – Master Urbanisme et Projet Urbain (2- year) - Institut d'Urbanisme de Grenoble - Workshop Belledonne April 2014

<sup>4</sup> Mélissa AUGUSTIN, Fantine BONELLO, Sophie CARRERA, Emilie CLAIR, Lucie DEFROMERIE, Pauline GEGLO, Célia GOMEZ Master Urbanisme et Projet Urbain (2- year) - Institut d'Urbanisme de Grenoble - Workshop Belledonne April 2014

## SECTOR C<sup>5</sup>

Two possible scenarios

### 1 The autonomy scenario

This scenario is built on the basis of the 2006 Plan d'action paysager for Espace Belledonne. The metropolitan area which is located in the plain does exist, but its development is dealt with in an autonomous way.

Orientations:

Valorising local resources: architectural (vernacular and contemporary) ; environmental, landscape related; agricultural (quality local products and farm accommodation schemes).

### 2 The integration scenario

This scenario is developed on the basis of the Schéma de Cohérence Territoriale de la Région Urbaine de Grenoble.

Orientations:

By 2030, the aim is to: strengthen the attractiveness and economic potential of tourism centres; improving the functioning of outdoor leisure activities whilst diversifying outdoor touristic activities in mid-mountain areas, in particular those related to ski resorts. Year-round tourism is mentioned.

Such a strengthening is related to improving access to tourist and leisure centres.

Continuous access by public transport is therefore suggested.

## Pilot Area N°2 : Chartreuse Scenario

Main aims

- To improve the ecology of the metropolis by using the mountain ranges as green lungs, and by favouring the continuity of green and blue belts
- To contain urbanization and to preserve periurban and mountainous agricultural areas
- To build a polycentric territory including urban poles, small towns, rural hamlets and areas for leisure by improving their interconnection

Alternative scenarios

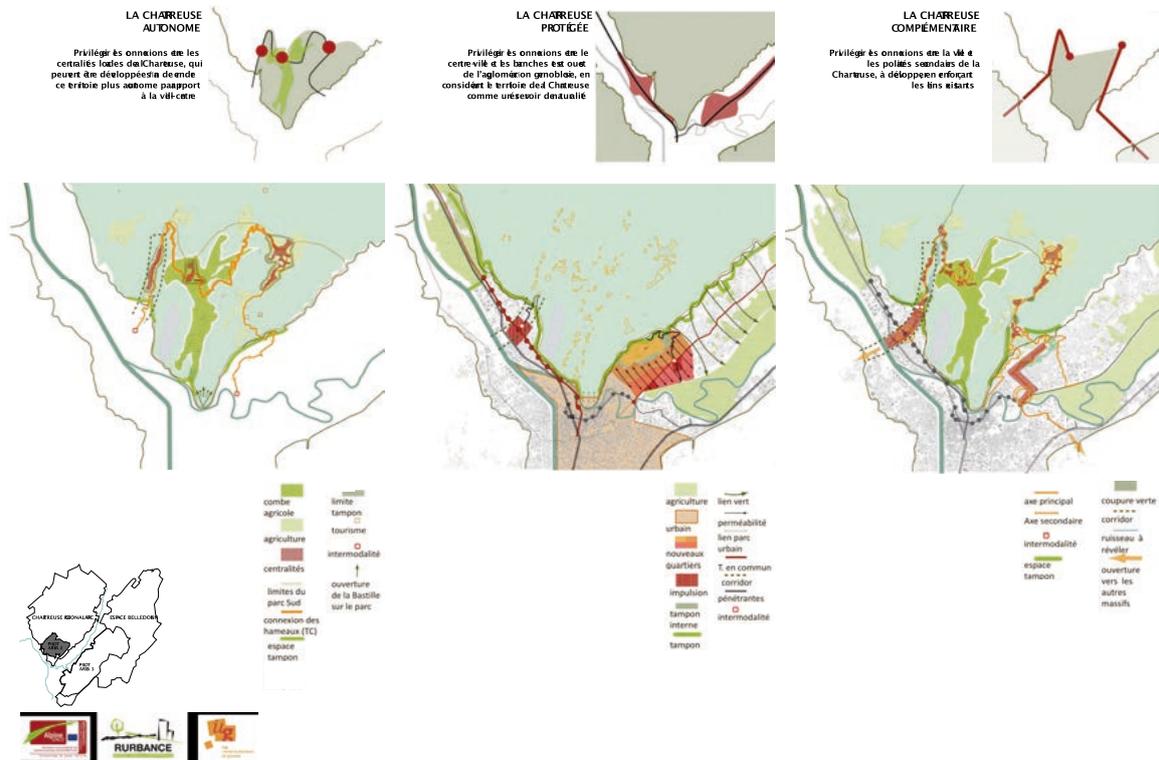
1) The autonomous Chartreuse. Favouring the connections between the local centralities of the Chartreuse, which can be developed in order to make this territory more autonomous in relation to the city centre.

2) The protected Chartreuse. Favouring connections between the Eastern and Western branches of the Grenoble conurbation, by considering the Chartreuse territory as a nature reserve

3) The complimentary Chartreuse. Privileging the connections between the city and the secondary polarities of the Chartreuse, by strengthening existing links.

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<sup>5</sup> Benoit BORONAT, Théo GERBER, Mathilde GLABIK, Clémence MAUTOUCHET, Adeline MAZARS, Nicolas NOVARINA – Master Urbanisme et Projet Urbain (2- year) - Institut d'Urbanisme de Grenoble - Workshop Belledonne April 2014



RURBANCE\_ScenarioVisionMap\_IUG\_02\_Chartreuse

### Orientations which are common to both scenarios

#### Ecology, landscape, forest and agriculture

- Contrasting the longitudinal breaks in the plain (motorway, railway, river) by strengthening the green transversal links
- preserving outstanding landscapes
- Orienting periurban agriculture towards polyculture
- Including agricultural areas in the conurbation's green network
- Creating agro-natural parks that mix agricultural spaces and spaces of leisure
- Developing agri-urban spaces to raise populations' awareness through direct practical activities such as shared gardens, training workshops, specialized libraries etc.)

#### Urbanisation and mobility

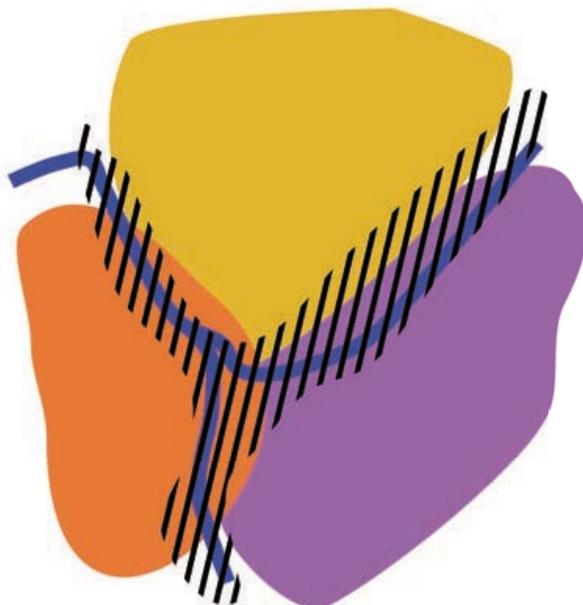
- Linking the centralities of Balcons Sud de la Chartreuse and the city of Grenoble through efficient public transport (bus and cable transport)

- Developing sustainable transport modes to feed public transport networks.
- Densifying urban centres around Balcons Sud de la Chartreuse and periurban areas around public transport
- Reconsider the villages' public space system as a place to gather activities and services rather than as mere car parking spaces
- Connecting hiking paths with bus stops and parking areas for electric car rentals
- Encouraging car sharing in areas which are not served by public transport
- Reinterpreting urban forms and building types in order to adapt them to contemporary and sustainable lifestyles
- Equipping the Bastille site as a place of transition between the city and the mountain
- 

#### Economy and tourism

- Completing the tourism offer by diversifying activities according to seasons and to the types of users
- Enhancing the local heritage (natural, artistic, military, religious) through discovery paths
- Increasing the capacity of tourist accommodation and catering services
- Improving the image of the Bastille as a showcase for tourism in Grenoble

#### Grenoble Territorial System Scenario

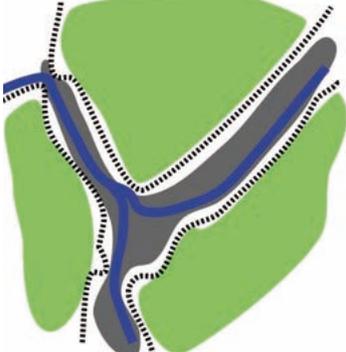
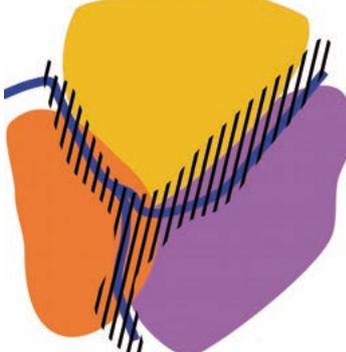


RURBANCE\_ScenarioVisionMap\_IUG\_03\_Territorial Scenario Grenoble

Four territorial entities can be identified within the Grenoble territorial system: the urbanised “Y”, and three areas of high naturality (Parc Naturel Régional du Vercors to the West, Parc Régional de la Chartreuse to the North and Espace de Belledune to the East).

Three very different scenarios of evolution were built based on the analysis of territorial planning documents and on the work carried out in the pilot areas:

- a scenario in which each territory is autonomous,
- a scenario in which the four territories are integrated,
- a scenario in which the territories are interdependent.

AUTONOMY	INTEGRATION	INTERDEPENDENCE
<p>The territories draw upon their own resources to build specific modes of local development. The relationship between them is minimal.</p>	<p>Activities of the Grenoble metropolis drive local development. Suburban areas and mountains tend to be considered as peripheral areas.</p>	<p>The resources of each territory are valorised so as to generate a balance and complementarities on the scale of the large territorial system (urban region + parks)</p>
		

A workshop was organised to bring together various stakeholders, in particular professionals from the four French partners of the RURBANCE project and representatives of the partner-observers. Variations on the scenarios were examined, looking at all fields including urbanisation, mobility, economic development, tourism, agriculture, the environment and landscape. This debate allowed to highlight the directions which would derive from the implementation of each of the scenarios. Participants decided that the desirable scenario for the Grenoble Territorial System would combine the orientations of each of the scenarios which have the most positive impacts. They therefore built the complementarity scenario.

## THE COMPLIMENTARITY SCENARIO

The resources of each territory are valorised in order to reach a balance and generate complementarities at the scale of the large territorial system (urban region + parks)

## FRAMEWORK OF MEASURES FOR THE SCENARIO

### 1 - URBANISATION

Autonomous territories that agree on exchanging

Building a polycentric territory that includes urban poles, small towns, rural hamlets and spaces of leisure, by improving their interconnection.

Intensifying the urbanisation of centres, which are most accessible by public transport.

Reinterpreting the urban morphology and types of buildings found in mountainous areas so as to adapt them to contemporary and sustainable lifestyles.

### 2 - MOBILITY

Implement an integrated public transport network, which serves the most populated areas.

Develop public transport for linking the most important urban and tourist poles; encouraging car-sharing and car-pooling in areas where housing is diffuse.

Strengthen the role of the agency in charge of mobility and widening its area of remit to the entire territorial system.

### 3 – LANDSCAPE

Create a system of natural spaces, from the mountain range as nature reserves to urban parks. Bridge the longitudinal fracture in the plain (motorway, railway, river) by strengthening green transverses and links between mountain ranges

### 4 – ECONOMY

Rebalance economic development between territories in order to favour the outreach and attractiveness of the Grenoble region, by no longer considering that activities relating to science and technology are the only ones that drive development.

Look for complementarities between the production economy (industries, services to industries, research, technology) and the residential economy (services to individuals, tourism).

Imagine that territories that are today considered as peripheral (agriculture, the wood sector, tourism and leisure) contribute to the development of the global territorial system.

Relocate industrial activities that have trouble developing within the agglomeration in areas of the Grenoble region where more land is available.

Move towards a jobs/workers ratio of 1 in each territory.

Seek innovation in all sectors of economic activity.

### 5 – TOURISM AND LEISURE

Create complementary offers that mesh, with a better capture of customers.

Promote an integrated tourism offer related to mountains and urban areas (metropolitan tourism), which associates the mountain ranges to cultural and commercial tourism and which has a broader view of what offer means.

Build a touristic image of Grenoble.

Share investments for tourism between the agglomeration and regional nature parks

## 6 – AGRICULTURE

Develop productive urban and suburban agriculture within a local food strategy (territorial system). Valorise the products of the mountain ranges sold in the agglomeration (increase the number of markets and associations supporting local production).

Valorise urban agriculture in Grenoble.

Intensify agricultural activity on the basis of AOC (labels and registered designations of origin) based on the model that is being developed in Vercors.

Build a supply strategy for local products in the agglomeration.

Develop the wood and energy sectors in wooded territories.

## LIMITS OF THE SCENARIO

It is the scenario which is the most difficult to build from a political and social point of view: it is based on the assumption that cooperation is strengthened and on the fact that no institution is able to exercise its authority and power on other stakeholders.

The scenario is exhausting in terms of dialog, public debates, intellectual investment and an intense public participation process.

## GOVERNANCE

Reassure in terms of defining the meaning the term “metropolis” by launching an information programme targeted at the five thousand local elected members of the territory. The massifs acknowledge the services provided (counterparts). Trust will be increased in relations between stakeholders.

Institutions are unchanged and contracting will develop on the Italian model or on that of the Grenoble contrats d’axe for mobility. However, concern has been raised with regards to the efficiency of the contracting process, which assumes that elected members work towards a consensus – something which is difficult to reach. Here, the region can play a major role.

A new planning method:

- Identify the main common stakes (based on the model provided by the common chapters and theme based booklets of the Lyon InterSCoT).
- Involve non-political stakeholders in order to overcome political standoffs (trust in participation and public debate).
- Common vision but unique projects.

A territorial planning process based on the InterSCoT or a ScoT which only provides general and non-binding orientations and which lead to Schémas de secteur or local or intercommunal plans.

A process which assumes that support is strengthened in areas that are today considered as peripheral.

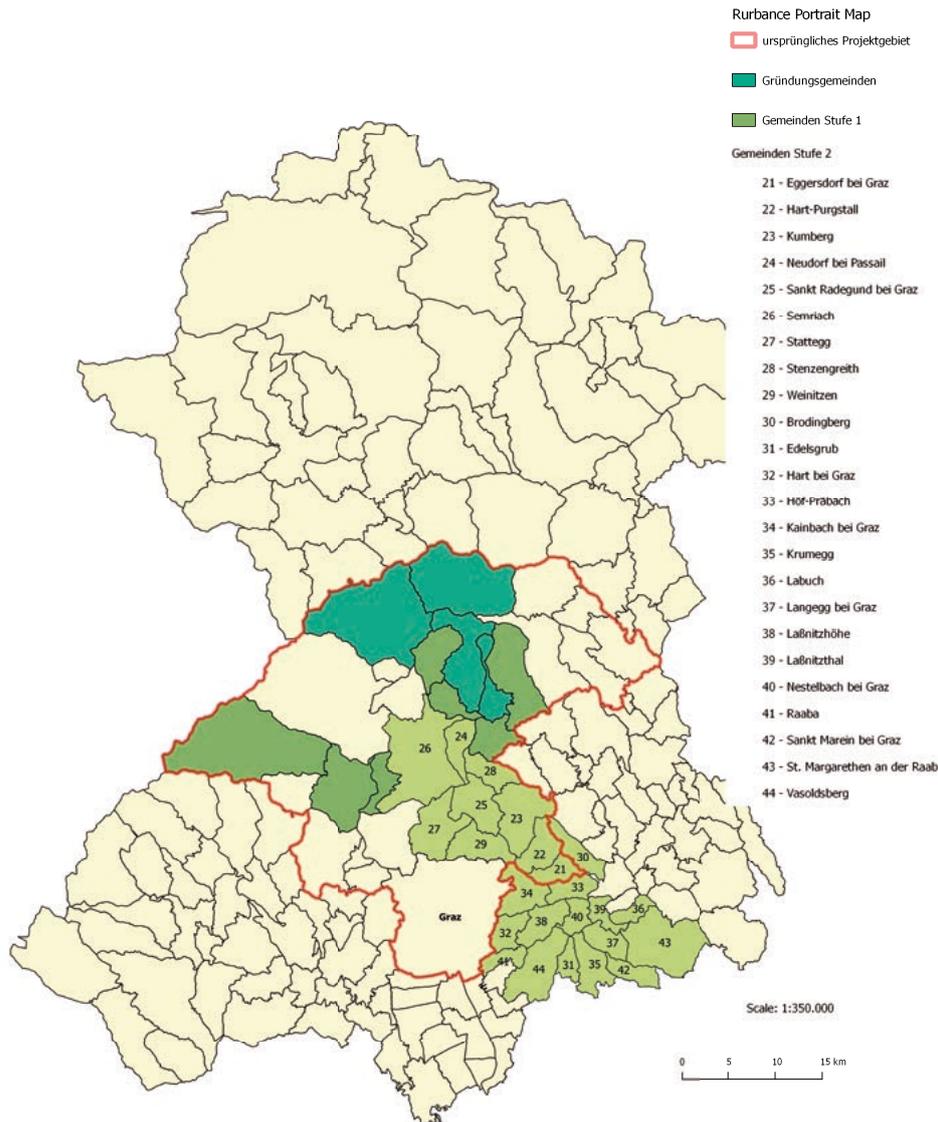
Support from the European Union, the State and the region for interterritoriality?

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### 3.5 Graz and Surroundings

#### Map (1)

1. Scenario  
RURBANCE\_ScenarioVisionMap\_GRAZ\_01\_Scenario



RURBANCE\_ScenarioVisionMap\_GRAZ\_01\_Scenario

The scenario map for the region of Graz and its surroundings shows a future extension of project Rurbance pilot actions. The implementation of alternative transport means in the hinterlands of Graz won't be necessary just in touristy developed areas to cover existing

demands. Also – or especially – in underdeveloped and less densely populated areas this necessity will more and more prevail. Important experiences in implementing demand-driven transportation systems, both on political and technical level – were made by the Rurbance pilot actions in the north of Graz.

With the Regional Development Concept and the Regional Traffic Concept – elaborated under the guidance of the Regional management Graz & Graz-region – the Metropolitan Area of Styria is in the possession of common long-term development objectives. Accordingly to this aims a demand-driven taxi system like it will be implemented in the pilot action area could also be developed in other surrounding areas of the core city in different stages of expansion. Thereby, firstly other areas in the north of Graz, which already were involved in the early Rurbance pilot process, and after that further regions in the eastern hinterlands should be addressed, analyzed and integrated.

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### 3.6 Ljubljana Urban Region

#### Map (1)

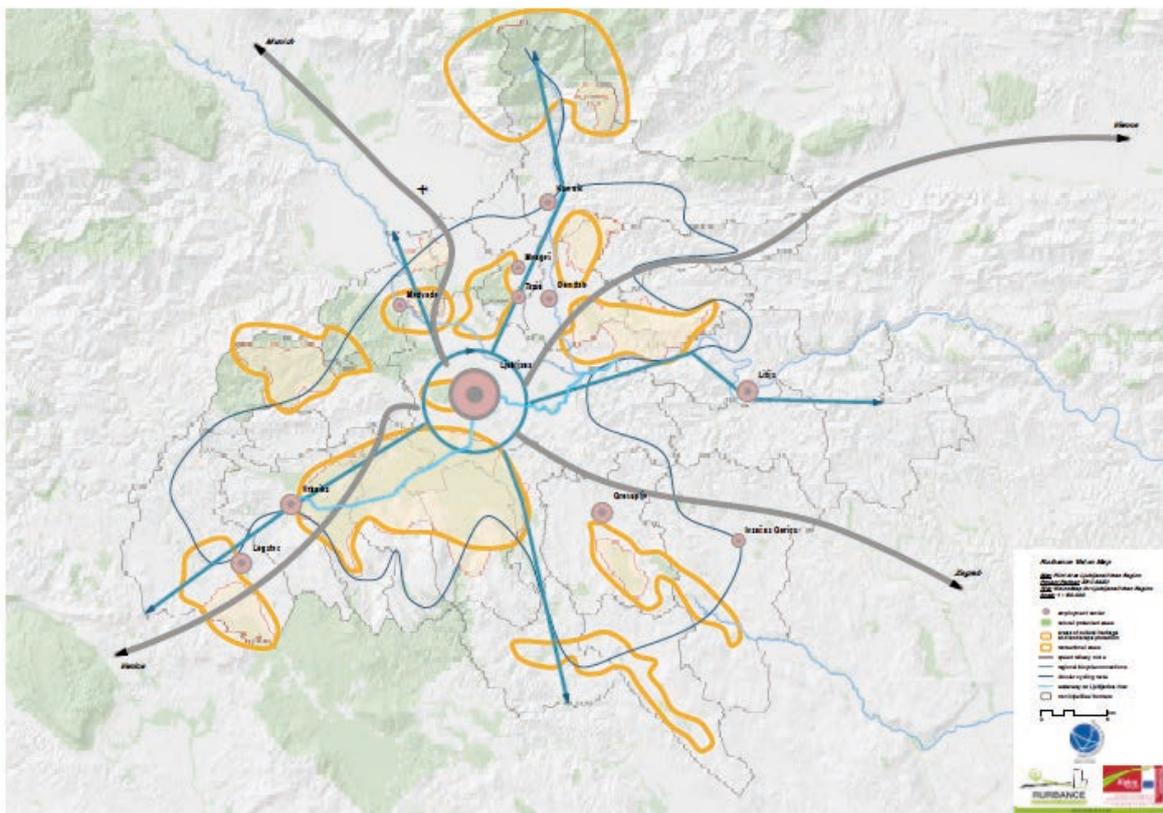
##### 1. Vision Map for Ljubljana Urban Region

RURBANCE\_ScenarioVisionMap\_ZRC\_SAZU\_01\_Vision Ljubljana Urban Region

There is a polycentric urban system developed on the state level and therefore certain decision-making positions in the public sector, which are of national importance, start to move to other important regional centres, while in LUR the decision-making positions in public and private sector of the European importance strengthen and become more important. Jobs in Ljubljana urban region are more equally distributed, because there are more specialized working areas inside the region and they attract workers from all around the region. The growth of shopping centres construction stops and the city encourages re-establishment of care and service activities and other activities in their regional centres. High quality suburban or regional railway public transport is introduced and the bus transport works as a supplement way of transportation. Next to the corridors with high quality public transport there are good conditions for settlements, where the use of cars is substantially reduced (car-reduced development) and the owners can renounce owning a private car (car-free development). There are enforced concepts in population distribution, such as “dispersed concentration”, restoration of old urban centres (Ljubljana, Kamnik, and Vrhnika), re-urbanisation of grey areas and making city fabric denser and un-scattered. There is a high speed railway route connecting Venice – Trieste – Ljubljana – Zagreb and additional two routes Ljubljana – Villach – Munich and Ljubljana – Maribor – Graz – Vienna.

The role of regional and intermunicipal cooperation is getting more and more important. Economic zones in the region are managed on the inter-municipal level. This is suitable for establishing stronger connections between neighbour municipalities and establishment of

specialized areas. Local communities and municipalities work together well organized when preparing joint development programmes and projects. There is active cooperation in the fields of economic activities (selling products, organic markets) and social infrastructure (rehab centres, therapeutic farms, recreational infrastructure, campsites, etc.) between cities and the countryside. Transport connections and organized public transport enable high quality of life and keep the population distributed at the countryside, where the outlook remains rustic, intertwined and upgraded with the modern installations and new technologies. The countryside offers a vast variety of activities for spending leisure time actively and it's interesting for tourism as well. Well-preserved pristine environment enables various recreational activities and the region is well-connected with bicycle routes, walking paths and water-ways.

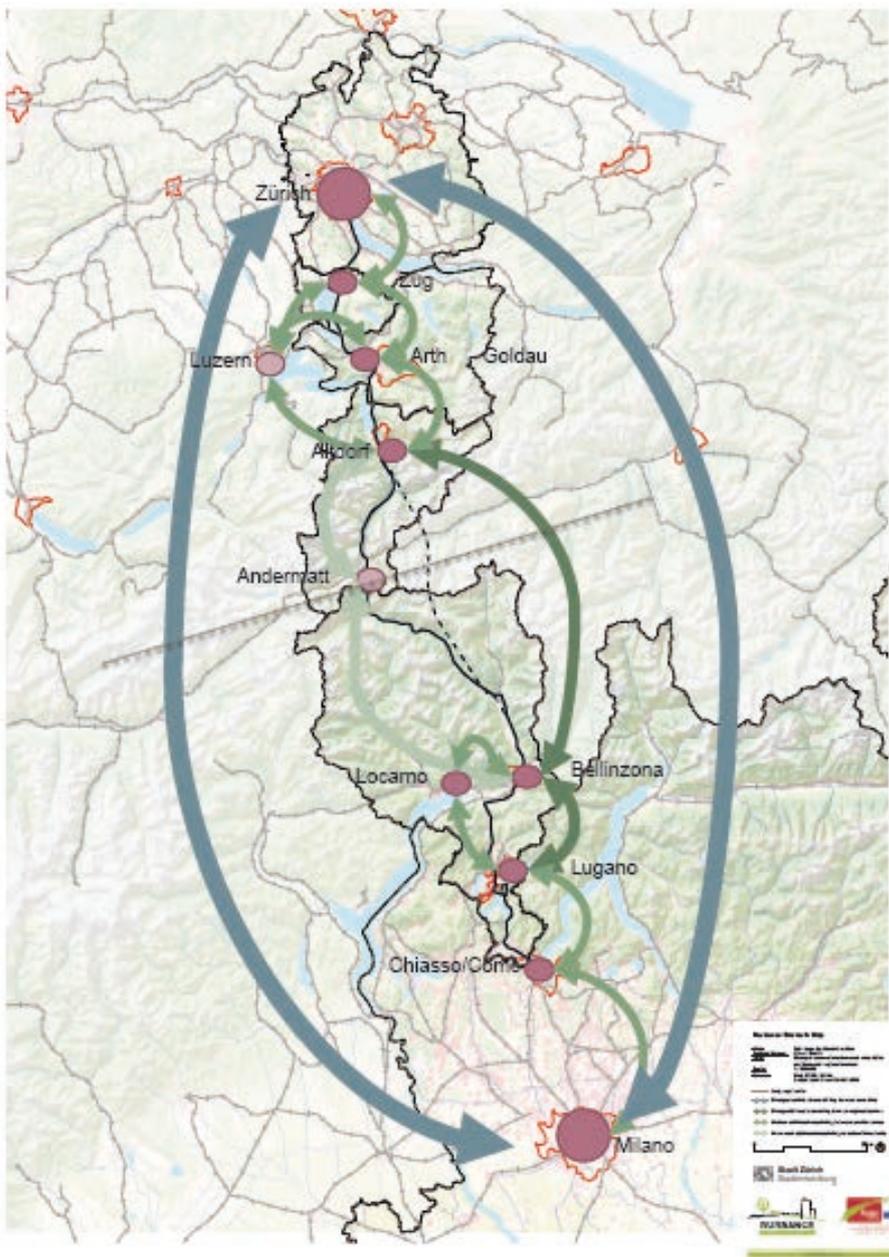


RURBANCE\_ScenarioVisionMap\_ZRC\_SAZU\_01\_Vision Ljubljana Urban Region

### 3.7 City of Zurich and Cantons of Uri, Schwyz, Ticino

#### Maps (2)

1. Project Scenario – Mid Term Perspective  
RURBANCE\_ScenarioVisionMap\_ZUR\_01\_Scenario – Mid Term Perspective
2. Vision – Long Term Perspective  
RURBANCE\_ScenarioVisionMap\_ZUR\_02\_Vision – Long Term Perspective



RURBANCE\_ScenarioVisionMap\_ZUR\_01\_Scenario – Mid Term Perspective

#### Scenario - mid term perspective

showing a scenario to develop the territory (time horizon 2020 or longer), related to pilot activity

With the Scenario map that projects the thematic focus for the pilot area, the policies' integration approach of RURBANCE is to be shown. Aim of this scenario building is balanced territorial development to enhance the potential of rural areas, in order to drive development trends towards the balance of rural and urban areas, with focus on knowledge, innovation, entrepreneurship, environmental quality, use of resources, quality of life. The scenario should also connect thematic threads, or relate measures in one selected thread to others!

The Gotthard-corridor includes 25% of Swiss population but only a very tight settlement of 590 km<sup>2</sup>, including urban and very rural regions. The opening of the 57 km long Gotthard traintunnel in 2016 and the Ceneri tunnel (15,4 km) in 2019 will shorten the travel between Zurich and Milan by 75 minutes to less than 3 hours. This fact will bring a lot of changes to the rural and urban regions on the Gotthard axis.

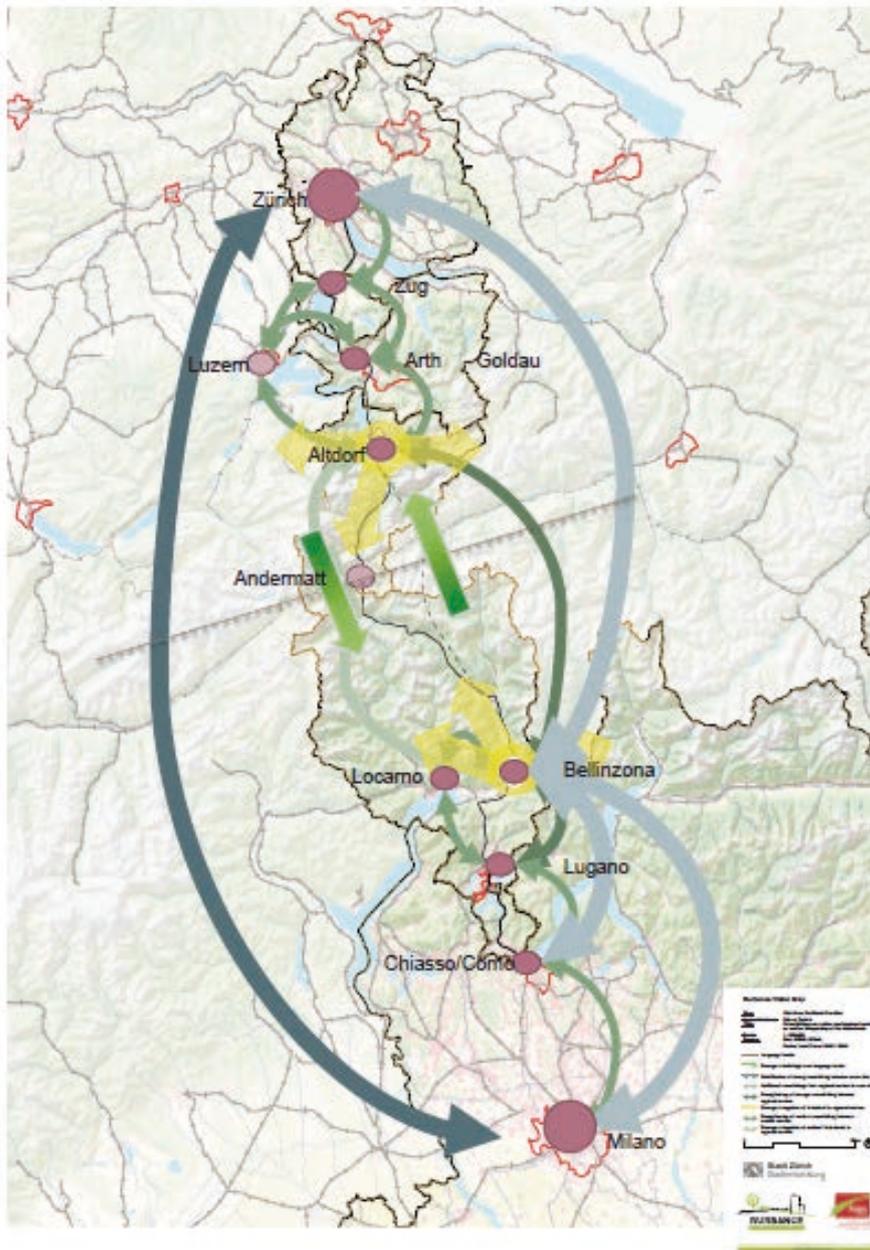
Our midterm scenario is that there will be a stronger cross-linkage and a speed up of the development between the two metropolitan areas of Zurich and Milan, what strengthens their positions in general and makes them the first to benefit of the development. On the other hand, the cross-linkage of middlesized cities with a trainstop inbetween the two metropolies will bring them a stronger growth, but also other regional centres as Locarno, Chiasso and Arth-Goldau will profit. Altdorf can become a logistic centre, whilst Bellinzona and Altdorf can develop a new sustainable touristic development in the Gotthard region (upper Uri and Leventina). Bellinzona could become an interesting knot for specialized congress services.

#### Vision - long term perspective

showing a vision of the territorial system (time horizon 15 – 30 years)

With the Vision map a common perspective of a new setup of rural-urban structures and relations is to be developed, addressing also the public and cultural awareness. Firsthand on the level of the territorial systems, as integrative part of DDTs workshops (WP 6) on this level!

In the midterm each city and region will work on its traditional skills, strengthen and develop it to the needs of the now nearer metropolitan centres. This leads to the longterm development. By the stronger cross-linkage of the cities and regions on the Gotthard-axis with the metropolitan areas of Zurich and Milan, we asume in a second step the longterm vision, that the regional centres optimise their connections to their own hinterlands. Like that the link to and from the metropolitan centres gets stronger. A sustainable diversification of specialized services based on the needs in the metropolitan areas can grow on the traditional skills of the regions. The focus of the regional skills will assimilate stronger with the needs of the metropolitan areas, where new needs grow first usually. Like that the rural regions can integrate it faster to their own skills. It will be difficult for the Cantons and the cities to influence this development directly. But the state can help to interconnect with appropriate measures.

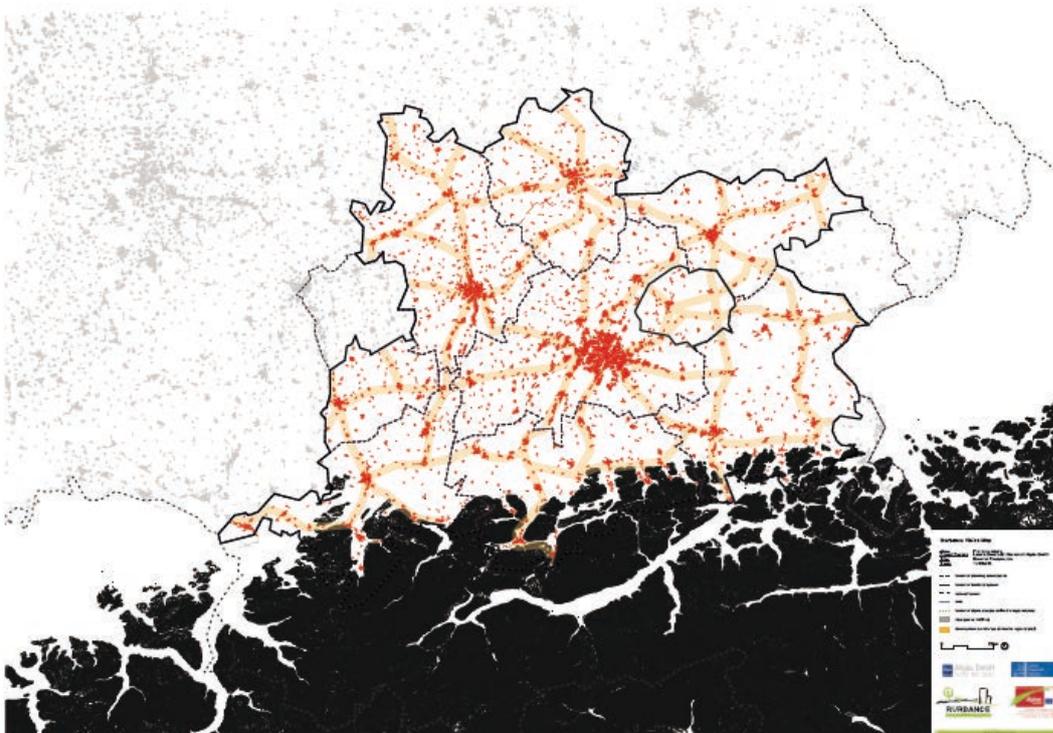


RURBANCE\_ScenarioVisionMap\_ZUR\_02\_Vision – Long Term Perspective

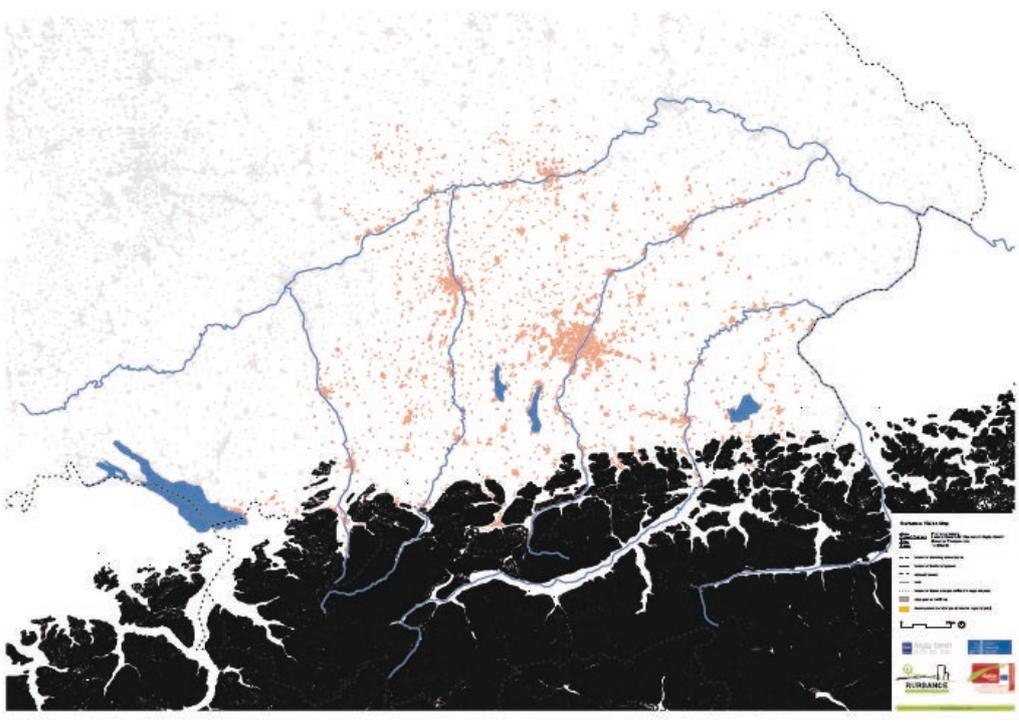
### 3.8 Bavarian Prealpine Arc

#### Maps (5)

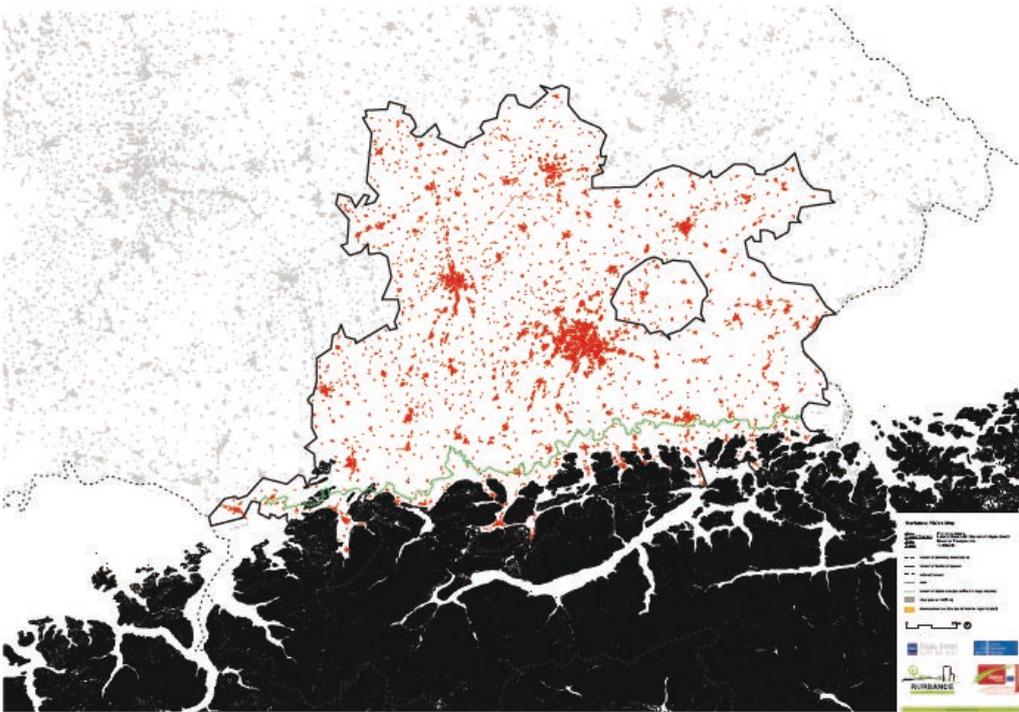
1. Prealpine Arc - Development network  
RURBANCE\_ScenarioVisionMap\_LUH\_01\_Prealpine Arc - Development network
2. Prealpine Arc - River system  
RURBANCE\_ScenarioVisionMap\_LUH\_02\_Prealpine Arc - River system
3. Prealpine Arc - Polycentric settlement Leitbild  
RURBANCE\_ScenarioVisionMap\_LUH\_03\_Prealpine Arc - Polycentric settlement
4. Prealpine Arc - Vision Collage 1  
RURBANCE\_ScenarioVisionMap\_LUH\_04\_Prealpine Arc - Vision Collage 1
5. Allgäu - Rural-urban Image  
RURBANCE\_ScenarioVisionMap\_LUH\_05\_Allgäu - Rural-urban Image
5. Prealpine Arc - Vision Collage 2  
RURBANCE\_ScenarioVisionMap\_LUH\_06\_Prealpine Arc - Vision Collage 2



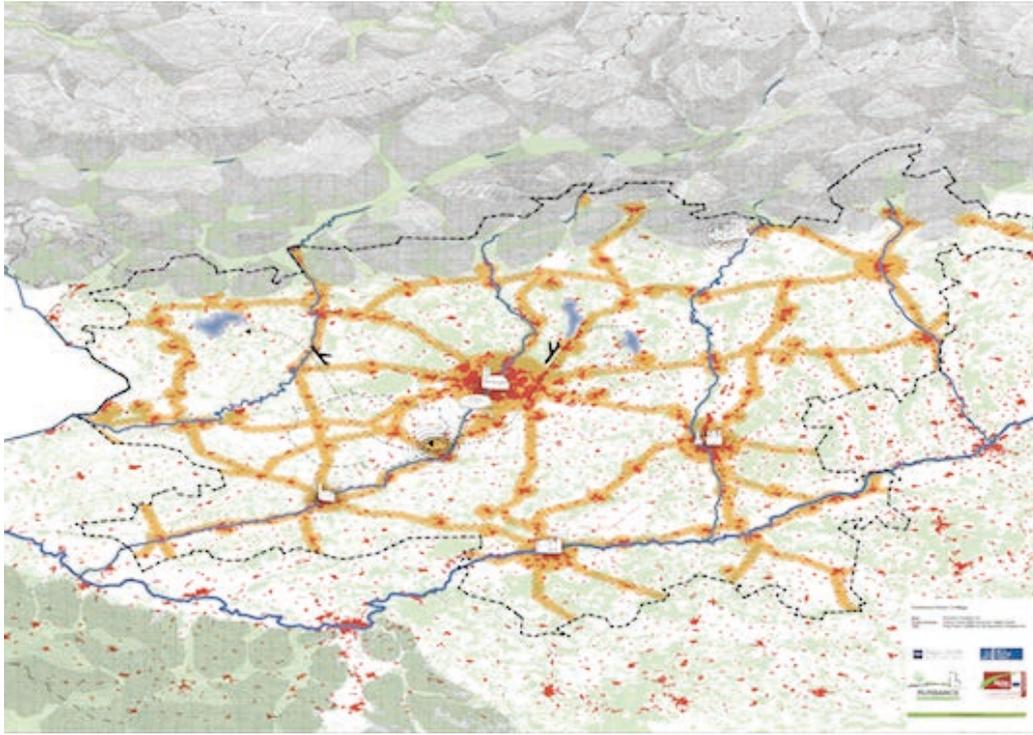
RURBANCE\_ScenarioVisionMap\_LUH\_01\_Prealpine Arc - Development network



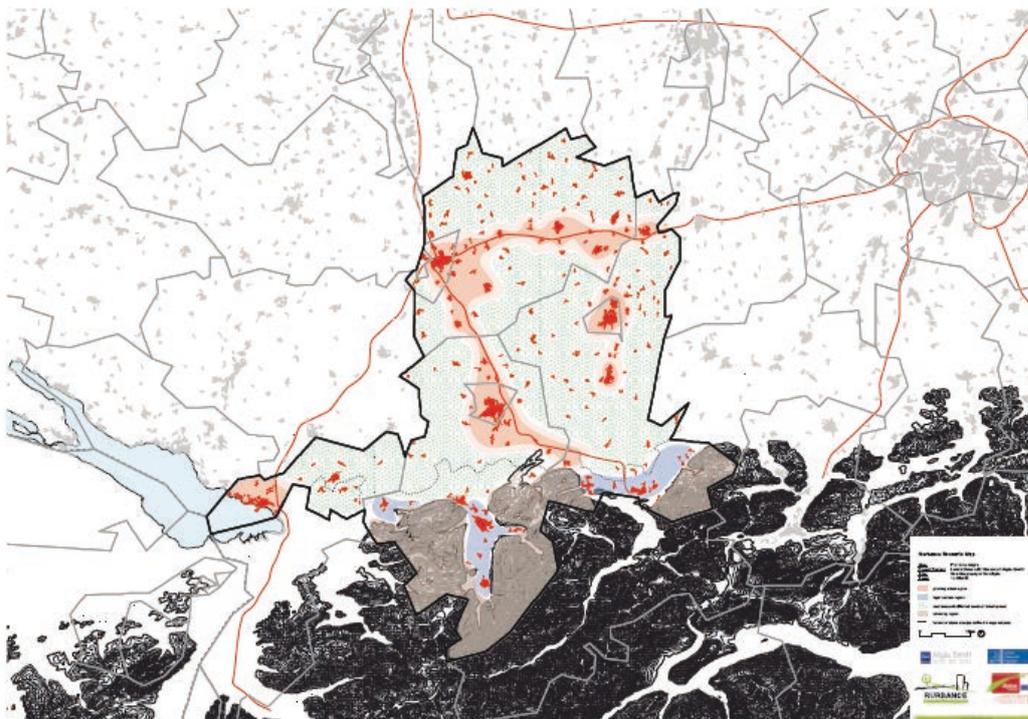
RURBANCE\_ScenarioVisionMap\_LUH\_02\_Prealpine Arc - River system



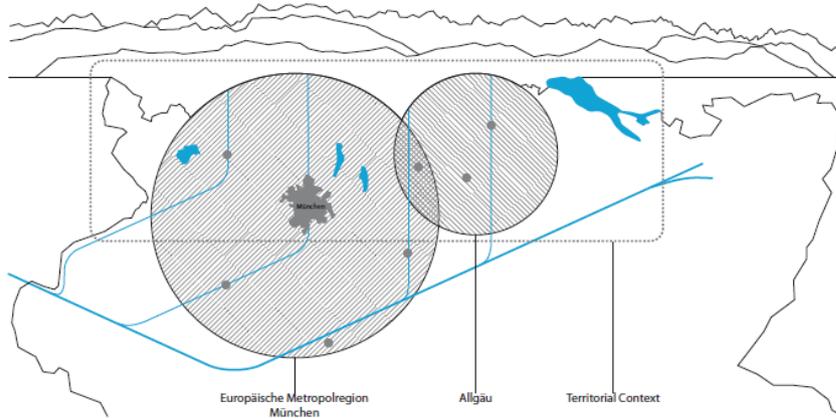
RURBANCE\_ScenarioVisionMap\_LUH\_03\_Prealpine Arc - Polycentric settlement Leitbild



RURBANCE\_ScenarioVisionMap\_LUH\_04\_Prealpine Arc - Vision Collage 1



RURBANCE\_ScenarioVisionMap\_LUH\_05\_Allgäu - Rural-urban Image



RURBANCE\_ScenarioVisionMap\_LUH\_06\_Prealpine Arc - Vision Collage 2

### Territorial Vision

In common perception the area of the Bavarian Prealpine Arc is a monocentric system with Munich as its clear center. To a certain degree this perception is consistent with functional relations of the region and its development tendencies. But this monocentric tendencies is already causing problems due to an imbalance between the different parts of the region, in the provision of housing and infrastructures in centers or their lack in peripheries, in difficulties to find balances between leisure, resource use, nature protection and esthetic values of prealpine landscapes.

With the contribution of a vision of the Prealpine Arc as connected and coherent space, depending on its landscape and settlement patterns and values, RURBANCE aims at a policentric leitbild, with the Prealpine area as one policentric network. Munich is not considered the center of this region but one important part of the whole; rural areas are not just the remaining areas inbetween the cities but are an equivalent part of the network. This leitbild in the future may be based on the different regional plans and combines its development scenarios and is considered a first concept visualisation, to envision a more resilient and sustainable future for the region.

This policentric and landscape related perception and vision of the region can be used as starting point for of a closer look at the pilot area Allgäu. In a new version of a "regional map" established categories of spatial description may be shifted towards an actualized image of rural-urban conditions and potentials.

Different types of spatial phenomena in this approach can define the framework of a future setup of the Allgäu - growing urban networks along infrastructure towards adjoining metropolises, or near regional centralities, the touristic hotspots, but also shrinking areas mostly in the mountains, or more agricultural areas in between, with different trends, one of them could be small-scale touristic patterns. Other parts are influenced by a new definition of agriculture between industrialization and multifunctionality. The influence of the adjacent regions further contributes to the complexity of the characteristics of the region.

## 4. STEP 3/ FRAMEWORK OF MEASURES

As third step of Workpackage 7 every project partner had to develop a framework of measures. Those frameworks should address the following four points:

1. Description of the enhanced development measure(s), in relation to pilot activity  
The goal was to report about the pilot activity in connection with started or enhanced development measures in every pilot area, to illustrate its context, background, and process of the measure.

2. Illustration of its possible transfer to the whole pilot area, optional: catalogue of measures (OPTIONAL)

This point was optional: only if the measure focuses on a very defined and small area, a possible transfer to the whole pilot area was to illustrate. Otherwise one could describe further measures connected to the pilot activity, if possible of different policy sectors and administrative levels, also including civil society organisations or private businesses.

3. Illustration of the specific policies' integration  
Please Every project partner should describe the policy background and support for its pilot activity and measure, it should combine different policy sectors.

4. Concept of the new governance model connected to the development measure(s)  
At last everyone should describe the way how the measure is organised in a governance model, how decision and implementation processes are drawn, and especially how the inhabitants and local stakeholders are involved. What is the new governance approach of the measure project?

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### RURBANANCE Overview Development Measure(s)

Involved PPs	Name of Territorial System	Name of Pilot Area	Title development measure(s) / pilot activity	Theme of measure(s)
LOM Lombardy Region	Milan Metropolitan Region	Milan Metropolitan Region	Territorial Development Framework Agreement (AQST) "Milan Rural Metropolis" - Action Plan of the Agreement	New governance model for rural/urban cooperation
VEN Veneto Region	Verona and the Prealpine Valleys	Prealpine Valleys	Bike paths system and Farmers network	Mobility / Agriculture / Landscape
PIE Piedmont Region	Torino, Ciriace and Lanzo Valleys	Ciriace and Lanzo Valleys	Design and application of process for the implementation of regional planning tools at the local level	Governance/ Land use
PIE Piedmont Region	Torino, Ciriace and Lanzo Valleys	Ciriace and Lanzo Valleys	Design of a shared strategy for soil consumption control, greenways enhancement and peri-urban agriculture valorisation, and definition of possible	Landscape/Agriculture/ Governance
GAM Grenoble-Alpes Métropole	Grenoble Urban Region	Grenoble urban region	Designing an agro-food strategy at the scale of the urban region and the neighbouring mountains	Agriculture / Governance
GAM Grenoble-Alpes Métropole	Grenoble Urban Region	Chartreuse mountain Natural regional Park	Creation of a "mobility agency" for the Natural Regional Park of Chartreuse and connected services for a sustainable mobility	Mobility
GAM Grenoble-Alpes Métropole	Grenoble Urban Region	Espace Belledonne mountain	New tools to increase landscape quality on foothills of Grenoble's agglomeration	Landscape / Governance
RRA Région Rhône-Alpes	Grenoble Urban Region	Natural Regional parks of Vercors, Chartreuse and	A better organisation for a good acceptance of leisure activities in sensitive areas nearby metropolises	Tourisme and economic development
RMGGU Regionalmanagement Graz & Graz-Region, ZRC SAZU in RRA LUR	Graz and Surroundings	Graz Umland Nord / Almenland	Elaboration of demand-oriented mobility concept	Mobility
ZUR City of Zurich	Ljubljana Urban Region	Ljubljana Urban Region	Inter-municipal cooperation in LUR	Governance (transversal issue)
ALL Allgäu GmbH LUH Leibniz Universität Hannover	City of Zurich and Cantons Uri, Schwyz and Ticino	Gotthard-corridor	Release pulses to private sector and NGOs	mobility, tourism, education
	Bavarian Prealpine Arc	Allgäu	Local Products App	Landscape/ Agriculture

Overview Development Measures. Image: LUH (see attachment)

#### 4.1 Milan Metropolitan Region

The Rurbance project has supported the governance process which led on November 2014 to the approval of the Territorial Development Framework Agreement (AQST) “Milan Rural Metropolis”. The Agreement defines the common goals for the future development of the rural-urban metropolitan system according to a shared scenario: these goals will be reached thanks to the implementation of several Development Measures.

The Development Measures are described in the Action Plan of the Agreement which is organized in Macroactions (M) and Actions (A) on the basis of the objectives targeted by each planned Activity. Namely, an Action corresponds to what is defined in Rurbance as a Development Measure.

The Action Plan includes measures which will be implemented (or are ongoing) in the whole Territorial Systems, in the following list the ones related to the pilot area “Vettabbia” are included and when possible highlighted.

As far as the governance model is concerned, the Action Plan is proposed by the members of the AQST’s Technical Committee, having shared the proposal with the different stakeholders involved in each Activity, and validate by the Steering Committee. Each Activity (that is part of a certain Action) has a Coordinator who is responsible of the enactment, the monitoring and the report of the Activity to the AQST’s Technical Committee. The fulfillment of each Activity is on charge of an Actuator according to the concerning implementation plan agreed with the Coordinator.

#### M1 – IMPROVEMENT OF THE WATER RESOURCES MANAGEMENT

The objective of this Macroaction is to improve the water resources management in order to maintain and enhance the fertility of the ground in a sustainable way. The Actions planned are:

M1.A1 – Improvement of the flow rate and of the performance of the water supply networks for agriculture >> restoration and re-connections of the water channels, fountainheads restoration, creation of water by-passes.

M1.A2 – Improvement of the water quality for irrigation >> projects for the agricultural reuse of treated wastewater in South Milan, sustainable urban drainage systems.

M1.A3 – Flood risk management >> riverbed restoration, planning of ecological flooding area, reinstatement of the sluice gates.

#### M2 - ENVIRONMENTAL AND LANDSCAPE REQUALIFICATION

The objective of this Macroaction is to restrain the degradation and nurture the environmental and landscape elements of the territory. The Actions planned are:

M2.A1- Requalification and valorization of vast areas >> development of the ecological and landscape system “V’Arco Villorosi”, ecological connections from Adda river to Ticino river, valorization and improvement of the biodiversity in the minor rivers valleys (incl. Vettabbia), landscape and ecological requalification in the paddies

M2.A2 - EXPO ecological compensations >> 12 projects of green-blue infrastructures realization for the improvement of the ecosystems resilience and of the citizens' hangout of the green and rural areas.

M2.A3 – Agreements for the maintenance of the territory >> definition of agreements among local authorities and farmers for the maintenance and management of the big urban parks (e.g. Vettabbia Park)

### M3 - RENOVATION OF THE RURAL ESTATE

The objective of this Macroaction is to strengthen the rural systems in urban areas as a strategy to restrain the soil consumption and to apply a more sustainable development model which needs a profitable agriculture. The Actions planned are:

M3.A1 – Renovation of the buildings stock >> requalification of the public farmsteads still used as farms, renovation of the abandoned public farmsteads to restart farming in connection with multifunctional activities, refurbishment of the mills, restoration of ancient private rural buildings for new rural activities

M3.A2 - Renewal of the machinery and plants for the production, processing, storage and commercialization of the agricultural products >> improvement of the energy efficiency of the machinery, renewal and change of the plants

M3.A3 – Requalification of the arable land >> leveling of the fields, maintenance of the country lanes, better management of the natural irrigation systems

### M4 – PRODUCT, PROCESS AND SUPPLY CHAIN INNOVATION

The objective of this Macroaction is to sustain new forms of rural business diversification in order to extend the traditional production to new goods and services which satisfy the new urban needs. The Actions planned are:

M4.A1 – Resources streamlining >> cooperative purchase and use of machinery and plants, proposal of “network contracts” with the buyers, creation of a short production chain for the manufacturing of the agricultural products

M4.A2 – Innovation >> livestock of traditional breeds in new sustainable ways, production of renewable energies, participation to projects for the smart cities and communities, certification of the rice production chain, production of fresh food (bread, pasta, ecc.)

M4.A3 – New models for trade and commercialization >> km0 markets, use of public spaces for farmers' markets, agreements with the mars market companies for the selling of the local products, participation to feasts and traditional markets, creation and valorization of Districts' brands.

### M5 – MULTIFUNCTIONALITY

The objective of this Macroaction is to broaden the spectrum of the farm activities in order to integrate the income and improve the sustainability of the rural business. The Actions planned are:

M5.A1 – Tourism offer and open space access >> creation and promotion of rural touristic itineraries among the historical villas, creation and promotion of waterways connecting rural and urban areas, creation and promotion of touristic route connecting the forests and woods in the metropolitan areas, promotion of the slow mobility for tourism purpose

M5.A2 – Social activities >> employment of socially disadvantaged people in the farms, employment programs for refugees, activities for disadvantaged children and collaboration with the host community, activities for the employment of disabled

M5.A3 – Educational activities >> educational farms, education activities to environmental sustainability, nutrition education, realization of educational gardens, nature trails and botanical areas, collaboration with schools

## M6 – PROMOTION OF THE RURAL HERITAGE AND CULTURE

The objective of this Macroaction is to diffuse the knowledge and understanding of the historical and cultural value of the agriculture in urban areas through a renewal and a re-discovering of the rural heritage.

The Actions planned are:

M6.A1 – Territorial marketing >> promotion of the Navigli area as a tourism district, promotion of the local products with reference to the territorial aspects (certificate of origin), integrated project “Terre slow” for the promotion of food and wine, creation of eGuides to promote the environmental and rural quality of the area

M6.A2 – Valorization of the rural culture >> organization of cultural events in the farms, public open access to the farms for visits during rural feasts, promotion of the rural culture in the urban context (e.g. in the farmsteads nowadays swallowed by the city), participation to national calls for the valorization of the heritage

M6.A3 – Communication >> promotion of the Framework Agreement for the awareness raising about the environmental, economic, social and cultural importance of the enhancement and maintenance of the rural matrix of the metropolitan area, sharing of the scenario for a future urban-rural development, communication activities during EXPO 2015

## M7- CONSOLIDAMENTO DELLA STRATEGIA DI SVILUPPO DELL'AQST

This Macroaction is a supporting one which main objective is to pursue through cross activities the new development model shared among the partners of the Agreement. The Actions planned are:

M7.A1 – Policies, plans and programs readdressing >> readdressing of the territorial planning plans, definition of criteria for the management of the peri-urban areas, coordination among this AQST and the so called “river contracts”, development of a food policy, updating of the strategic scenario and elaboration of a shared vision for the future development of the urban-rural areas

M7.A2 – Studies >> analysis for the landscape and environmental requalification of Roggia Soncino, energy balance and scenario for the renewable energy potential in a Rural District area

M7.A3 – Training >> training for the farmers for the development of new activities such as the management of the multifunctional farm or the maintenance of the public parks and open space or for new sustainable production process.

## Illustration of the specific policies' integration

The pilot action, the Framework Agreement for Territorial Development (FATD) called "Milano metropoli rurale" (Milan rural metropolis), is aimed at the urban-rural development of the metropolitan territorial system of Milan thanks to a process of multi-level territorial governance which overcomes the regional planning approach, basically sectorial, from the point of view of the areas of intervention and in terms of policy.

The pilot action is arranged as a set of interrelated measures that act on different territorial components: environment and landscape, the economic-productive component and cultural identity. The basic idea - inspired by the principles of sustainability, innovation and cohesion of the EU2020 European strategy - is that the various measures, only if combined, may help strengthen and consolidate the rural matrix of the metropolitan urban settlement of Milan.

The structural component of the environment and of the landscape includes measures relating to the development and improvement of the irrigation system, land improvement and redevelopment and enhancement of the landscape that fulfills the purpose of making the agricultural areas more fertile, protecting common goods (water, soils, biodiversity and landscape), contributing to the reduction strategy of soil consumption and potential degradation of the landscape and the environment. These measures are carried out through a series of actions such as, for example, the performance improvement of the minor water network, the redevelopment of the housing stock, of the agricultural lands and of larger areas.

The economic-productive component is implemented through measures relating to product, process and supply chain innovation and multi-functionality supporting innovation in agricultural production and responding to new urban needs as well as integrating the productive system with multi-functional activities carried out within the farms. Among the measures: the promotion of new forms of marketing and sales, reception, hospitality, enjoying open spaces, training and teaching activities.

The identity and cultural component provides for measures to enhance and promote the territory and the rural culture as well as the consolidation of the FATD strategy. In support of these measures, there are both initiatives for the territorial marketing and promotion of local culture and communication-related actions and the consolidation of the FATD, given its nature as innovative tool for a shared and participated planning.

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## 4.2 Verona and the Prealpine Valleys

### 1. Description of the enhanced development measure(s), in relation to pilot activity

The Pilot Action aimed at integrating urban planning instruments with Rural Development policies. With this aim a set of "framework measures" have been introduced from the project beginning:

- 1) A "Regional Need" has been defined for the Rural Development Programme of Veneto Region for 2014-2020 called "Supporting the relationships between different

systems, urban and rural areas, mountain areas and plains". It has been approved by Veneto Region and sent to the European Commission for approval on July 22<sup>nd</sup> 2014.

- 2) A proposal for the Operative Regulations of the Veneto Region Planning Act (n.11, 2004) about "Territorial standards" has been drawn, concerning services offered by farmers for land management to be recognized through agreements with the municipalities or urban planning benefits.

The participation process of the Pilot Action returned later a set of requests and of opportunities for the rural-urban relationships in the Pilot Area. In detail some projects proposals emerged:

- 3) A Bike trail system linking the urban core of Verona with the rural valleys to the North would be useful to enhance rural tourism. A technical proposal for the implementation of this bike trail system, named "RUR[BY]CYCLE", are being drawn with the support of Veneto Region by 4 Municipalities, that will apply to a European Cohesion Fund Call by Dec 2014 (see below) .
- 4) A local network of farmers and agro-food producers, with a technical staff, would support them in their market and tourism activities linked to the urban center of Verona (beside the the bike trail system, see above). A technical proposal for the network will be prepared for the Rural Development Programme Call of the Cooperation measure foreseen in 2015 (see below)
- 5) Agreements with the Municipalities will be proposed to the farmers, agro-food producers and associations through a second round of discussion tables. The agreements will concern the land and trail maintenance work realized by them (related to the bike trail system) in exchange for a set of rural tourism services by the local network (organizing tours, products booking, etc.).

To implement these proposals the opportunities offered with a cross-sector approach by the European funds have been examined. The funding opportunities identified are the following:

- 6) The Measure 16 of the Rural Development Programme ("Cooperation", Article 35 of EC Regulation) have been identified to support the local farmers network (see above). The technical options of using sub-measure 16.1 related to the European Innovation Partnership (EIP-AGRI) or the sub-measure 16.5 Related to environmental services are being evaluated. The first Call for Measure 16 is foreseen between Jan and March 2015.
- 7) A public call of European Cohesion Fund for "Bike trails - Sustainable mobility, Axis 4", have been identified, which opened on 3/10/2014 and will close in 2 months. 4 Municipalities of the Pilot Area will apply to the Call with the support of Veneto Region (see above). Through the analysis of RURBANCE Project a problem in the Call concerning urban planning permits has been identified and solved, to allow the access of all the Municipalities to the funds.

## 2. Illustration of its possible transfer to the whole pilot area, optional: catalogue of measures

See Point 1 above for the transfer of some measures to the whole Regional Territory (measures 1 and 2) and for a catalogue of the measures (1-7).

## 3. Illustration of the specific policies' integration

The urban planning instruments (local development plans) and the Rural Development Programme (2014-2020) have been identified as policy tools that have both a strong territorial impact and are not adequately integrated or coordinated in the regulatory framework of Veneto Region. First 'steps' of each one toward the other have been implemented with regard to urban-rural relationships, while a wider survey of possible integration measures is in progress.

- The Rural Development Programme 2014-2020 (EARDF Funds) has been prepared by Veneto Region in the last year, thorough a high-level participation process, and has been sent to the European Commission in July 2014 to be approved by the end of the year. In this framework it was possible to introduce "Regional Need" regarding the enhancement of rural-urban relationships ("Supporting the relationships between different systems, urban and rural areas, mountain areas and plains", Need 32). Then the Measure 16 ("Cooperation") has been identified among the ones apt to respond to this need, supporting rural-urban networks aimed at promote town-country activities as tourism or short-supply chains. It was noted that the LEADER (i.e. Local Action Groups) cannot include rural-urban partnerships, because it exclude town areas.
- 
- The Urban Planning Act of Veneto Region (Act 11, 2004) defines the planning instruments at municipal level, i.e. local development plans and strategic plans. The cultivated areas are not considered in depth (simply zoned, delimited), only urban green areas are regulated through the idea of 'minimum standard' for inhabitants. The idea developed by the RURBANCE Project is to consider the "territorial services" offered by agricultural areas to the urban areas, as landscape maintenance, risk prevention, ecological services, food production, etc.. A proposal for the Operative Regulations of the Planning Act has been sent to the Regional Council, introducing a wider concept of "Territorial standards" including services provided by farmers. Some elements of this proposal are: public/private agreement between the municipalities and the farmers concerning maintenance of some green areas in exchange for their use (already diffused in Veneto), for specific services (public projects) or for funding; urban planning benefits (authorization to build rural or tourism constructions) in exchange for land management.

## 4. Concept of the new governance model connected to the development measure(s)

The services and the opportunities that rural and urban areas offers each others are rarely recognized and exploited at their best, in this way confirming a historical division. Agriculture can provide to the urban areas an important land management work (even more during an economic crisis), for risk prevention, landscape conservation, food resources, etc.

The recognition of this benefits can give birth to public-private agreements that entrust lands to the farmers (abandoned areas, urban green areas, parks, etc.) regulating their use through a negotiation process which develop a 'hybrid' use of the land.

On the other hand urban centers can offer tourism and market facilities to widen the farmers activities, that often do not consider these options. This advancement can be done through local agencies or networks established by public bodies, that can then involve the farmers in structured activities.

Developing policies that recognize the services provided both ways (rural to urban, urban to rural) can establish a balanced governance model and territorial system. This involves local institutions (municipalities) and private stakeholder (farmers, associations) but also regional government for the support to this process, through the definition of a suitable regulatory and funding framework.

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#### 4.3 Torino, Ciriacese and Lanzo Valleys

##### 1. Description of the enhanced development measure(s), in relation to pilot activity

With pilot activities Piedmont Region intends to test and implement at the local scale through a Structural plan, directives and strategies set out in the new Regional Territorial Plan, the thematic analysis accompanying the implementation process of the Regional Landscape Plan at the local level and test contents of the regional Planning law, with particular reference to the definition of the content of the Structural plan and of the inter-municipal planning. The plan provides for the integration of structural components, namely the invariants of the area that are of interest for local development strategies on a regional basis to meet the demands and expectations of the local communities.

In addition, pilot activities could implement the processes of metropolitan governance being defined as "Corona Verde" project, a strategic plan of regional direction, that affects the metropolitan area of Turin, involves 93 municipalities, including the Ciriacese, pilot area for Piedmont.

The establishment of a community called "FORAGRO\_METrO" is oriented to promote a strategy of enhancement of agricultural peri-urban territory of Turin metropolitan area through a process of sharing and coordination of programs and activities that combine the development of agricultural production and the supply of ecosystem services.

##### 2. Illustration of the specific policies' integration

The background and support consists by Regional Territorial Plan and by Regional Landscape Plan, by Rural Development Programme, by River Contract of Stura River and by Strategic Plan "Corona Verde".

These policies involved combine different policy sectors like agriculture, environment, culture, landscape heritage, tourism, transport and manufacturing activities.

The policy background is also set up by the aspects of new governance contained in the new administrative organization of the Province of Turin that, as a result of a national law, became metropolitan City, and by the policies to promote the Union of municipalities by a regional law.

### 3. Concept of the new governance model connected to the development measure(s)

The definition of a scenario of development complements and supports, for spatial and environmental aspects, the Strategic Plan for the Union of Municipalities of Ciriace and supports the decision-making processes of local administrators.

The activation of a participation program called "Laboratories of the future" through the creation of "focus groups" to discuss and define in operational terms "what to do" and "how to do" to propose and define a common scenario to lead to a discussion on institutional tables. Four issues are addressed:

- metro agricultural, agricultural areas and agro food,
- regeneration: building renovation, environmental and energy of the settlements,
- mobility and quality of life: transport, distribution and accessibility of services,
- land resources and landscape: sharing, with a bottom-up approach, a common strategy for the sustainable development of the project.

### 4. Concept of the new governance model connected to the development measures

The new governance model, creates conditions to develop project proposals aimed at new European programming period 2014-2020 (Programmes of trans-national cooperation in Europe, the Rural Development Programme, etc.) or local development initiatives.

The establishment of a new governance model enriches the role and tasks of the unions of municipalities in relation to the new administrative structure resulting from institutional reforms, with particular reference to the methods and tools for planning and scheduling the government of Piedmont.

In parallel with the definition of the Strategic plan will be setting up a proposed Agreement between Union of Municipalities, Piedmont Region and other actors who may be involved in order to promote the contents of the Plan as part of the supra-local planning and scheduling, given that they are now at the beginning of European Funds 2014-2020 and the institution of the Metropolitan City of Turin, which includes the territory covered by the Plan strategy.

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#### 4.4 Grenoble Urban Region

The stakeholders of the Grenoble territorial system have discussed proposals for development measures to be submitted to policy makers approval in fall 2015. Their implementation will help to build a shared governance at the scale of the territorial system in order to design joint actions to improve linkages between the metropolis and its surrounding areas.

*Building a common framework for governance and action:*

##### 1. Creating a “board of the territories” as an authority which has to:

- Be opened to inter-municipal governments, Natural Regional Parks, civil society and economic actors
- Be able to discuss and coordinate existing or future inter-territorial cooperation policies
- develop a common platform of objectives with concrete actions that follows
- bring shared proposals to the Region, the State or the European Union in the field of the macro-alpine strategy (EUSALP) and for their own territorial policies.
- 

##### 2. Implementation of actions through cooperative projects with:

- creation of a "technical secretariate", that develops a framework for projects implementation and monitors calls for projects
- a process for project implementation:
  - starting to work on a topic from a request by stakeholders
  - realising a common analysis to appoint a leader in charge of proposing appropriate solutions (tailor-made solutions)
  - using “agreements” as tool for the implementation of actions.

##### 3. Developing new ways to pool expertise:

- sharing knowledge and tools (legal, financial, methodological) by organising regular seminars in accordance with the political agenda
- identifying available expertise, each territory having the potential to provide expertise and to manage project for the all partnership
- involving the Region, funder of local engineering, in the organisation of this dynamics
- for effective projects implementation, identifying fields of jurisdiction and of expertise as part of a pragmatic approach to decide the appointment of a leader.

##### 4. A legal framework for a lasting cooperation between territories with several options:

- the “entente” (agreement of understanding) as a tool to support the “board of territories”?
  - an administrative body without legal personality which is a historical tool of horizontal cooperation
  - a way to gather inter-municipal governments with joint syndicates (Natural regional parks)

- a tool who help to gather the city, the valleys and the mountains on a common vision.
- an association, with legal status that allows private actors to be involved but requires also a strong commitment from its members?
- Building of an informal network, as a way to avoid creation of a new structure but with the risk to weaken the partnership dynamic?
- 

*Establishing shared tools* to mobilise the various institutional actors at the scale of the territorial system:

1. Relay the Grenoble-Alpes Métropole proposals:

- the future mountain policy of Grenoble-Alpes Métropole,
- the new cooperation dynamic between the metropolis, the Pays Voironnais and the Grésivaudan inter-municipal governments.
- 

2. Enrich the territorial policies of the Region by organizing a meeting at the scale of the french alpine spine (sillon alpin) to present and discuss RURBANCE results and design proposals for their implementation at the regional level,

3. Engaging the territory in State territorial policies by:

- being involved in the “inter-regional Alps mountains covenant” (city - mountain cooperation axis),
- assessing the opportunity to negotiate a “reciprocity agreement” (contrat de réciprocité –Interministerial committee for Ruralities on March 13, 2015):
  - creation of a Solidarity between city and countryside around functional urban areas with the choice of theme by themselves
  - four experimental contracts are already established as territorial component of the State-Region pluriannual contracts
  - a device that could be extended to other territories in late 2016.

*The pilot activities outputs.*

Pilot activities have enabled the realisation of surveys which were very useful in designing new policies:

- For the "mobility in Chartreuse" activity, creating by 2016 a mobility agency who organise alternatives to solo-car driving (carpooling, car sharing, organized hitch-hiking, ...)
- For the "agro-food strategy" activity, developing a common action plan between three intermunicipal governments and the three Natural Regional Parks (to be implemented over the period 2016-2020)
- For the "leisure and tourism" activity, specifying the success factors for the implementation of a new metropolitan policy on tourism in partnership with mountain territories,

For the "landscape planning" activity, integrating the landscape as mean for foothill recovery either by improving the quality of life but also by working on land management and development of economic activity.

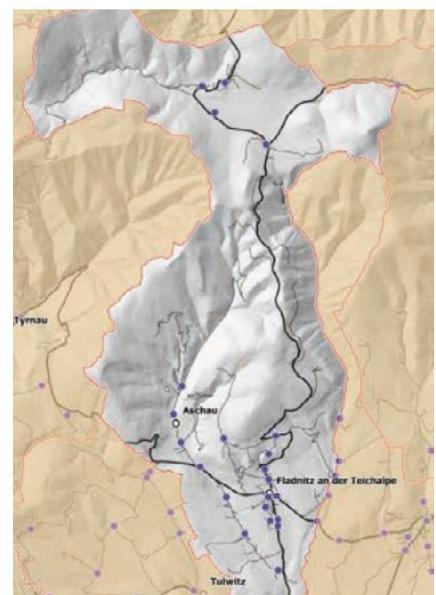
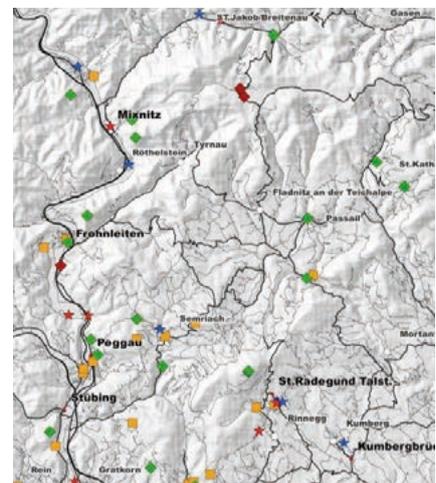
## 4.5 Graz and Surroundings

### 1. Description of the enhanced development measures in relation to pilot activities

As mentioned, the pilot activity measures in the local-recreation area Almenland in the north of Graz have started with the identification of stakeholders and decision makers in the whole planned pilot area (northern surrounding municipalities of Graz), a kick-off meeting to share general information about program Central Europe and the Rurbance project, and a best-practice workshop to present potential solutions for existing problems concerning mobility and reachability urban-rural regions. In addition to such information activities, personal contact to single stakeholders was searched to keep a trust basis built in past and / or parallel cooperation. Because the thematic focus of the pilot project was set on mobility and local recreation / tourism, it was necessary to get an overview of touristic offers in the region. Therefore, the local recreation database of Graz & Graz-region was used to select relevant destinations and analyze their geographical distribution, thematic concentrations and the current reachability by public transport means. There was a breakdown of destinations into the categories leisure time, health, culture, nature, sport, water.

After some actors have shown interest in the development of a concept to improve of public transport connections, the concrete focus area was analyzed by project partners and an external expert regarding the status quo of public connections for several user groups (inhabitants, tourists, excursionists from the core city Graz). Project partners succeeded in involving important decision makers of the region including mayors of municipalities, heads of tourism associations, the Naturpark Teichalm/Almenland or other institutions.

With their local support it was possible to collect information about the on-site requirements concerning paths and ways of tourists, all-day-mobility of inhabitants and changes in the number of potential passengers (seasonal, holidays, weekends). To complete the analysis, stakeholders were asked to provide information about mid- and long-term regional measures, just to be able to take them into account to ensure a harmonized development.



## 2. Illustration of its possible transfer to the whole pilot area

The general process of analysis, discussion with stakeholders and planning of different options of implementations could easily be transferred to the whole pilot area. In fact, there already are considerations in progress for further developments with a long-term objective to establish alternative transportation systems in all suitable areas of Graz surroundings.

## 3. Illustration of the specific policies' integration

To ensure a satisfying operating grade of the hailed shared car system, there are some key success criteria to be complied by the implementing stakeholders. Under consideration of the fact that the installation of this alternative public transport system represents a win-win-situation for both, costumers and stakeholders, all involved institutions should be backing the measure even over and above the first phase of implementation with a possibly quite low grade of usage (usually, thus transport systems need some time to be established). The new system should not replace existing regular connections, but has to be seen as a reasonable extension and should follow homogenous standards in the whole area (pricing, design of stops, others). Due to external factors (climate, different kinds of recreational activities), seasonal changes must be considered. In addition, there has to be a focus on a positive customer experience from the first day on, e.g. waiting times or costumer services. To keep an equal status among costumers and avoid skepticism, no differences in pricing are planned for locals and tourists; there's still the possible solution of individual tokens for inhabitants. Even before the start of the implementation, and naturally continuously in the background broad marketing is required. And finally, there has to be ongoing evaluation to optimize the system and react to changes in the framework or individual remarks by costumers.

## 4. Concept of the new governance model connected to the development measures

Both, in planning- and implementation phase, this measure made requires a combination of different policy sectors. Project partners figured out decision makers in involved municipalities as main stakeholders in the institutional sector. As planned in the early development of the concept, the private sector is to be involved in a later stage of the pilot project, including transport companies or touristic enterprices (hotels, other local businesses). Environmentally engaged NGOs like the Österreichische Alpenverein (ÖAV) or Naturfreunde were an exception to bring their opinion in to the process of analyze and conception. As the development of the measure comes to concrete considerations in implementation, local citizens were involved and asked about their wishes and thoughts about lacks of connections, potential positions for taxi stops, or general comments on the measure. This process often happened on municipal level by personal contact between community representatives and citizens, so that local experience and knowledge could be integrated.

## 4.6 Ljubljana Urban Region

### 1. Description of the enhanced development measure(s), in relation to pilot activity

The pilot activity in the Ljubljana Urban Region Pilot is “Inter-municipal cooperation and shared definition of tasks on supra-municipal level”.

Local self-government in the EU, including Slovenia, has faced a number of challenges over the past decade. The financial crisis has raised the question of financing self-governing local communities. The question of the adequate size of municipalities is currently very relevant, because municipalities have to ensure local-level democracy on one hand and economic efficiency in the delivery of public services on the other hand. The most common tool for achieving this goal is the merger of municipalities, especially in the EU-15 (Denmark, France, Austria, and Greece) where reductions in the number of municipalities have been underway for decades. But, there are alternative ways to achieve the optimal size of municipalities, including various forms of inter-municipal cooperation that preserve the small size of municipalities, thus avoiding conflicts with the inhabitants and/or (local) political parties, and at the same time enable adequate delivery of public tasks and services.

As part of RURBANCE project, the General model of inter-municipal cooperation in the Ljubljana Urban Region (LUR) will be prepared. Based on the proposed model an enhanced development measure will be developed: the implementation of inter-municipal cooperation in the selected function that municipalities are formally to provide to their inhabitants. Based on this pilot activity, an enhanced development measure will be developed.

### 2. Illustration of the specific policies' integration

In Slovenia, local self-government has been in force since January 1995. The municipalities with changed territories, new contents and new bodies started to operate on 1 January 1995. After that, rather counterproductive processes took place, and many new municipalities have been established. Despite a population of only 2 million, there are currently 212 municipalities in Slovenia (11 of them are urban municipalities) while no regional level (government?) is in place. Despite different attempts, the process of regionalization has been unsuccessful and according to the general opinion the situation will remain unchanged in the next future. As a result, Slovenia is one of the most centralised countries in Europe.

The basic mission of a Slovenian municipality is to take care of municipal affairs, within the framework of the law. That includes primary education (school buildings and facilities), social welfare (child care, elderly care and social assistance), health care (primary health care and pharmacies), social housing, culture and leisure (museums, libraries, theatres, sport facilities, leisure centres), and local public utilities and networks (waste and water management, urban city transport, local road network, urban heating, etc.). The central government can transfer certain responsibilities to the municipalities, if it provides the necessary financial means (Art. 140, Constitution). Transfers occur mainly in the sectors of welfare, education, leisure, transport and economic development. From 2006, the prior consent of municipalities for the transfer is no longer required.

The size of Slovenian municipalities ranges from 362 (Hodoš) to 285,000 (Ljubljana) inhabitants. According to the law, the municipality should have more than 5,000 inhabitants, although the law allows for certain exceptions. However, more than half of the municipalities do not fulfil this criterion (109 out of 212). Due to their small size municipalities often lack the necessary financial resources and administrative capacity to perform their functions successfully. Slovenia thus exhibits a lack of systematic local rationalization compared to the majority of Western Europe. However, to achieve an effective and good administration, particularly as regards the citizens and businesses, the local authorities and public services providers are expected to act as a harmonized system within good or collaborative governance.

Urban municipalities (Celje, Koper, Kranj, Ljubljana, Maribor, Murska Sobota, Nova Gorica, Novo Mesto, Ptuj, Slovenj Gradec and Velenje) have the same competences as municipalities. However, in accordance with the Constitution and within their competence, urban municipalities may also exercise transferred state administrative tasks, which refer to the development of the town.

### 3. Concept of the new governance model connected to the development measure(s)

Ljubljana is the centre and capital of Slovenia, and the Municipality of Ljubljana should be the focal point of the Ljubljana Urban Region. The Municipality of Ljubljana has a special status, with certain specificities with regard to its competences and to financing public affairs. Therefore, the role of the urban municipality is to cooperate with rural municipalities in the region in order to ensure the economic efficiency of the delivery of certain public tasks and services. Therefore we will:

- Develop a general model of inter-municipal cooperation.
- Analyse the tasks and main problems in its delivery: the analysis of different policy sectors, and the analysis of their potential combination.
- Propose “selected” task where inter-municipality cooperation is feasible (needs, attitude of municipalities, legislation) and governance model: enhanced development measure.

Enhanced development measure will be developed on the basis of interviews (municipalities, ministries, experts) and on the basis of the focus group.

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#### 4.7 City of Zurich and Cantons of Uri, Schwyz, Ticino

The study partners filtered out the following topics as possible themes for an intensified cooperation between the several regions within the Gotthard-corridor, namely business traffic, education, different languages, tourism and NEAT-train stops. There is additional potential for a mutual completion and positioning within the corridor. The capital of the Canton Ticino, Bellinzona, for example can profit from the getting closer to the core cities Milan and Zurich as a congress destination with a high quality of life. The planned cantonal

train-hub in Uri's capital Altdorf on the other hand has excellent chances to get a logistic hub on the Gotthard-trainline with a strong link to south (Milan, Italy), north-east (Zurich, eastern Germany, Poland) and north-west (Basel, western Germany, France).

Public impulses for a sustainable cooperation in the non governmental sector

Several possibilities for a concrete cooperation between the different institutions of the public sector were checked as for example the establishment of a conference of the NEAT-Cantons, the extension of existing cooperation structures, the realisation of selected pilot projects and the role of the public sector to give impulses. To give impulses by the public sector, this is the common sense among the study partners (of the public sector), is from the present point of view the right approach. Target groups are private and half-private actors especially in the fields of tourism, education and mobility. The cantonal, regional and communal governments should not jump into a hyperactivity, but observe the developments and take appropriate measures if necessary. The distance between rural and urban regions on the Gotthard-corridor will shrink naturally by the faster connections. The Swiss Federation primarily, but also the Cantons of Uri and Ticino, have invested a lot of know-how, time and money to build the NEAT-line. It is a centerpiece of some generations that planned this infrastructure for the coming generations. Now it is primarily the task of private companies, NGOs and civil society organisations to take advantages of new chances and to avoid risks that grow out of the new parameters valid in the Gotthard-corridor. In this sense the discussions and ideas of the project partners for measures in the non-governmental sector shall be distributed to interested non-governmental organisations.

Stronger cross-linking of rural and urban regions in the long term

In our midterm scenario and longterm vision (see above) we showed what development we expect as a consequence of the opening of the NEAT-tunnels. A sustainable diversification of specialised services for the needs of the metropolitan areas Zurich and Milan can grow out of the traditional strengths of the individual regions. This is why the private sector and NGOs and other federations are asked to take advantage of the shorter travelling times.

As mentioned before the cantons, cities and municipalities in the corridor will watch the development closely and take appropriate measures only if necessary. These could be for example measures in health services, optimising supplier services as mobility, hydropower or tourism. The language border, which is maybe the stronger border than the alpine belt of the Gotthard, should be made a subject of discussion by language schools and professional associations. With giving impulses for smart measures by private companies and institutions as well as NGOs the cantons, cities and municipalities can rise value added to a sustainable common development to knowledge, innovation, entrepreneurship, healthy environment or quality of life, which are all common goals of urban and rural regions on the axis. By not acting by the governments, there is a better chance that there will be appropriate measures, that fulfill the real needs. With the study on the Gotthard-corridor there is now a scientific study that can be used as a base for coming discussions after the opening of the NEAT-tunnels.

#### 4.8 Bavarian Prealpine Arc

Where can I find regional milk in my area? Are there even organic producers who sell their products directly in my neighborhood? In which guest house can I enjoy dishes made from local products? Until now, it was not always easy to determine where local products are available. That is about to change thanks to the platform for regional products now: it shows potential customers the way to the nearest dealer and offers the producers of regional products a platform to present themselves in an attractive and easy way. The focus of this project is to establish a common marketing platform for regional and local products which strengthens the network of local producers.

##### 1. Description of the enhanced development measure(s), in relation to pilot activity

The project includes to build a database for regional products, with the play out platform on the Allgäu GmbH website ([www.allgaeu.de](http://www.allgaeu.de)). Furthermore, the database provides the basis for the establishment of a Regio App. This is the a mobile solution for tourists and inhabitants to demonstrate for the first time free the next way to the next desired regional product. Due to the integration of maps the platform makes nearby dealer on the map visible, e.g. of regional organic eggs. The platform used in conjunction with a smart phone easily shows a farm shop or supermarket that sells the desired product. It also serves as a route planner and delivers more interesting information about the producer. Two categories are planned: regional shopping and eating.

The new approach is to deliver an information platform that can be used by inhabitants as well as by tourists. One of the most important economic sectors in the region Allgäu is the tourism industry and therefore tourists important and regular consumer of regional products.

Planned content of the project:

- Search and bundle information of regional initiatives for the database of regional products
- Establishment and installing a Regional App
- Networking of local producers, restaurants, initiatives and partners
- Marketing and promotion for the Regional App

Best Practice is the Regio App Mittelfranken ([www.regionalbewegung-mittelfranken.de](http://www.regionalbewegung-mittelfranken.de)), which was developed in the beginning of 2014. In discussions with the Regional Bewegung Mittelfranken the possibility was pointed out, to act as a model region for the Bavarian-wide expansion of the app. In collaboration with the Cluster Bayern installation and development costs for the app should be covered. Costs will incur for the development of the database and the marketing of regional App.

We just started on this project by inviting offerings, the project is expected to be finished within the first two quarters in 2015. The next steps are to decide for a technical solution, to gather required information and to establish the database and then to design the Application.

##### 2. Illustration of its possible transfer to the whole pilot area

The project aims at the creation and establishment of a new network from local products. At the moment a few regional initiatives like of “Landzunge” and “Bioring Allgäu” or even at the

lowest local level like the “Pfrontener Direktvermarktung Pfad” already exist. Due to this project the partners of the regional initiatives can be bundled and common communication and marketing efforts can be achieved. The marketing platform is the first step to the medium together to develop concepts for marketing and communication. The platform will illustrate restaurateurs, producers and suppliers regional products. Local initiatives are expected to support the project by delivering adequate information.

### 3. Illustration of the specific policies’ integration

The project is involved in the action field farming and regional products. The regional platform supports the marketing of regional foods under compliance with clear quality criteria of the Allgäu brand. Sustainability in terms of brand Allgäu is the optimum interplay between ecology, economy and social. The working groups with about 60 Allgäu entrepreneurs have established a total of six sustainability criteria with a very high priority. These criteria of Allgäu brand partners will be used to valid partners in the field of regional products. Companies that want to be branded partner must be able to demonstrate activities in four of the six criteria. The Regio App also manages advertising for the Allgäu in close cooperation with a sustainable tourism. On the other hand is raises the awareness for a liveable and healthy region.

The information will be bundled at the Allgäu GmbH, in close cooperation with the existing local and regional initiatives as well as public institutions and authorities.

### 4. Concept of the new governance model connected to the development measure(s)

The Regio App aims at a reinforcement of the existing governance model of Allgäu GmbH by bundling existing efforts and bringing together diverse actors in this field of regional products. Due to immense differences concerning philosophy and methods of manufacturing between diverse producers of regional products it is still difficult to achieve agreements concerning e.g. quality criteria. With the new Regio App there is a chance to reopen this discussion. Another goal is to strengthen the inhabitants’ awareness of the quality of regional products and to establish a strong network of local producers and other stakeholders like the farmers’ associations and other involved organizations.

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## 5. STEP 4/ TRANSFER MATRIX

The transfer matrix is oriented towards thematic threads, to facilitate transferability of the regional specific measures, that also differ in scales and policy fields addressed. For the cross-sectorial issue of rural-urban collaboration, the matrix provides a first overview of approaches in the Alps as transferable set of tools.

**RURBANCE Transfer Matrix of Development Measures / Thematic Threads**

Title of development measure(s)	New governance model for rural-urban cooperation Milan Metropolitan Region	Bike paths system and Farmers network Vorarlberg and Prealpine Valleys	Chiavasse and Lanzo Valleys Torino, Chiavasse and Lanzo Valleys	Designing an agro-food strategy at the scale of the urban region and the Grenoble Urban Region	Creation of a "mobility agency" for the National Regional Park of Grenoble Urban Region	New tools to increase landscape quality on foothills of Grenoble's Grenoble Urban Region	A better organisation for a good acceptance of leisure activities in Grenoble Urban Region	Elaboration of demand-sustained mobility concept Graz and Surroundings	Inter-municipal cooperation in LUR Ljubljana Urban Region	Release policies to private sector and NGOs City of Zurich and Canton of Zug, Schwyz and Ticino	Local products App Savertan Prealpine Arc
<b>Thematic Threads</b>											
Impact of dev. measure	Very strong	Strong	Related	Not specifically focussed							
<b>Landscape</b>											
1.1 Agriculture											
1.2 Tourism											
1.3 Identifying Scenery											
1.4 Renewable Energies											
1.5 Coastal Lago Systems											
1.6 Urban Sprawl											
1.7 Primary Production											
1.8 Environment											
1.9 Environmental infrastructure development											
1.10 Ecosystem services											
1.11 Governance											
<b>2. Spatial Transformation</b>											
2.1 Tourism											
2.2 Intercommunal projects											
2.3 Revitalised towns											
2.4 Decommissioned areas											
2.5 Center related development											
2.6 Environmental infrastructure/cooperation											
2.7 Governance											
<b>3. Mobility</b>											
3.1 Integrated Public Mobility											
3.2 Mobility for Leisure and Tourism											
3.3 Inter Metropolitan											
3.4 Daily commuting											
3.5 Governance											
<b>4. Energy</b>											
4.1 Sustainable Energy											
4.2 Integration in European Energy Markets											
4.3 Overwinter roads											
4.4 Governance											
<b>5. Society</b>											
5.1 Education											
5.2 Population and Communities											
5.3 Widespread											
5.4 Economic development											
5.5 Migration, inter-urban cooperation, local urban											
5.6 Commuter issues											
5.7 Cluster											
5.8 Governance											

Transfer Matrix Development Measures / Thematic Threads. Image: LUH (see attachment)

## 6. STEP 4/ REGIONAL CONTRIBUTION TO ALPINE STRATEGY

*This chapter collects the regional statements for a contribution to an Alpine Strategy from the RURBANCE project, for the additional research report about the overall contribution of RURBANCE to an Alpine Strategy please see ANNEX 3.*

As contribution to an Alpine Strategy RURBANCE offers the following strategic elements for territorial understanding, formulation of objectives and displays of measures:

### 1. Network of Prealpine Metropolises

A coherent vision for the Alpine core as rural-urban territory with high natural values in connection with the prealpine Metropolises, combined with the network of the metropolises as global knowledge and practise hubs regarding rural-urban cooperation, as new part of their global common positioning.

### 2. Network of rural-urban territories in and around the Alps

Rural-urban strategies and projects as fundamental part of territorial development of the Prealpine Metropolises with their hinterland with the Alpine core and as network of rural-urban territories.

### 3. Alpine mobility network

Enhanced mobility connections between the Prealpine metropolises (Gotthard, Brenner, Simmering, etc.), public transport by rail, correlated to an increased awareness for mobility axes as guiding development catalysts for the Alpine core.

Common Alpine mobility network between highspeed train routes and regional/local trains (vision: one ticket for the Alps), focussed for example firsthand for tourism/leisure mobility .

### 4. The Alps as multirelational core in European territorial networks

to other macro-regions, programme areas and economic hubs in Europe, due to the Alps' position in spatial models as "European blue banana" or "European Pentagram"

Transferability a strategic considerations to other regions

The four describe strategic considerations are transferable to other regions, e.g. also to flatlands as Poland or to cities and regions around a bay (Baltic sea, Channel, etc.), apart from Alpine specific aspects.

Parallely to these general remarks, the involved partners and regions formulated specific contributions form the regional point of view:

## 6.1 Milan Metropolitan Region

The contribution that the Lombardy Region offers to the Alpine Strategy through the RURBANCE project, alongside the different policies linked to it, consists in strengthening the urban-rural cooperation that involves, or that could involve, the relationships among metropolitan, mountain and peri-montane areas (i.e. the areas of priority intervention of the Alpine Strategy).

The institutional context is represented by the Framework Agreement for Territorial Development called "Milano metropoli rurale" ("Milan rural metropolis") (from now on, FATD) which overcomes the traditional approach, basically sectorial, of the regional planning thanks to a process of multi-level territorial governance. The agreement was signed by the different government bodies of the territory, i.e. the Lombardy Region, the Province and the Municipality of Milan together with some private parties such as the representatives of the companies of the four rural districts operating in the metropolitan area of Milan. Non-subscribers, the Società Expo and the Fondazione Cariplo (Cariplo Foundation), have expressed their interest, even concerning the procurement of financial resources in addition to those provided by the subscribers.

The FATD has led to the definition of an Action Plan, proposed by a Technical Committee, agreed upon with the stakeholders and validated by a Managing Committee. The Plan is divided into Actions and Activities for which a coordinating and implementing body have been designated.

The Plan provides for a series of actions affecting the different territorial components – environment and landscape, the economic-productive component and cultural identity – which are related to the three pillars of the Alpine Strategy.

The measures relating to product, process and supply chain which have been developed to support innovation in agricultural production and respond to new urban needs as well as the measures relating to the multi-functionality of farms designed to integrate the production system with social, educational, leisure, reception and hospitality activities are all factors which contribute to sustainable growth and innovation (pillar 1 of the Alpine Strategy).

Examples include the promotion of new forms of marketing and sales and reception, hospitality, training and teaching activities.

The second pillar of the Alpine Strategy – "Collegamenti per Tutti" (Connections for All) - aims at a balanced territorial development through mobility schemes, transport and infrastructural systems along with eco-sustainable communication services. The activities that the Action Plan will provide to enhance and promote the territory and the local culture as well as the communication-related activities and the consolidation of the FATD can be deemed functional to the latter goal, given its nature as an innovative tool for a shared and participated planning.

The measures that contribute to ensure the sustainability of the Alps (pillar 3 of the Alpine Strategy) are those acting on the structural component of the environment and of the landscape making the agricultural areas more fertile, protecting common goods (water, soils,

biodiversity and landscape), contributing to the reduction strategy of soil consumption and potential degradation of the landscape and the environment.

Among the actions planned: performance improvement of the minor water network, the renovation of the housing stock, of the agricultural areas and of larger areas.

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## 6.2 Verona and Prealpine Valleys

I) Objectives of the EU Macro-regional Strategy for the Alpine Region

"- Supporting the relationships between different territorial systems, mountains and valleys, urban and rural areas"

For example: "The main challenge of the Strategy should be to tackle the economic, social and territorial imbalances existing in the Alpine Region, stimulating an innovative and sustainable model of development and the preservation of natural and cultural assets in the area, supporting the relationship between mountains and valleys, rural and urban areas."

This proposal builds on the objective included in the Rural Development Program 2014-20 of the Veneto Region thanks to the RURBANCE Project (together with the IUAV University of Venice); the document has been approved recently by the European Commission.

II) Pillar 2. Connectivity for all: in search of a balanced territorial development through environmentally friendly mobility patterns, transports systems and communication services and infrastructures.

"A balanced territorial development is supported by recognizing the functions that mountain rural areas play in favour of urban areas. In return for the services offered by inhabitants of rural areas (such as landscape maintenance, agriculture, risk protection, biodiversity conservation) the strategy promotes development actions based on a mutual territorial relationship, such as sustainable transport systems, tourism networks, proximity distribution chains."

The second proposal originates from the experience of the Pilot Action of Veneto Region in the RURBANCE Project, which aims at connecting the urban center of Verona with the northern rural valleys (Valpolicella, Lessinia) through a system of bike paths and a network of cooperation between farmers.

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## 6.3 Torino, Ciriace and Lanzo Valleys

### Measure : River Contracts

1. Proposed by:

Regione Piemonte – Direzione Ambiente, Governo e Tutela del Territorio

2. Dealing with the pillar and implementing the action (tick one box only):

Pillar 1 – To improve the competitiveness, prosperity and cohesion of the Alpine Region

- Action 1.1 - Developing innovation and research capacity and transfer into practice
- Action 1.2 - Improving and developing support for enterprises
- Action 1.3 - Promoting high levels of employment, with the aim of ensuring full employment in the Region

Pillar 2 – To ensure accessibility and connectivity for all the inhabitants of the Alpine Region

- Action 2.1 - Better overall transport systems in terms of sustainability and quality
- Action 2.2 - Improve sustainable accessibility for all Alpine areas
- Action 2.3 - A better connected society in the Region

Pillar 3 – To make the Alpine Region environmentally sustainable and attractive

- X Action 3.1 - Reinforcing Alpine natural and cultural resources as assets of a high quality living area
- X Action 3.2 - Building further on the position of the Alpine Region as world-class in terms of energy efficiency and sustainable production of renewable energy
- X Action 3.3 - Alpine risk management including risk dialogue, to tackle potential threats, such as those of climate change

X Transversal /cross-sectorial objectives

3. Specific objective(s) targeted (refer to the strategic frame enclosed):

- To promote the quality of the water and connected environments and safety from flooding, through acting in partnership with public and private stakeholders;
- To affirm the role of the government system that goes beyond the definition of standards and plans, to engage "water system" users in shared actions for the achievement of objectives and the definition of strategies and plans drawn up in agreement;
- To promote access to environmental information to all users, as a basis for developing a sensitivity and sharing of intervention strategies;
- To promote and spread the culture of water, both from the ethical and cognitive appearance, soliciting and allowing full participation of citizens in initiatives aimed at enhancing, the protection and rational use of water resources.
- To support the implementation of the River Contracts in the alpine waterbodies.

Short description (500 characters maximum):

The acquired and shared awareness that it is difficult in many cases, only through sectorial works to achieve the objectives of the Water Framework Directive (all watercourses must achieve the goal of good), led several Italian regions to experience new directions and

measures for containment of such degradation and recovery of environmental quality, including the use of integrated and shared river basins management tools. River contracts contribute to the definition and implementation of basin and sub-basin district planning tools, such voluntary tools for strategic and negotiated planning pursuing the protection, proper management of water resources and exploitation of river basin, together with flood protection, contributing to local development of these areas. The instrument is also common in other European countries, overall France.

4. Suggestion for measure leading actor:

The Region has coordination role

Other actors to be involved: Local government (Provinces, municipalities, partnership between municipalities), Research Institutes (University), Piedmont Environmental Protection Agency, associations, private operators, citizens, schools,.....

5. Timescale - Category of measure (tick one box only):

ready to go

6. Relevant financial instruments to be mobilised:

EU structural and investment funds, LIFE+ program, private investment

7. Short-term objectives (2020):

- To realize recovery and protection actions for waterbodies provided by the River Contracts Plans
- To start up new River Contracts in most evident critical water areas

Mid-term objectives (2025):

- To achieve waterbodies quality objectives defined by the Water Framework Directive (2000/60/EC) together with flood protection (2007/60/EC)
- To start up local significantly development processes using the river and water resources (natural capital)

Measure : Regional Ecological Network

1. Proposed by:

Regione Piemonte – Direzione Ambiente, Governo e Tutela del Territorio

2. Dealing with the pillar and implementing the action (tick one box only):

Pillar 1 – To improve the competitiveness, prosperity and cohesion of the Alpine Region

- Action 1.1 - Developing innovation and research capacity and transfer into practice
- Action 1.2 - Improving and developing support for enterprises
- Action 1.3 - Promoting high levels of employment, with the aim of ensuring full employment in the Region

Pillar 2 – To ensure accessibility and connectivity for all the inhabitants of the Alpine Region

- Action 2.1 - Better overall transport systems in terms of sustainability and quality
- Action 2.2 - Improve sustainable accessibility for all Alpine areas
- Action 2.3 - A better connected society in the Region

Pillar 3 – To make the Alpine Region environmentally sustainable and attractive

- X Action 3.1 - Reinforcing Alpine natural and cultural resources as assets of a high quality living area
- Action 3.2 - Building further on the position of the Alpine Region as world-class in terms of energy efficiency and sustainable production of renewable energy
- Action 3.3 - Alpine risk management including risk dialogue, to tackle potential threats, such as those of climate change

- Transversal /cross-sectorial objectives

3. Specific objective(s) targeted (refer to the strategic frame enclosed):

- Design of the Regional Ecological Network and formulation of guidelines for territorial planning
- Definition of the Regional Nature Map
- Drafting operational guidelines in order to transpose the ecological network design into territorial planning
- Definition of the Measures for the conservation and protection of the Ecological Network sites

Concrete conservation actions in order to protect the ecological corridors through defragmentation measures, removing or mitigating the barriers and bottlenecks affecting the corridor and improving habitat quality for priority species, those of highest conservation importance and those most threatened by fragmentation, and which already show distribution and dispersal problems.

Short description (500 characters maximum) :

the realization of the regional ecological network contribute to the ecological rebalancing of the whole area. It also represents a fundamental element of the multifunctional green infrastructure network that in such area could contribute to connect its characterizing identity values. The project aims also at bringing out and homogenizing the different network designs already elaborated and remarkable amount of data and the environmental information existing in the databases within the framework of different and not always integrated studies and planning tools.

Information included in those instruments has, often, not been considered in an homogeneous manner and has not been conformed to the territorial scale which can be used for operative planning activities at the municipality level.

4. Suggestion for measure leading actor:

The Piedmont Region will have coordination role

Other actors to be involved : Local government (Provinces, municipalities, partnership between municipalities), Research Institutes (University), Piedmont Environmental Protection Agency

5. Timescale - Category of measure (tick one box only):  
 ready to go

6. Relevant financial instruments to be mobilised:  
 EU structural and investment funds, LIFE+ program, private investment by banking foundations

7. Short-term objectives (2020):

- Ecological network map
- Integrating the needs of generic land use planning with the needs to preserve biodiversity and maintaining coherence with the Natura 2000 network. This can be achieved by strengthening the environmental goals of municipal, provincial, and regional land use planning thanks to the demonstrative intent of the regional ecological network project as a whole, which was conceived within the framework of a major participation and governance initiative;
- Definition of the Measures for the conservation and protection of the Regional Ecological Network

Mid-term objectives (2025):

- Concrete conservation actions in order to protect the ecological network sites;
  - Re-establishing the latitudinal connectivity between the regional territory;
  - Reducing biodiversity loss caused by habitat fragmentation, degradation, and destruction, through the improvement of the functionality of the ecological corridors;
- Improving, whenever appropriate, the conservation status of Natura 2000 sites, other protected areas, and areas deserving of protection within the framework of the ecological corridor; Through the dissemination of results, raising institutional awareness on the urgent need for systemic interventions in favour of large-scale ecological connectivity; Encouraging a culture that acknowledges the intrinsic value of natural capital and the ecosystem services nature provides to the reference community.

Measure: Green Infrastructure, Ecosystem Services and Green Economy

1. Proposed by:

Regione Piemonte – Direzione Ambiente, Governo e Tutela del Territorio

2. Dealing with the pillar and implementing the action (tick one box only):

Pillar 1 – To improve the competitiveness, prosperity and cohesion of the Alpine Region

- Action 1.1 - Developing innovation and research capacity and transfer into practice
- Action 1.2 - Improving and developing support for enterprises

☐ Action 1.3 - Promoting high levels of employment, with the aim of ensuring full employment in the Region

Pillar 2 – To ensure accessibility and connectivity for all the inhabitants of the Alpine Region

☐ Action 2.1 - Better overall transport systems in terms of sustainability and quality

☐ Action 2.2 - Improve sustainable accessibility for all Alpine areas

☐ Action 2.3 - A better connected society in the Region

Pillar 3 – To make the Alpine Region environmentally sustainable and attractive

X Action 3.1 - Reinforcing Alpine natural and cultural resources as assets of a high quality living area

☐ Action 3.2 - Building further on the position of the Alpine Region as world-class in terms of energy efficiency and sustainable production of renewable energy

☐ Action 3.3 - Alpine risk management including risk dialogue, to tackle potential threats, such as those of climate change

☐ Transversal /cross-sectorial objectives

3. Specific objective(s) targeted (refer to the strategic frame enclosed):

- Integrated territorial government through the protection and enhancement of the landscape, the increase of the biodiversity, the contrast to the land use, the prevention and reduction of hydrogeological risk;
- To conserve and to improve natural capital and ecosystem services through planning, implementation and management of regional ecological network, the creation of green infrastructure, promoting green economy' activities, essential for sustainable development and sustainable land use.

Short description (500 characters maximum):

The project aims to promote concrete initiatives for an integrated development and management of regional ecological network and green infrastructure. Rural areas ( mountain and peri-urban) acquire a strategic role in the implementation of strategies for sustainable planning (resource management and land planning) in relation with the potential of the ecosystem services offered. These areas are then interesting to promote forms of territorial equalization between territories which consume natural resources and those producing, and adopt innovative tools and methodologies for the integrated management of environmental resources and landscape (eg. voluntary agreements between farmers and public authorities - Landscape stewardship).

4. Suggestion for measure leading actor:

The Region will have coordination role

Other actors to be involved : Local government (Provinces, municipalities, partnership between municipalities)), Research Institutes (University), Piedmont Environmental Protection Agency

5. Timescale - Category of measure (tick one box only):

- ready to go
- in preparation
- idea

6. Relevant financial instruments to be mobilised:

EU structural and investment funds, LIFE+ program, private investment by banking foundations

7. Short-term objectives (2020):

- To draft operational guidelines in order to transpose the green infrastructure network design into territorial planning, integrated with the regional ecological network map.

Mid-term objectives (2025):

- To realize integrated projects (economic and ecological aspects) regarding the agricultural areas (mountain and peri-urban) aimed to explain the economic value of ecosystem services, to enhance them, to protect cultural landscapes and to prevent and reduce hydrogeological risk.

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## 6.4 Grenoble Urban Region

The EUSALP has clearly defined three thematic pillars serving as joint strategy between the 7 alpine's States, with a strong support from regions. It appears that its governance has still to be organised to ensure the most effective coordination. The role of local authorities has been discussed superficially without concrete proposals yet. The positioning of cities is a real challenge although it was weakly spotted in the official consultation carried out in 2014 with very few urban contributions.

The right involvement of local stakeholders will improve cooperation and coordination for major projects as much as bottom-up initiatives. As a RURBANCE contribution, we can share the following observations:

- alpine context creates a strong proximity between urban areas and mountain areas with high naturalness, but fragile in terms of biodiversity and development model,
- metropolis surrounding the Alps have major influence on the development of neighbouring rural areas, whether for tourism, access to services or employment,
- considering urban - rural issues, multi-level governance cannot be implemented without a better organisation of the horizontal governance between territories.

For these reasons, finding solutions to alpine challenges requires a strong commitment from metropolitan authorities and their rural neighbours. It is necessary to find a way to associate them by taking into account the metropolisation phenomenon in a broad view, including cooperation between the urban metropolis and the other local governments that make up the territorial system.

RURBANCE project proposes to recognize metropolis as interlocutor of States and the European Union in order to implement the macro-alpine strategy when they are able to gather with their neighboring territories.

To reach this goal, metropolitan systems have to organize clusters of local actors around the relationship between cities, mountains and valleys at the scale of the functional urban area. The role of the metropolitan government is crucial because - in a composite territory - the city concentrates the working population and the main economic actors, it groups the service facilities and has a strong engineering task force. The cities authorities will have to join with other local stakeholders in a balanced and inclusive governance to consider positively urban-rural linkages.

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## 6.5 Graz and Surroundings

The functional center of Styria, the „Metropolitan Area of Styria“, is a dynamically growing region and the second largest agglomeration in Austria with about 450.000 inhabitants. It is situated directly on a transition zone between alpine, rural areas in the north and more urban, flat regions south of the border of the alps. Just a few kilometers northwards the City of Graz, after an abrupt change of cultural area, functions and landscape, you find yourself in between very rural conditions. An advantage of this situation was able to be used as a focus in the implementation of the RURBANCE pilot action: the rural areas represent important local recreation areas for the whole urban region of Graz, so they need to be secured and opened by public transport systems in a sustainable way. In an Alpine Strategy, such transition zones should be fostered through regional institutions which are able to functionally connect small administrative units, accent their strengths and use existing potentials, not at least to support a harmonic development of the region. As shown in our future scenarios, the relatively small area of our pilot action implementation should be spread over the whole urban region, where public transport is about to be thinned out due to demographic developments. So, looking on a macro regional alpine space with its high- and lower ranked mobility axis, project RURBANCE was used to approach fine, local veins and provide concepts to optimize spatial traffic exchange of both, citizens and tourists, under demographic challenges which will medium-term strike many other areas too. Measures were designed to provide the opportunity of a regional spreading, in a long-term view also regarding higher ranked traffic axis in terms of distributional role.

Regarding those European transport axis, the Metropolitan Area of Styria is located on the Baltic-Adriatic corridor (TEN axis 23), which is developed on national level by two projects to high-speed train connections: The Koralm railway project with its 140 kilometers will connect Graz and Klagenfurt and also has positive effects on the Graz urban region e.g. by the building of underground railroad crossings in the city area, while the Semmering base tunnel (26 kilometers) extends the high speed connection to Vienna. In this context, Graz again plays a connecting role by being a crossing point between TEN23 and the Pan-European Corridor Xa over Slovenia to Croatia, showing an important functional junction of the region: the axis Graz-Maribor. In summary an Alpine Strategy should not leave out regions situated on transitions but engage them to develop connections and linkages in both directions, outwards to other urban areas as well as into deeply rural areas. The institutional requirements are already given with the two project partners Regional Management Graz & Graz-Region and the City of Graz, which can draw upon many years of experience in urban-rural cooperation and development.

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## 6.6 Ljubljana Urban Region

Towards enhanced inter-municipal cooperation in Ljubljana Urban Region.

The Alps, a unique European macro region being divided into eight countries and nearly 6000 municipalities, share the same potentials and similar development issues. They are massively characterized by big metropolitan areas on the one hand and rural areas on the inner part of the Alps on the other, both being functionally interconnected. This urban-rural relationship and interdependency spans also on the level of administrative units, where the role of regional and inter-municipal cooperation constantly grows. In case of RURBANCE and especially Ljubljana Urban Region the cooperation on regional/inter-municipal level is crucial. It namely improves the competitiveness, prosperity and cohesion and provides shared solutions to common problems.

The most important advantages in inter-municipal cooperation in the Ljubljana Urban Region are in the opinion of municipalities a united performance, defence of municipal interests, connection to a bigger functional unit, coordination and more coherent regional development. The most important obstacles for an efficient inter-municipal cooperation are lack of financial support, unsuitable legislative, lack of personnel, lack of time and ideas. About one quarter of municipalities have a personnel problem when performing tasks in municipal jurisdiction. Over a half of municipalities state that the existing financial funds are too low to execute municipal tasks in their jurisdiction. According to the survey municipalities need most help from other municipalities in regulating watercourses, foreign investment, public transport, tourism promotion and municipal infrastructure. Municipalities stated that municipal tasks that should be executed on a supra-municipal level (region/state) are mainly regional planning, waste management, primary education, water distribution system, nursery school, public sewerage system, roads and transport infrastructure and environment protection. When the survey respondents answered how inter-municipal cooperation should be organized, only one municipality supported a form of cooperation, regulated by laws and implementing regulations. All the others, however, support voluntary cooperation between municipalities.

In order to strengthen inter-municipal cooperation the RURBANCE project will define a model of inter-municipal cooperation in the Ljubljana Urban Region, helping municipalities to resolve their issues jointly at the most appropriate territorial/functional level.

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### 6.7 City of Zurich and Cantons of Schwyz, Uri, Ticino

The City of Zurich chose with the Gotthard-corridor a very broad Territorial system and Pilot Area. Therefore we didn't expect development measures on a very concrete level. We analysed the situation within the corridor, took interviews with a lot of stakeholders and discussed after each step all results within the steering committee. Our main question was, how the opening of the NEAT-tunnels will influence the urban, semi-urban, semi-rural and rural regions within the corridor and what the public sector can contribute to a sustainable continuation of the already existing cooperation (today mostly within the regions, not inter-regional).

During our discussions we realised that the individual or general meaning of the expressions «rural» and «urban» is basic: partners must have a common understanding of what is «rural» and «urban». The City of Zurich, the capital of the Canton Uri Altdorf and the rural region of Leventina understand naturally very different things, when they talk about the expressions of «rural» and «urban». It is important to define in a project on rural-urban cooperation first what is «rural» and «urban» for all partners (common wording).

The Swiss Federation and the two main cantons on the corridor, Tessin and Uri, have invested a lot of know how, coordination etc. to build the NEAT-line, it is a centerpiece of some generations of knowledge. In the private sector and in NGOs there are many discussions about expected developments and impacts of the new tunnels, as well as initiatives and projects in preparation. It is now primarily the task of private companies, NGOs and civil society organisations to take advantages of new chances and to avoid risks that grow out of the new parameters valid in the Gotthard-corridor. Currently there are no evident themes that really must be installed corridor-wide with regard to rural-urban cooperation.

Our conviction is, as we show in our scenario and in our vision, that in the midterm (scenario) there will be a stronger cross-linkage and a speed up of the development between the two core cities and metropolitan areas of Zurich and Milan, and a cross-linkage of middlesized cities with a trainstop inbetween the two metropolises. Each city and region will work in this phase on its traditional skills, strengthen and develop it to the needs of the now nearer metropolitan centres. By the stronger cross-linkage of the cities and regions on the Gotthard-axis with the cities of Zurich and Milan, we assume in the longterm (vision), that the cantons and regions optimise the public transportation connections between regional centres and their hinterlands. Like that the link to and from the metropolitan centres gets stronger, which is a huge rural-urban cooperation in itself. A sustainable diversification of specialized services based on the needs in the metropolitan areas, where new needs grow usually first, can grow on the traditional skills of the regions.

It will be difficult for the Cantons and the cities to influence this development directly by cooperation-projects. There will be a natural development, that cooperation between the rural and urban regions in the corridor gets more intense, the spaces get nearer to each other. The public sector will watch and analyse the situation and will help to interconnect with appropriate measures, if and where necessary.

To summarise the technical report on discussions and many ideas of the project partners for measures in the non-governmental sector shall be distributed to interested non-governmental organisations. The public sector should for the moment primarily release pulses to the private sector, and only start new cooperation-projects where necessary. From the point of view of the public sector (cantons, cities, municipalities) this will be the path to sustainable growth and innovation. By connecting the hinterlands of the regions to the hubs (train-stops of the fast trains) to the metropolitan areas of Zurich and Milan is a very elegant way to lead even very rural hinterlands to innovation within their traditional skills. It will also be a smart way to continue the preservation work of the natural and cultural beauties within the rural regions in the corridor and to make them public and easily reachable in the same moment to the interested population of the metropolises.

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### 6.8 Bavarian Prealpine Arc

Statement for Allgäu Region,  
by ALL and LUH

#### 1. Strengthening of cross-sectoral policy approaches in settlement and landscape development

In regard to sustainable growth and innovation, the stakeholder involvement in Allgäu clearly stated the importance of settlement and landscape development as cross-sectoral issues underlying economic focuses. Regional cooperation in the combined fields of settlement and landscape can strengthen local actions and decision possibilities, and is correlated and decisive for the success of policies e.g. in energy and mobility issues. Both in settlement and landscape development decision finding is difficult due to unclear interdependencies of actors' and policies' strategies and measures. This task calls for further enhancement of research, strategic planning and citizens' and enterprises' involvement, in order to develop new adapted, effective, transparent, and lean governance forms.

In a regional focus the activities of the Allgäu GmbH as regional development agency for the 4 rural districts and 3 independent cities of Allgäu region, actually are centered in economic development, with the following aspects:

- development of regional economic clusters,
- development of a regional innovation system,
- enlargement of existing industries and businesses, attraction of additional firms,
- coordination of a regional management of business development areas and connected infrastructures, and counselling for funding possibilities,
- regional start-up initiative Allgäu,
- measures for procuring experienced business collaborators,
- marketing of the the business location and the holiday destination Allgäu,
- enhancement of Allgäu's cultural profile,

- regional organization and networking in economic development, with special regard to the tourism industry

Starting from these fields of action referred to pillar 1 (sustainable growth and innovation), the further strengthening of regional cooperation in settlement and landscape development, also including regional building culture, can be able to integrate more effectively aims and aspects of pillar 2 (connectivity for all), and pillar 3 (ensuring sustainability). Especially the strong connection between working - housing - mobility, and landscape as regional potential for identities, economy and as common task - as they have been formulated during RURBANCE activities - can become a task beyond the project and in an Alpine view. For Allgäu as specific strength the evolved regional branding in tourism and business destination marketing can be transferred to other issues - regional products, placemaking, food, etc. Adapted profiles in development and research programme will be needed with an Alpine focus in this regard.

## 2. Cooperation around the Alps (network of prealpine metropolises and territories) and enhancement of Prealpine - Alpine collaboration

In territorial development and especially in rural-urban cooperation as economic asset, a stronger relation of the territories around the Alps (Alpine Ring), and towards other poles and areas, not only in mobility issues (e.g. enhanced train connection Munich-Zurich), but in specific territorial development tasks is regarded as essential for sustainable development. In the northern Alps the connection lines refer to the metropolitan areas of Munich, Stuttgart, Zurich/Basel, and also Salzburg, with more rural territorial units as Allgäu. Rural-urban cooperation between cities and countryside has to include a differentiated view of multilayered centralities, multiform rural areas (touristic, peripheral, agricultural, infrastructural, ...), and also has to evaluate the relation to the metropolitan cores and hubs. The Leitbild of polycentric development - shown in the contribution to territorial visions in RURBANCE - for effective impact on strategies and measures can be related to the overlaying of European funding programmes now possible, and to the connected setup of project areas and measure implementation. Nevertheless high demand in evaluated project models, and in connected research is regarded necessary in this point.

## 3. New governance models ask for regional expertise and new communication forms

The combination of funding possibilities need regional expertise and regional-related programming, since projects are strongly related to specific territorial development, regional contexts, and combined sectoral fields. A differentiated approach to governance models has to take into account especially specific actors' and policies' constellations. The good practice model Allgäu GmbH as regional development agency in economic development, tourism and branding can become core of a regional competence and networking center, in order to enhance quality and impact of local decision making and action. Furthermore increased influence of municipalities, cities and districts towards state, federal and European levels can be fostered by this model of agency, transferable also to other Alpine contexts.

## 7. ANNEX 1/ THEMATIC THREADS CATALOGUE

Landscape and Agriculture

Spatial Transformation

Mobility

Energy

The structured thematic threads facilitate to compare the territorial portraits, and furtheron the development measures, of all project partners and to transfer them into an integrated territorial vision is possible. Furthermore we believe this approach allows a better communication with the involved stakeholders.

### 7.1. Thematic Thread Landscape and Agriculture

Subtopics of the thematic thread “Landscape and Agriculture”:

#### 1.1. Agriculture

Ongoing changes in agriculture have a big effect on the set up of landscapes. The tendency to split up agriculture in industrial monofunctional farming on the one hand and multifunctional agriculture on the other hand in combination with the special situation of agriculture in alpine spaces asks for different structural handling. Another topic are food short chains and regional foodsheds.

#### 1.2. Tourism

The landscape of alpine and prealpine spaces is one of the most important selling points for tourism. On the one hand the set up of a landscape effects the tourism of a region and on the other hand tourism effects the set up of a landscape. Among other aspects the touristic image of the Alps and Prealps can play an important role as transmitter for new models and identities for the Alpine space.

#### 1.3. Identifying Scenery

Landscape plays an important role for the identity of alpine territories. The goal is to find a way not to destroy a regional identity but allow changes towards a contemporary and sustainable set up of landscape. In the Allgäu e.g. the production of dairy products increases the typical identifying landscapes (green meadows with cows).

#### 1.4. New Set up of renewable energies

The changes towards a new set up of renewable energies has a big impact on landscapes. What happens with the landscape by setting up more and more wind wheels and by growing corn on huge agricultural areas for the production of biological gas?

#### 1.5. Urban sprawl

One important goal of nowadays planning is to stop the huge land consumption due to urban sprawl, that also causes fragmentation of the farming areas. This goal can't be reached with pure landscape protection. A new understanding of values is needed in order to give a redefinition of landscape. A new resilient landscape is needed which allows transformation but does not destroy the last natural qualities. This topic has an overlapping factor with the thematic thread spatial transformation.

#### 1.6. Closed loops

In order to redefine the set up of our contemporary landscape closed loops can play an important role. An intelligent use of resources is more important than ever. The use of resources directly at site which are part of the landscape can contribute to a sustainable understanding of landscape. An example are closed loops in the production of the regional products and their branding. The local products of the Allgäu are rare and most of them are dairy products.

#### 1.7. Primary Production

Rural contexts are influenced by the synergy of one primary working field with one other. A typical example is the cooperation of the sectors landscape, forestry and energy economy with the sectors tourism, industry and service. There is big potential in the research of the production of commodities and bringing them together in useful closed loops. That aspect affects all named thematic threads but in the Allgäu the most relevant impact can be seen on landscape. A typical example for a synergy are holidays on a farm.

#### 1.8. Environment

Water and air pollution, flood and landslide risk stand for the vulnerability side, ecological networks, parks, biodiversity, etc for the resilience side of this core topic of rebalancing landscape in the rural-urban relations.

#### 1.9. Environmental mitigation and compensation

In relation to agriculture, the factors environmental mitigation and compensation play a crucial role, but also regarding settlement development and transformation.

#### 1,10. Ecosystem services

#### 1,11. Governance

Capacity of the territories to cooperate for local development. This can be related to each thread by itself or also as a transversal issue (in case of "mixed" representations).

.....

## 7.2. Thematic Thread Spatial Transformation

Subtopics of the thematic thread “Spatial Transformation”:

### 2.1. Tourism

As one of the most important economic drivers of alpine spaces tourism is a big factor for the spatial transformation of the Alps. Innovative concepts of tourism are needed in order to guarantee a sensitive and sustainable further development of alpine spaces.

### 2.2. Inter communal Development Projects

Inter communal development projects are a promising approach to develop the Alps. Spatial Transformation of alpine spaces is not an easy task. There are not many qualified areas for real estate development in prealpine and alpine territories because of topographical difficulties and worthy landscapes. General tendencies of urban sprawl complicate it further. Inter communal concepts can help overcome those problems and give sustainable answers. Business parks, infrastructure, also housing, can be typical examples for possible inter communal development concepts.

### 2.3. Abandoned Houses

A not negligible problem and potential of alpine territories are vacancies in the building stock. New concepts to deal with empty houses can contribute to an approach for a new set up of the urban landscape in terms of limiting urban sprawl by activating existing building stock.

### 2.4. Conversion of decommissioned areas

There is still a big spatial potential of decommissioned areas in alpine territories. Those areas often provide the opportunity to develop spaces without destroying environmental qualities and exhausting natural resources. Examples for decommissioned areas can be former train track areas, military sites or former touristic sites.

### 2.5. Center Related Development

Conversion can also be done on a smaller scale than mentioned before. Many towns and villages have potential to densify their centers. Center – related developments are an approach to develop without further urban sprawl. That way specific qualities, urban and rural, can be enhanced.

### 2.6. Environmental mitigation and compensation

In relation to settlement development and transformation, the factors environmental mitigation and compensation play a crucial role.

### 2.7. Governance

Capacity of the territories to cooperate for local development. This can be related to each thread by itself or also as a transversal issue (in case of “mixed” representations).

.....

### 7.3. Thematic Thread Mobility

Subtopics of the thematic thread “Mobility”:

#### 3.1. Public Integrated Mobility Systems

In order to develop a new resilient set up of alpine territories innovative systems for public transport are needed. The integration of territorial separated systems of transport and the combination of different modes of traffic are an important step. This integrated approach has to overcome the existing small scale fragmentation and can help to read and use one region as a whole. New communications play a crucial role to guarantee success.

#### 3.2. Mobility for Leisure and Tourism

New concepts and offers of public transport for tourism in the Alps are needed. How can one arrive without car? This aspect is an important locational factor for tourism, as well as for leisure mobility in the Allgäu region itself.

#### 3.3 Inter metropolitan Connections

Urban hubs are nowadays integrated in a much bigger network and context than in the past. Inter metropolitan connections play an important role in a more and more globalized world. They have a big affect for the metropolises and the regions in between.

#### 3.4. daily commuting

As decisive factor for the relation of mobility systems and settlement development, and core factor for rural territories both in regard to vulnerability as to resilience.

#### 3.5. Governance

Capacity of the territories to cooperate for local development. This can be related to each thread by itself or also as a transversal issue (in case of “mixed” representations).

.....

### 7.4. Thematic Thread Energy

Subtopics of the thematic thread “Energy”:

#### 4.1. New Set up of Sustainable Energy Policies

How can regional strategies look in order to meet the needs for new sustainable energy policies and a new territorial set up? This topic has possible overlays with the thematic threads landscape and spatial transformation.

#### 4.2. Integration in European Networks

New regional energy production have to be integrated in the European networks. The effect of regional approaches have to work together with bigger European energy concepts.

#### 4.3. New Forms of Organization

New ways of governance and organisation are needed as well as a new regional competence and new networks. A good example for new governance in the thematic thread energy is the competence centre and networking institution “eza!” in the Allgäu.

#### 4.4. Governance

Capacity of the territories to cooperate for local development. This can be related to each thread by itself or also as a transversal issue (in case of “mixed” representations).

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### 7.5. Thematic Thread Society

Subtopics of the thematic thread “Energy”:

5.1. Education

5.2. Population and demography

5.3. Working places

5.4 Economic development

5.5 Migration, interior migration (rural-urban)

5.6. Commuter issues

5.7. Cluster

5,8 Governance

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## 8. ANNEX 2/ MAP CATALOGUE

see attachment folder, 82 files

Name	Änderungsdatum	Größe
RURBANANCE_PortraitMap_GRAZ_01_Landcover.png	1. Februar 2015 20:20	3,9 MB
RURBANANCE_PortraitMap_GRAZ_02_Public transport.png	1. Februar 2015 20:08	4 MB
RURBANANCE_PortraitMap_GRAZ_03_Points of Interest.png	4. Februar 2015 11:50	3,9 MB
RURBANANCE_PortraitMap_GRAZ_04_Hubs.png	1. Februar 2015 19:54	4,8 MB
RURBANANCE_PortraitMap_IUG_01_Bellelbonne_Landscape.jpg	15. April 2015 22:23	1,1 MB
RURBANANCE_PortraitMap_IUG_02_Bellelbonne_Agriculture_forest.jpg	15. April 2015 22:23	1,1 MB
RURBANANCE_PortraitMap_IUG_03_Bellelbonne_Tourism.jpg	15. April 2015 22:23	925 KB
RURBANANCE_PortraitMap_IUG_04_Bellelbonne_Urbanization_mobility.jpg	15. April 2015 22:23	870 KB
RURBANANCE_PortraitMap_IUG_05_Bellelbonne_Synthesis.jpg	15. April 2015 22:23	1,1 MB
RURBANANCE_PortraitMap_IUG_06_Chartreuse_Agriculture_Landscape.jpg	15. April 2015 22:23	3,1 MB
RURBANANCE_PortraitMap_IUG_07_Chartreuse_Urbanization_mobility.jpg	15. April 2015 22:23	2,1 MB
RURBANANCE_PortraitMap_IUG_08_Chartreuse_Tourism.jpg	15. April 2015 22:23	2,7 MB
RURBANANCE_PortraitMap_IUG_09_Chartreuse_Synthesis.jpg	15. April 2015 22:23	2,1 MB
RURBANANCE_PortraitMap_LOM_01_Metropolitan Territorial System Milan.pdf	3. Februar 2015 19:54	2,7 MB
RURBANANCE_PortraitMap_LOM_02_Landscape Environment.pdf	3. Februar 2015 19:55	2,1 MB
RURBANANCE_PortraitMap_LOM_03_Territorial Governance.pdf	3. Februar 2015 19:55	3 MB
RURBANANCE_PortraitMap_LOM_04_Milan Rural District.pdf	3. Februar 2015 19:58	2,1 MB
RURBANANCE_PortraitMap_LOM_05_Landscape Degradation.pdf	3. Februar 2015 19:57	1,5 MB
RURBANANCE_PortraitMap_LOM_06_Transformation Strategy.pdf	3. Februar 2015 19:58	2,4 MB
RURBANANCE_PortraitMap_LOM_07_Green Spaces.pdf	3. Februar 2015 19:58	2,4 MB
RURBANANCE_PortraitMap_LOM_08_Bicycle Network.pdf	3. Februar 2015 19:59	2,2 MB
RURBANANCE_PortraitMap_LOM_09_Lean Mobility.pdf	3. Februar 2015 19:59	2,4 MB
RURBANANCE_PortraitMap_LOM_10_Landscape Transformations.pdf	3. Februar 2015 20:00	3,4 MB
RURBANANCE_PortraitMap_LOM_12_Atlante Sottobacino Lambro/Olona.pdf	3. Februar 2015 20:00	3,4 MB
RURBANANCE_PortraitMap_LOM_Colophone	Heute 11:06	27 KB
RURBANANCE_PortraitMap_LUH_01_Metropolitan influences.pdf	28. November 2014 15:13	27,4 MB
RURBANANCE_PortraitMap_LUH_02_Transalpine Rail Connections.pdf	5. Dezember 2014 11:46	10,8 MB
RURBANANCE_PortraitMap_LUH_03_Allgäu Landscape – Corn for Biogas.pdf	21. Juli 2014 14:40	4 MB
RURBANANCE_PortraitMap_LUH_04_Allgäu Landscape – Mountain Forests.pdf	7. Juli 2014 12:13	19,9 MB
RURBANANCE_PortraitMap_LUH_05_Allgäu – Settlement structure.pdf	7. Juli 2014 12:02	23,7 MB
RURBANANCE_PortraitMap_LUH_06_Allgäu – Transformation Areas.pdf	2. Dezember 2014 18:06	25,6 MB
RURBANANCE_PortraitMap_LUH_07_Allgäu – Change in Population 1992– 2012 .pdf	7. Juli 2014 12:09	26,6 MB
RURBANANCE_PortraitMap_LUH_08_Allgäu – Change in Population 2002– 2012 .pdf	7. Juli 2014 12:09	26,6 MB
RURBANANCE_PortraitMap_LUH_09_Allgäu – Change in Population 2011– 2012 .pdf	7. Juli 2014 12:08	26,6 MB
RURBANANCE_PortraitMap_LUH_10_Allgäu – Public transport structure.pdf	7. Juli 2014 12:05	22,5 MB
RURBANANCE_PortraitMap_LUH_11_Allgäu – Renewable Energy Sources.pdf	2. Dezember 2014 18:10	24,3 MB
RURBANANCE_PortraitMap_LUH_12_Allgäu – Biomass plants.pdf	10. Juli 2014 15:06	23,8 MB
RURBANANCE_PortraitMap_LUH_13_Allgäu – Geothermal Energy.pdf	10. Juli 2014 15:06	23,8 MB
RURBANANCE_PortraitMap_LUH_14_Allgäu – Hydro Power plants.pdf	10. Juli 2014 15:05	24 MB
RURBANANCE_PortraitMap_LUH_15_Allgäu – Solar Energy.pdf	10. Juli 2014 15:05	23,7 MB
RURBANANCE_PortraitMap_LUH_16_Allgäu – Process Heat.pdf	10. Juli 2014 15:04	23,7 MB
RURBANANCE_PortraitMap_LUH_17_Allgäu – Wind Energy plants.pdf	10. Juli 2014 15:04	23,5 MB
RURBANANCE_PortraitMap_PIE_01_Natural and urban land use.pdf	30. März 2015 10:51	13,3 MB
RURBANANCE_PortraitMap_PIE_02_Ecology.pdf	30. März 2015 10:54	9,1 MB
RURBANANCE_PortraitMap_PIE_03_Settlements.pdf	30. März 2015 10:49	21,3 MB
RURBANANCE_PortraitMap_PIE_04_Mobility.pdf	30. März 2015 10:52	5,6 MB
RURBANANCE_PortraitMap_VEN_01_High quality crops production.pdf	4. Februar 2015 16:05	9 MB
RURBANANCE_PortraitMap_VEN_02_Relationships between the stakeholders.pdf	4. Februar 2015 16:05	1,6 MB
RURBANANCE_PortraitMap_VEN_03_Building density .pdf	4. Februar 2015 16:06	12,9 MB
RURBANANCE_PortraitMap_VEN_04_Presence of commercial services .pdf	4. Februar 2015 16:07	8,5 MB
RURBANANCE_PortraitMap_VEN_05_Accessibility in the Verona Valleys.pdf	4. Februar 2015 16:08	2,2 MB
RURBANANCE_PortraitMap_ZRC_SAZU_01_Regional Plan.pdf	2. September 2014 10:58	15,3 MB
RURBANANCE_PortraitMap_ZRC_SAZU_02_Frequency of rides on public transport.pdf	25. September 2014 07:56	8,4 MB
RURBANANCE_PortraitMap_ZRC_SAZU_03_Local Action Groups.pdf	2. September 2014 09:35	10,6 MB
RURBANANCE_PortraitMap_ZRC_SAZU_04_Index of locality divergence in 2011.pdf	2. September 2014 10:13	7,8 MB
RURBANANCE_PortraitMap_ZRC_SAZU_05_Changes in built-up areas 2002-2012.pdf	2. September 2014 10:29	13,5 MB
RURBANANCE_PortraitMap_ZUR_01_Spatial structure.pdf	7. Oktober 2014 15:28	1,6 MB
RURBANANCE_PortraitMap_ZUR_02_Foreign inhabitants.pdf	7. Oktober 2014 15:28	1,7 MB
RURBANANCE_PortraitMap_ZUR_03_Taxable incomes.pdf	7. Oktober 2014 15:29	1,7 MB
RURBANANCE_PortraitMap_ZUR_04_Science economy.pdf	7. Oktober 2014 15:29	936 KB
RURBANANCE_PortraitMap_ZUR_05_Housing stock.pdf	7. Oktober 2014 15:29	937 KB
RURBANANCE_PortraitMap_ZUR_06_Commuters outgoing.pdf	12. Dezember 2014 18:51	4,7 MB
RURBANANCE_PortraitMap_ZUR_07_Commuters incoming.pdf	12. Dezember 2014 18:50	5,1 MB
RURBANANCE_PortraitMap_ZUR_08_Social security supports.pdf	7. Oktober 2014 15:30	1,6 MB
RURBANANCE_ScenarioVisionMap_GRAZ_01_Scenario.png	30. Januar 2015 12:28	1,6 MB
RURBANANCE_ScenarioVisionMap_IUG_01_Bellelbonne.jpg	15. April 2015 22:23	2,5 MB
RURBANANCE_ScenarioVisionMap_IUG_02_Chartreuse.pdf	15. April 2015 22:33	13,5 MB
RURBANANCE_ScenarioVisionMap_IUG_03_Territorial Scenario Grenoble.tif	15. April 2015 22:33	183 KB
RURBANANCE_ScenarioVisionMap_LOM_01_Scenario Valle della Velttabbia.pdf	30. Oktober 2014 11:49	2,5 MB
RURBANANCE_ScenarioVisionMap_LOM_02_Scenario Long Term.pdf	Heute 11:24	895 KB
RURBANANCE_ScenarioVisionMap_LUH_01_Prealpine Arc – Development network.pdf	18. November 2014 14:31	27 MB
RURBANANCE_ScenarioVisionMap_LUH_02_Prealpine Arc – River system.pdf	18. November 2014 14:34	29,6 MB
RURBANANCE_ScenarioVisionMap_LUH_03_Prealpine Arc – Polycentric settlement.pdf	18. November 2014 14:35	27 MB
RURBANANCE_ScenarioVisionMap_LUH_04_Prealpine Arc – Vision Collage 1	4. Februar 2015 19:41	5,1 MB
RURBANANCE_ScenarioVisionMap_LUH_05_Allgäu – Rural-urban image.pdf	30. Juli 2014 17:06	16,2 MB
RURBANANCE_ScenarioVisionMap_LUH_06_Prealpine Arc – Vision Collage 2.pdf	8. Februar 2013 14:13	555 KB
RURBANANCE_ScenarioVisionMap_PIE_01_Integrated development.pdf	28. Oktober 2014 12:11	1,5 MB
RURBANANCE_ScenarioVisionMap_VEN_01_Scenario.pdf	Heute 11:09	4,2 MB
RURBANANCE_ScenarioVisionMap_ZRC_SAZU_01_Vision Ljubljana Urban Region.pdf	25. September 2014 07:57	10 MB
RURBANANCE_ScenarioVisionMap_ZUR_01_Scenario – Mid Term Perspective.pdf	4. Dezember 2014 14:08	62 MB
RURBANANCE_ScenarioVisionMap_ZUR_02_Vision – Long Term Perspective .pdf	4. Februar 2015 18:55	20 MB

## 9. ANNEX 3/ RURBANCE CONTRIBUTION TO AN ALPINE STRATEGY

*see attachment folder*

