

GOVERNANCE IN STRATEGIC SPATIAL PLAN-MAKING AND PLAN-IMPLEMENTATION AND IMPACTS ON LAND USE CHANGE

This interview is divided in 3 parts and has been prepared to last between 60-90 minutes. The interview will be digitally recorded and fully transcribed afterwards. The information will be solely analysed by the [CONCUR](#) team at [WSL](#) and used to prepare academic publications. Your name and affiliation will be included on the list of interviewees as well as on the acknowledgment section of each publication. Please do let us know by email if you prefer to remain anonymous. We would like to thank your participation.

PART I: STRATEGIC SPATIAL (REGIONAL) PLANNING

Please characterize the strategic spatial (regional) planning of this urban region in terms of:

1. The **historical-institutional background** and of the strategic regional **planning system**.
2. The **driving forces** behind the strategic regional planning efforts from past to present.
3. The **entities involved** (e.g. formal / informal / public / private – please provide examples).
4. The **steering entities** in charge of strategic regional plan-making and plan-implementation.
5. The sources of **inspiration** (other documents or plans/academic literature; academics/scholars).
6. The **instruments** that have been used to **support the implementation of the plan**.

PART II: GOVERNANCE DURING PLAN-MAKING AND PLAN-IMPLEMENTATION

Please characterize governance arrangements in plan-making/plan-implementation, focus on:

1. The **key elements** influencing the **governance** arrangements/practices:
 - 1.1 Were the plan-making and the plan-implementation phases guided by a **working agenda**?
 - 1.2 Please identify **interest groups** and **key players** involved?
 - 1.3 How were the **interest groups** and **key players** mobilized to participate in plan-making?
 - 1.4 Which **ideas/projects** the interest groups and key players **proposed**?
 - 1.5 How were these ideas/projects **integrated** in the plan?
 - 1.6 Examples of **change of interest groups** between plan-making and plan-implementation.
2. Please provide examples of **governance** arrangements during the **preparation** of the plan.
3. Please provide examples of **governance** arrangements during the **implementation** of the plan.
4. Please provide examples of **coordination of interests** during the preparation of the plan.
 - 4.1 Was this **coordination able to connect** interest groups/key players outside the region?
5. Please provide examples of **collaboration** between interest groups, key players, citizens?
6. Please provide examples of **negotiation** between interest groups, key players, citizens?
7. How was **civic participation** in plan-making and plan-implementation promoted?
8. Were different **types of knowledge** recognised and utilized (e.g. local, spatial planning experts)?
9. **Accountability** of those involved in the **preparation and implementation** of the plan?
10. **Adaptive capacity** of the organization(s) in charge of plan-making and plan-implementation?
11. How do you characterise the **leadership/the role of leaders** in plan-making/implementation?
12. How did **leaders** experience their contribution to **governance** in plan-making/implementation?

PART III: IMPACTS OF GOVERNANCE ARRANGEMENTS ON LAND USE CHANGE

Please focus on:

1. How did the **governance arrangements** impact **land use** change?
2. What **types of land use** were **prioritized**, if any. Please provide examples?
3. Examples of development projects that **did require changes** of the plan.
4. What is the **nature of these projects** (e.g. spatial transformation, economic, social, cope with ongoing challenges such as housing, climate change, environmental issues, transportation)?
5. How did these specific projects **impact land use change** in the urban region. Any examples?

ID1 Hamburg 30 May

I-Eduardo Oliveira WSL: You are free to reply and bring your stories and your perspectives in between then as I start, because this is an important question, in which strategic spatial plan you have been involved with because then we'll position our discussion, and the second is the name of that plan which is also very relevant for us, the timeframe of effectiveness of that plan, and the organisations involved in the city, regional entity, and so on. And upon that element, we will then focus on the main plan you think is more relevant to focus on and we'll go through. #00:00:52.9#

R-ID1-1: Mhm. Ladies first (laughing). #00:00:55.5#

R2-ID1-2: Okay. This is really the most interesting question because this is really the question which the regional plan or strategic special plan you are referring to in the metropolitan region. There is really no regional plan. We, as a metropolitan region, we are working on an informal basis so actually we do not have the competence to do any plans which are then implemented. As an organisation, or the organisation here is just a platform and the (German #00:01:43.0#) (the members) on the political and the administrative level, they are actually the ones who make/do the cooperation. So, first of all, we as an office, as the (German #00:01:59.7#), we have no competence really and no power to do anything or to make an impact, only our so-called (German #00:02:09.5#) or members have but in the cooperation, it is also informal. The decision making is all within the administrative competences and boundaries. #00:02:24.5#

Commented [E01]: RS clarifies the German word as "The members"

Commented [E02]: As an office

Commented [E03]: members

I-Eduardo Oliveira WSL: So, the organisation brings the stakeholders together? #00:02:28.6#

R2-ID1-2: Yes. #00:02:29.2#

I-Eduardo Oliveira WSL: Mhm, to cooperate upon a plan or a project? #00:02:34.9#

R2-ID1-2: Projects. #00:02:35.6#

R-ID1-1: Project oriented. #00:02:39.0#

R2-ID1-2: Yes. For a couple of years, we are working on a project base apparently because, yes, we wanted to have some more impact so therefore moving on in terms of going away from being a talking club, or just a talking club, to actually do things. We have three different funds. These are sponsored, so between the Bundeslaender, the federal states, so we have one (German #00:03:19.7#) Hamburg, (German #00:03:21.1#) Hamburg and (German #00:03:22.7#) Hamburg, and from these funds, the projects are being funded. It's purely cooperation projects so there must be things that are cross-boundary, cross-border. It cannot be a project within just one federal state. #00:03:44.4#

I-Eduardo Oliveira WSL: Cross-border among the federal states? #00:03:47.1#

R2-ID1-2: Exactly, yes. #00:03:48.6#

I-Eduardo Oliveira WSL: Can you give examples of these projects; what's involved with transportation issues or (? #00:03:57.8#)? #00:03:58.5#

R2-ID1-2: Yes, as an organisation within the office, we share responsibility. For instance, I'm the responsible person for the topics of settlement development and nature, nature protection even though it's not called nature protection (laughing) in German. It's a bit of a difficult issue. My colleague is responsible for all questions of traffic and on behalf of the economy and education. We have tourism and climate change. #00:04:39.9#

R-ID1-1: Climate change? #00:04:40.1#

R2-ID1-2: Climate change. So, within these topics, there are so called (German #00:04:46.0#) (working groups) and they consist of members from different levels but purely administration, public administration, so that will be, for instance, in my (German #00:05:03.5#) development, we have... who do we have... the federal states representatives. It's mostly ministries or (German #00:05:14.9#) which is the ministries by the Prime Ministers of the federal states. We do have the next

Commented [E04]: Name of funds

The development funds support structural improvements and development in the Hamburg Metropolitan Region. Funding guidelines set out the main focus of subsidies:

- Strengthening the Metropolitan Region's "international competitiveness" (e.g. projects in economic development, tourism and culture, including marketing);
- Public services (particularly inter-district solutions for technical infrastructure and for interlinking public transport);
- Spatial structure and land use management (e.g. settlement and zoning plans, ecosystems);

landkreise (counties) representatives, not all of them because of course within the whole metropolitan region, we have 20 landkreise and so there are only two or three of them represented in each working group, and we have the local level also represented. #00:05:48.0#

Commented [E05]: counties

I-Eduardo Oliveira WSL: Mhm, municipalities? #00:05:50.0#

R2-ID1-2: Municipalities. #00:05:50.9#

I-Eduardo Oliveira WSL: They come together to decide upon a certain project? #00:05:57.8#

R2-ID1-2: No. They come together to discuss and decide which topics should be in the focus each year and mainly it's discussions very often leading to a network event or any kind of events for the members of the metropolitan region, so we see really the nature of our organisation is networking and its communication and cooperation, then through the funds, that's a different process. In each federal state, there's a so-called (German #00:06:39.6#). That means an office where you can hand in applications for these funds. It should be that the working groups know of the applications, they appreciate them and support them. The biggest projects right now are we have so-called (German #00:07:02.4#), main projects. They have bigger funds, for instance, in my area of nature protection, we are just starting a €1 million project over three years in the area of linking by (tubes? #00:07:22.7#). So, the project is not happening in the entire metropolitan region but consists of sub-projects. We have four different sub-projects, and this one is happening in the three different federal states, and they're doing practical things such as putting back rivers into more natural states, really practical nature protection measures and stuff like this. This would be one example. #00:08:12.6#

Commented [E06]: office to submit applications for projects

Commented [E07]: 1 millions

Commented [E08]: biotopo

I-Eduardo Oliveira WSL: In these projects, they don't come in an isolated mode? They are in line with some major plan and this plan comes from this...? #00:08:28.4#

R2-ID1-2: This is not a plan. It's not a plan. It's a so-called (German #00:08:31.9#) framework. It's a framework. It's a strategic framework. This has just been

Commented [E09]: strategic framework

approved, a new one for the next couple of years but it's very general. It consists of these areas we are working in and then it's a very broad outline of what the metropolitan region should focus on, what we would like to achieve, but it's just a document of 20 pages, not even 20 pages, 15-20 pages of a document. There's no maps or anything. It's not special planning. It's a political paper. #00:09:19.1#

R-ID1-1: Something between administrative and political paper, something in between, so it's a kind of framework showing where the main focus is. #00:09:29.7#

I-Eduardo Oliveira WSL: Where the region wants to position? #00:09:31.9#

R-ID1-1: Yes, for example, this international competitiveness is a high ranking point. There are some objectives like international cooperation within Interreg or other things, and so then the projects developed or applied for should be at least in line with the (? #00:10:01.3#) but I would say more or less all the projects are in line with that. It's not very difficult, or it's quite easy to find your position in that framework, I would say, but it depends on at least political decisions of the (? #00:10:18.7#), of the organisation, the steering group, let me say, and they decide upon those projects and it's my experience are very precise in how much money is given for where subsidies go and where subsidies do not go, so it's not that easy to set something to go and then, okay, so it must be in line with that paper. #00:10:51.2#

Commented [E010]: organisation

R2-ID1-2: My decision making body is the so-called (? #00:10:53.7#), the steering committee and that is every eight weeks and consists of 30-35 person which is also a mixture of all levels; federal state, regional, local, and they are deciding upon these applications in the end from the funds. They also approved the new strategic plan which was however developed by a sub-group of this committee. #00:11:37.5#

Commented [E011]: the steering committee

I-Eduardo Oliveira WSL: But it's possible to identify a spatial plan for the city region of Hamburg with spatial information? #00:11:52.1#

R2-ID1-2: In fact, within our working area, the settlement development working group mainly consists of planners, regional planners, so they really would like... most of them really would like to have some kind of a plan or some kind of visualization or a

(? #00:12:12.1#) for the whole region but politically at the moment, it's not. It's not on the menu. #00:12:20.6#

R-ID1-1: There has been one kind of made up in the late 90's, so it's around about 20 years old. It's regional development concept, let me say, 2000, Reg 2000 (? #00:12:40.7#), and it was, I think, as usual, the process to define the contents was the main part or the main value of the document, not the document at least itself, I would say. I think the turning point of the regional cooperation because the regional cooperation, the metropolitan region of Hamburg started in the 50's at least and from that time on, late 90's, it merged from a more administrative and comprehensive planning organisation into a more project oriented organisation. This Reg 2000 described the new organizational framework as well as the background for those projects and defined them first, I think, it has been 36 identified projects the region should work on. From that time on, step by step during the last 20 years, the whole organisation merged into what I've described, into a more open, very project oriented organisation without formal regional responsibilities but working as a network of free people at least and responsible in their responsibilities. All the stakeholders stay in their responsibilities. For example, a head of a county working in one of the working groups stays responsible for his county and nothing else, and he is interested... if he's open enough of a person for the regional context so it's worth, for him, to work in this context and get another background perhaps and gets perhaps part of a network so that his county, or the county, can benefit from a project on I don't know what issue or topic; traffic, transport or whatever, and so I think the main point is everybody stays in his responsibility. For example, compared to the other regions you've mentioned, Hannover and Stuttgart is totally different. They are responsible for transport, they're responsible for healthcare, they're responsible for really large organisations. The region of Hannover has 2500 employees, but this has around about 10-12 persons in a couple of months. #00:16:09.2#

Commented [E012]: could not find this

R2-ID1-2: The big difference is the federal states because Hamburg is its own federal state so that's why the boundaries are very big (laughing) high walls, very high. It's a totally different kind of cooperation. It's actually more like an Interreg program here than the cross-border project than like in Hannover. It's easier for them than for us because we have four different federal states. #00:16:44.2#

R-ID1-1: Because the city of Hannover or the city of Stuttgart and the surrounding municipalities are part of one federal state and so they can then... #00:16:56.5#

R2-ID1-2: They have the same rules (laughing). #00:16:59.0#

R-ID1-1: They have the same rules. For example, in the Hamburg context, if there is a Mayor who wants to speak with the Mayor of Hamburg, he is speaking to a Prime Minister. I'm working for the city of Hamburg. My Mayor is head of one of the 16 federal states. He's at least at the same level like Mr. Seehofer in Bavaria or Mr. Winfried Kretschmann in Württemberg-Baden, or Mr. (? #00:17:38.8#) in Lower Saxony, so it's always difficult and it's not only up to the size, Hamburg 1.7 whatever million inhabitants and one of the surrounding municipalities of Starnberg has, I think, 2800 inhabitants. So, it's a bit difficult to have direct contact between these two persons. #00:18:13.3#

Commented [E013]: Olaf Scholz

Commented [E014]: Bavarian Governor Horst Seehofer

Commented [E015]: Stephan Weil

R2-ID1-2: There are different aspects of this. First of all, there are different rules and also different cultures. There are in fact cultural differences within the administrations. #00:18:24.6#

I-Eduardo Oliveira WSL: Which impacts the structure of the city region and the land used. #00:18:32.4#

R2-ID1-2: No, just general attitudes and of course the political, sometimes the federal states are governed by different political parties so that makes a huge difference. Then also we have of course the difference between urban and rural landscapes so we have really the dominance of Hamburg in the center and we have very, very rural parts in the surrounding, and even in the adjacent region, it's sub-urban kind of, but of course in all the other cities, they do not compare in the least to Hamburg. The example with the Mayors, it's always in terms of cities, so there's a big sensitivity about any initiatives that come from Hamburg so there's always some fear; so, what does Hamburg want, and they just want us to... it's like an octopus spreading the arms into the region and we have to protect ourselves against being overwhelmed or occupied by Hamburg, so very often discussions are very sensitive, especially when

it comes to traffic, settlement, and all of these topics where of course there are also really harsh conflicts of interest. Of course in the softer areas, it's easier to find (? #00:20:22.0#) questions. In the economy, it's a bit easier, I would say, or nature protection also, there's not so much conflict of interest but of course when it comes to traffic infrastructure development or who's financing what and all of these, where do we build residential areas and stuff like this, which is also linked to taxes a lot, and are we spreading out or Hamburg may be trying to... #00:21:00.5#

Commented [E016]: Win-win

R-ID1-1: Densify or concentrate. #00:21:02.4#

R2-ID1-2: Yes, or concentrate but all the surrounding municipalities are also trying to get a piece of the cake. Of course, there, it is a lot more difficult. #00:21:14.3#

I-EDUARDO OLIVEIRA WSL: How to manage in that case a new urban settlement or a new transport infrastructure, how to manage that from making to the implementation? Is there any leadership trying to balance interest? #00:21:36.7#

R2-ID1-2: That's what we are working for. This is, I think, really our aim but it is... #00:21:44.1#

R-ID1-1: Spatial compromises or win/win at least. #00:21:48.6#

I-EDUARDO OLIVEIRA WSL: Alright. #00:21:49.4#

R-ID1-1: Hamburg, for example, the transport infrastructure... Hamburg is interested in expanding the Light Railway system, for example. I would say, looking from Hamburg, it's something good for the whole region that there is a good structure, infrastructure, looking like these octopus' arms. That's something Hamburg is interested in and I would say that sub-urban fringe of Hamburg in the surrounding federal states (? #00:22:24.1#) and Lower Saxony are interested in that too in order to reach the center of the city and all the cultural assets or working places and so on, but looking from the city of Hannover or the capital of Lower Saxony, they think, why invest money in that system and not preferring another region? So, that must always be balanced somehow and remember there's one more prominent transport Light

Commented [E017]: Federal state

Railway expansion. Four years ago, it was a problem. (? #00:23:09.3#) said, “No, we don’t want that Light Railway from Hamburg to (? #00:23:13.9#) anymore. We would prefer a new tramline in our capital city”, and then there’s a need that our Prime Minister, my Mayor, is traveling to Kiel or the other way around or have a phone call with Mr. (? #00:23:32.8#), “Hello, what are you doing? How is there any possibility or a chance to convince your politicians in (? #00:23:47.6#) to follow our idea? Is it a question of money? Is it a question of, yes, political support? Do you need help from the national level?” So, you always have to negotiate things, for all of these things. #00:24:04.9#

Commented [E018]: Lower Saxony

Commented [E019]: Referring here to Lower Saxony

Commented [E020]: Name of Mayor of Kiel. Example of negotiation

I-EDUARDO OLIVEIRA WSL: What’s the role, if I can ask, of the city council, the city of Hamburg, or the Mayor/Prime Minister? There is a strong leadership in the process of convincing...? #00:24:19.4#

R-ID1-1: Yes, I would say... #00:24:20.7#

I-EDUARDO OLIVEIRA WSL: Or it’s more metropolitan region that tries to build the bridge between interests... #00:24:26.3#

R-ID1-1: I would say that the main objectives of the political leadership in Hamburg is that Hamburg is doing well and that at least the adjacent areas more or less the, let me say, Hinterland of Hamburg is doing well and is well connected to the center. The harbor is doing good things and it is still dynamic so that’s the main goal, I would say. Therefore, the metropolitan region is a necessary tool for the politicians in Hamburg and I think the Mayor, Mr. Scholz is not really in favor of the metropolitan region itself. It’s a function for him, it’s a necessary tool to cooperate on that field. #00:25:34.3#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:25:34.3#

R-ID1-1: He’s doing... well, Hamburg is investing a lot and also at least the region is benefiting and the city itself is benefiting too so it’s a win/win situation that’s necessary because looking to the settlement development, the urban development, the former city boundaries are no boundaries in the heads anymore. Many people are working in Hamburg or are working in the outskirts and are living elsewhere in the

region, so looking to that map, from that point of view, you can't see the atmospheric boundaries anymore. So, it's an urbanized area and suddenly there is a signpost showing, 'Now you are leaving Hamburg', or, 'Welcome to Hamburg'. So, for the people, it's not that important where they live and where they have their main living circumstances so there's a need to cooperate and Hamburg, as a small city, is forced to cooperate for all kinds of activities at least. #00:26:56.7#

I-EDUARDO OLIVEIRA WSL: So, if I ask you the key ingredients of the (? #00:26:59.1#) because you mentioned (? #00:27:01.9#) case. What are the key ingredients of this (? #00:27:05.2#) and if you want to tell this story to other cities in Germany, for example? Cooperation you mentioned, right, the networking and bringing this interest together upon what is good for Hamburg. #00:27:20.7#

Commented [EO21]: ? = success

R-ID1-1: I think one very important ingredient is that the city and region is quite prosperous. That's why we are able to cooperate and at least if there are any problems in cooperation, at least Hamburg is able to pay for that. So, it's a difference that you can see and down to the left is the city of Bremen. That's a really different situation. The core city is the poorer part of the region. It's quite a difference from Hamburg. So, the prosperity of the city and the region is quite an important stronghold to cooperate and to find ways through the jungle of administrative and political things, for example, the case of refugees is one point. #00:28:29.3#

I-EDUARDO OLIVEIRA WSL: We've talked about a lot of different things already. One thing I'm trying to understand in each case is the key elements of governance and I already understood that cooperation is paramount here in the case of Hamburg and you have the negotiation between the Prime Minister of Hamburg and the Mayors of towns and the surroundings. Could you please identify other elements playing a role in the decision making on projects? Other conclusions, if I can draw these conclusions, that the special integrations in the Hamburg region are pretty much a project preset. What are the key elements when we come to see these different developments, different transportation lines with different urban settlements? How do they take shape in the Hamburg region? #00:29:37.7#

R-ID1-1: Yes. #00:29:42.9#

R2-ID1-2: Not through us. I think this is clear, not through us. #00:29:46.8#

R-ID1-1: Not through us at least, no. That's why it's a question of... #00:29:50.8#

R2-ID1-2: We are more working in between so really our function is to keep the channels open, to be a playground for ideas, to keep discussions alive. #00:30:03.6#

R-ID1-1: To paint the ground for further investment. #00:30:05.7#

R2-ID1-2: To exchange knowledge and stuff but the hardcore planning decisions, they are being made elsewhere. They are being made in the administrations and usually that's the administration, if we talk of larger infrastructure, it's the federal states administrations because they finance, yes, sometimes the **kreise**, sometimes the counties but mainly the federal states. They are the main players. #00:30:36.1#

Commented [E022]: Government district

R-ID1-1: From the Hamburg point of view, we do have a long tradition of, on one side, formal planning tools. #00:30:48.7#

I-EDUARDO OLIVEIRA WSL: The binding? #00:30:49.4#

R-ID1-1: Yes, the land use plan for the entire city and the local binding plans (? #00:30:56.4#) developed by the districts, the seven districts in Hamburg and so we have this formal realm, let me say, but more important in Hamburg is the non-formal planning. We have always had non-formal strategic papers or maps or plans to steer the development of the city. The current one is from 2014 and describes what should happen, where the main new settlements should take place, whether the harbor should develop and to which area, and what are the main investments in the transport infrastructure. It's steering, like a framework, so it's non-formal. There has never been a formal political decision about that. It's only a paper the Mayor is asking for in my ministry for a development in housing. He asked for (? #00:32:14.5#) a paper, a document, a framework for the urban development in Hamburg and then we do that. We done it five, six, seven years ago and then in 2014, he said, "Okay, that's it". It's a very flexible instrument at least and a very open

Commented [E023]: The formal one

Commented [E024]: Ask for a paper...framework

one so that's the quality of the steering is to steer without strong instruments at least. That's important in Hamburg, and be open enough to allow at least all kinds of investments everywhere more or less and only say yes to adapt the plan to the needs of investors and the needs of, for example, the new housing strategy is integrated in that plan. #00:33:14.6#

I-EDUARDO OLIVEIRA WSL: It's very flexible? #00:33:15.9#

R-ID1-1: Yes, very flexible, but I think it's very... at least very successful, I would say. #00:33:22.7#

I-EDUARDO OLIVEIRA WSL: Which kind of interest groups, so therefore who participates in these projects if you can identify? You've said investors. Can you give some examples of what kind of investors and to what extent also the citizens, you manage the civic participation in the process, if that's possible? As I understood it, the main aim is to respond to the real needs of the region itself to the investors and others. #00:33:55.8#

R-ID1-1: On the level of the city, we have, again, formal instruments and non-formal instruments for participation, for stakeholder involvement. #00:34:06.8#

R2-ID1-2: It's the same with the other federal states. #00:34:08.9#

R-ID1-1: But we do have, I would say, other kinds of stakeholders in the city, for example, the civil society is much stronger involved than the regional or metropolitan level, and we have a wide range of instruments. These instruments are always developed very close to the projects we are doing at least. For example, in the field of housing, there are a lot of people from the surroundings when you settle a new residential area should be built then we have to organise participation of those people. In many cases, it's very successful but in many cases, we have a lot of conflicts, legal conflicts at least, and so it depends on the project as to who is the driving force for a specific project. For example, today in the newspaper, we could read that the area where the Olympic Games 2024 should take place, part of the harbor, and now the Mayor says many times, it will stay harbor area. The only point

is if we do have Olympic Games in Hamburg then it will be merged or transformed from a harbor area into a housing and events center but now the harbor seems to be interested in giving up this area and now the perspective is changing. So, there is nobody living there at the moment, only people working there, so we have to deal with those stakeholders, strong stakeholders from the economic side in the harbor institutions to negotiate with and see what their aims are, their timeframes, what do they want to earn or to benefit from, and so step by step, the urban shape or the urban pattern is transformed into the other needs of the people at least. #00:36:44.0#

I-EDUARDO OLIVEIRA WSL: With the aim of building consensus about this? #00:36:45.9#

R-ID1-1: At least it's always a question of having consensus. #00:36:50.4#

I-EDUARDO OLIVEIRA WSL: But is any entity playing this role of bringing the interest together or organizing an informal way to negotiate? #00:37:04.4#

R-ID1-1: No, starting with negotiations and very small groups discussing things; what do you want, if I do that then I would like to have these things or this money or compensation, and then the next step is to have a kind of masterplan for such areas and then at least there is the change of legal plans. During the example I mentioned of the harbor area where nobody lives, so the type of participation is quite different. In another way, people already live and have their private rights towards planning of cities so it depends on the project. The whole city development is depending on projects and the quality, I think, is how to integrate the different interests. It's not only counting on support but always the interest of the investment, of the investors, but sometimes it's necessary and in many cases, it's necessary to follow their ideas and perhaps to steer these ideas so that the most benefit for the city society at least. #00:38:41.5#

I-EDUARDO OLIVEIRA WSL: Do you want to add something on this? I understood that it happens in a less organic way or less formal way, that things come with discussions, with negotiation, and the stakeholders do not have to follow strictly a plan or decision but they work together on the project and this project will lead back

to some users or some spatial transformation in Hamburg. Would you like to add to this? #00:39:21.8#

R2-ID1-2: That wasn't the level of the city of Hamburg or the federal state of Hamburg. He was only referring to that. He was not referring to the metropolitan region as such because here in terms of our projects that we finance from these funds, we don't really have civic participation at all, not at all. All we have is participation maybe of non-governmental organisations as project partners. This is possible, for instance, or as co-financers. We only finance the project up to 80% for the bigger projects and 20% has to be financed by either the municipalities, by the counties or from other sources. Very often, yes, organisations from the realm of non-governmental organisations jumping in here and taking part. In terms of population and metropolitan region, I would say they only know us mainly as a term, not what we are and what we do, and we do a lot of campaigns in tourism, in the area of tourism, doing day trips and stuff. We have regular campaigns each year, for instance, 99 favorite places within the metropolitan region where we try to collect a lot of interesting site seeing places or cultural... industrial culture campaigns where we have, yes, each year there's a day, an open day for these spots which you can't normally visit or which are not very well known. So, in terms of population, they only know this part of us but other than that, we are really entirely a networking platform for administration and politics. #00:41:46.5#

I-EDUARDO OLIVEIRA WSL: Okay, but you do cooperate with the federal state? #00:41:50.7#

R-ID1-1: Mm. #00:41:51.0#

I-EDUARDO OLIVEIRA WSL: And with representation from the federal state. This is relevant for us for the project, is it possible to identify with some concrete examples on the cooperation between the metropolitan region and the federal state on specific intervention in the region overall? #00:42:13.0#

R-ID1-1: Innovation??? #00:42:14.4#

I-EDUARDO OLIVEIRA WSL: No, no, some intervention, changes on the land use, some specific project. We have the case of Hafency that they work together with the federal state and with the stakeholders of the other authorities. Is it possible to identify any concrete example of land use change? #00:42:44.1#

R2-ID1-2: No. Our intervention is never direct. We may be in the realm of the whole discussion and the whole process and things are also communicated through us but when it comes to the decision on land use changes or infrastructure, really implementing infrastructure, then it's the (? #00:43:06.3#), then it's the administration that is responsible for these kinds and they are talking directly. In our main decision body, the steering committee, they are usually... on a regular basis, the members are not from the single ministries but usually from the (? #00:43:30.8#) which are the ministry that is... #00:43:39.3#

Commented [E025]: The administration. The federal administration.

R-ID1-1: Chancellor, the State Chancellor, the office of the Prime Minister so it's influenced directly... #00:43:47.7#

R2-ID1-2: Mhm. So, whenever they come together, there is a topic that concerns special themes, for instance, transport then they have to refer back to their ministries and the federal states. For instance, recently we tried to formulate a common letter to the (? #00:44:06.0#) Minister on the national level, this huge document, the (? #00:44:15.6#) plan which is giving different priorities to major national infrastructure projects and what we were trying to achieve was a joint letter supporting the projects that were named for the metropolitan regions. Actually it didn't happen to this point after several weeks of discussion because they couldn't agree on which project that were not given priority should be named or not. So, the whole idea of what this letter should be or what the function of this letter should be, they couldn't have an agreement on it, and that was not because of a conflict in the steering committee and the members, not because of the people who came from the Chancellor but from the people in the background in the ministries. So, you see, we don't have a lot of power. We are totally dependent on our background, on the background from the political level, which is a whole different story, and from the ministries that are responsible for certain issues. #00:45:35.4#

Commented [E026]: National Federal State

I-EDUARDO OLIVEIRA WSL: But this happens pretty much in a (? #00:45:37.0#) approach and then you have the projects at the metropolitan region level, you have these projects than at some point do you bring them to another level for a second approval then again there is an isolated mode but they are interconnected or they represent interest of the metropolitan region as a whole, but then you mentioned that you tried to design or create this letter then you bring the projects together somehow. How does this happen with the projects in the metropolitan regions, those that cooperate in the metropolitan region, they are free to develop projects but the projects respond to a higher level guideline/agenda or that just happens if it's needed? I'm not sure if I'm being clear here. #00:46:41.7#

Commented [E027]: Bottom-up approach?

R2-ID1-2: The project... #00:46:44.0#

I-EDUARDO OLIVEIRA WSL: I'm trying to understand if this happens in an isolated way or in a structured? #00:46:50.3#

R-ID1-1: I would prefer this isolated way. #00:46:53.7#

R2-ID1-2: Yes, because it's money that is set aside for this purpose and it's not a lot of money. We're talking about €2 million per year for these projects which is not a lot of money so, yes, and here, it's really projects that are... as I said, it's projects that are not in this sense regional as we are talking about projects that cover Hamburg and the surrounding or even a larger region. It's projects that happen (? #00:47:41.2#) like with this nature project, it's happening here, and some things are happening in this area. Some things are happening here, so just small spots and so from the 20 counties, there are maybe in this project, five or six counties are taking part. So, it's the dimension of these projects, it's not projects that cover the whole area or not even a large area. I have another project in (? #00:48:18.5#) which is about the redevelopment of inner cities and it's... how many partners do we have, five? #00:48:30.6#

Commented [E028]: Talking about projects

Commented [E029]: Mentioned a specific project

R-ID1-1: Five sub-partners. #00:48:32.2#

R2-ID1-2: In five cities. #00:48:33.4#

R-ID1-1: Yes, communities or municipalities working. #00:48:36.8#

R2-ID1-2: So, tiny bits and the idea of this project is that they should first of all be pilots, so develop things that, within the whole region, could be used, make use of, and the idea of getting the communication going and looking beyond boundaries, local regional boundaries but, yes, it's a kind of protected space underneath this whole federal state level. This is something that... this is the really where things happen. #00:49:22.6#

R-ID1-1: From Hamburg point of view, in many cases I would support your strong point of working in an isolated situation. I think in many, many respects, there is an isolated... for example, there's this idea of having this development in the heart of the city where the Olympic Games should take place in 2024. So, no, we don't have these Olympic Games but whether this area is going to be developed or how the land use should look, it's not up to the region. It's an isolated decision in Hamburg. Nobody would ask the region for that. When we are going to build a residential area in the outskirts but within the city boundaries of Hamburg, it's at least an isolated decision. #00:50:23.3#

R2-ID1-2: This may be a good example. For instance, Hamburg is planning a settlement development on a large scale right at the boundary with another municipality and within the federal state. Still the situation is now that there is not much talking about this and not much exchange about this. This is what we're trying to change and what we're trying to achieve is a change of mind set in a way but (laughing) of course it would be nice if we had more formal competence than this but we don't, so all we can do is really change attitudes, make people aware that there is a life between boundaries. Just before you came, we were talking about something called (? #00:51:10.9#) which is a spatial development plan. Of course, they are digital in form although not in all cases are they in digital format so Hamburg is now offering to have these spatial development plans digitalized and they will also finance it. This is really what we're talking about. This is the dimension of... we are at the starting point though. There's the mountain of cooperation and we are more (laughing)... #00:51:47.7#

Commented [EO30]: Spatial development plans – in digital form

R-ID1-1: Early beginning. #00:51:49.3#

R2-ID1-2: We haven't gone very far because just the idea, there's also maybe some... it could be that the municipalities in the surroundings might even reject the offer to have their spatial development plan digitalized and financed by Hamburg because, as I said, before hand there's a big fear that Hamburg could know what their plans are on the other side of the borders, so we are at that point, a bit better. #00:52:27.9#

I-EDUARDO OLIVEIRA WSL: Is it a plan for all the metropolitan region of Hamburg or a different plan to bring all these dimensions together? What is missing here in this stronger cooperation, the metropolitan region with some more decision making capacity? #00:52:53.1#

R-ID1-1: Many stakeholders, especially quite a few from Hamburg in the region, in other federal states and the counties fear about being dominated at least by interest from Hamburg. For example, at the moment, we have this high ranking aspect of housing policy. We need a lot of new houses for people because the number of inhabitants is increasing rapidly with the refugees as a running aspect, so there's a need for more housing and it's very difficult to have an entire strategy for the region, and the metropolitan region was to inform, to convince the whole region that there was an entire problem at least or an entire challenge for all of us. #00:53:54.5#

I-EDUARDO OLIVEIRA WSL: Very clear. #00:53:55.6#

R-ID1-1: So, I would say there are lots of more or less isolated decisions but the region is necessary and quite useful to at least pave the ground for better information, for transparency, for negotiations, for getting into contact about it, I would say, without the metropolitan region of Hamburg. It's a bit too much but nobody would know where Hamburg is going to build the new residential areas, so it's necessary that there is an organisation forcing at least people together, forcing by real power but by saying, "Come together. Here is a person from Hamburg and there are persons from some counties, and the person from Hamburg will inform you about

that, and you are going to inform the person what you need to convince your politicians”, so it’s always plainly done. I think that’s the quality of this non-formal cooperation to be open and flexible. #00:55:15.6#

R2-ID1-2: Because Hamburg is in the center and then we have (? #00:55:22.2#), there’s Kiel, Hannover and Lower Saxony, and from the administrative and political perspective of course, the municipalities here and the counties here. All the information goes into this direction and all the responsibilities are in between here, so same here. Yes, we are trying to get at least some of the information or some of the thinking in between here, right, but it’s just the nature of the system of course because of federal states and because of financing that administrative structure that that’s the natural thing and that’s why it’s so much easier, you will see probably, in Hannover and Stuttgart. It’s the same federal state. #00:56:32.0#

R2-ID1-2: And we are not able to change boundaries like in Hannover, for example. They have changed the boundaries. That’s quite difficult. It’s more or less impossible. We talked about it during lunchtime today in my ministry with colleagues; why is it impossible that Hamburg is going to incorporate other municipalities, surrounding municipalities. One main point is because the boundary of Hamburg is not only a city boundary but it’s a boundary of a federal state, so we should ask all the national institutions at least, the Bundeslaender, or whatever to change something. It’s impossible. #00:57:26.4#

R2-ID1-2: So, even though there’s always some talk of the (? #00:57:27.7#), to have a new federal state is too much in Hamburg, but it’s not going to happen, never ever. #00:57:38.6#

Commented [E031]: Talking about merging states.

R-ID1-1: I don’t think it will happen, not in my life time. So, at least it seems as if Hamburg is in a very strong position but I don’t think so because Hamburg at least is forced to cooperate. If we want to expand the Light Railway, we need the region, we need support from the other federal states in order to convince the national level who are spending money and giving subsidies to that, or to expand the harbor area. There’s always the need to cooperate and to have new settlements. #00:58:27.5#

R2-ID1-2: Space is limited and the surrounding has a lot of space but not the economic power so they all depend on each other definitely but, yes, the mindset is not quite there (laughing). #00:58:48.2#

I-EDUARDO OLIVEIRA WSL: These projects are funded by federal states money, national European Union project? #00:58:56.7#

R2-ID1-2: Not at the moment. At the moment, it's all federal states money. Because we have just three funds, so they're sharing, for instance, (? #00:59:14.3#) in Hamburg, they give each €150,000 per annum into their fund, and then we have larger funds. How much is it per year? #00:59:25.0#

Commented [E032]: Refer to a specific funding scheme

R-ID1-1: €600,000. #00:59:26.3#

R2-ID1-2: It's double, right, €600,000 for the other two, but we are planning with this mentioned structural reform. We will incorporate a so-called project office in our office. At the moment, we are not a formal entity. That means that we cannot, for instance, be project partner ourselves because we are in fact a part of this ministry of economics of Hamburg, this building here, (? #01:00:00.8#). #01:00:03.7#

Commented [E033]: Talks about the Department

I-EDUARDO OLIVEIRA WSL: Okay, (? #01:00:04.0#) economics. #01:00:05.4#

Commented [E034]: Part of economics

R2-ID1-2: Yes, traffic, transport and economics, so we are formally part of this. In fact, the employees are not only partly employed here. For instance, I am representing the Chancellor of Lower Saxony. This is my employer and I'm sent here as a deal. It's not only the money in the funds but they also finance the employees of this office. So, from the beginning of next year, we will have this project office and then at least the expectation or the hope is that we will become project partner ourselves in getting, for instance, European money or whatever. #01:00:59.0#

I-EDUARDO OLIVEIRA WSL: So, do you foresee or envision that the power of the decision making capacity of the metropolitan region will increase? Will you be able to convince them to give you some more capacity to decide upon as you deal with other interests, interest groups, key players? How do you see this evolution? #01:01:28.1#

R2-ID1-2: I think we are both skeptical (laughing). #01:01:33.9#

I-EDUARDO OLIVEIRA WSL: With the aim of making the region of Hamburg stronger or making a national competition or international competition? #01:01:45.9#

R2-ID1-2: Well, from the discussions of the last... #01:01:50.6#

I-EDUARDO OLIVEIRA WSL: You probably have your own ambitions that you want to be stronger? #01:01:54.8#

R2-ID1-2: But from the discussions within the steering committee for the last year, we really had difficulty agreeing on... #01:02:05.8#

R: Minor things. #01:02:07.3#

R2-ID1-2: Minor things (laughing) formulation sometimes because of this background, you know, because every representative has 10-15 people in the back having an opinion on things, so we have like 150 people formulating a strategic framework. #01:02:31.5#

R-ID1-1: You have got to always bear in mind that from my administration, in my background in the administration of Lower Saxony, it's really... we are not forced to have a positive vision. From my perspective, it's always said, "Okay, go to the meeting of the metropolitan region but don't be too optimistic or forward driving. Don't do too much. Always think about resources. You have this 85% who are doing things for the urban development of the city of Hamburg", and so in many cases, the administrations of the federal states are not forward driving. They want to keep their responsibilities and say, "If you want brought up (? #01:03:40.9#) or whatever, go into that organisation and cooperate but not more than that. Don't make any decisions against the administration at home". At least the administration... I think the federal administrations would like to see a more or less stable situation in the metropolitan region. I don't know any of the federal administrations saying there should be a new perspective, a new positive future to get a much stronger

Commented [E035]: YVONNE BRODDA or GUIDO SEMPELL go to that organization and cooperate

organisation on that really. #01:04:23.9#

R2-ID1-2: There's no ambition at the moment really to turn down the walls, not really. #01:04:33.6#

R-ID1-1: Give up some responsibilities. #01:04:34.8#

R2-ID1-2: It's nice to kind of look beyond and have this network, talk to each other, and we always say (? #01:04:46.4#) equal and I think the regions that are at a greater distance, more rural and not as prosperous, have a lot of structural problems, they all hope that they will profit from being a member in the metropolitan region because of course a lot of people commuting there on a daily or weekly basis. #01:05:31.7#

Commented [E036]: Equal negotiation

I-EDUARDO OLIVEIRA WSL: But the least developed areas, are they going to come here, as an expression, to try to convince you to support some project there? #01:05:49.0#

R2-ID1-2: Yes. #01:05:50.0#

I-EDUARDO OLIVEIRA WSL: They can do it. #01:05:50.9#

R2-ID1-2: Actually, some of these rural areas, they're our most active and our most growing in the metropolitan region and not the ones adjacent because they are also the conflicts of course. In the adjacent areas and these topics, there's a bone of contention. Of course, with the rural areas and being apart, there's not as much conflict. There's only the advantages of cooperation even though very often in discussions in the working groups that we have, they feel that they need to remind us that it is not only Hamburg and the Hinterland in the metropolitan region but there's also us, hello, in the second row. Especially from the Eastern part of the counties; (? #01:06:48.1#), they have really been very active in the projects and just taking part in the working groups, which I'm not quite clear why this is, why they are so much more active than, for example, the local and regional level from the surroundings. Do you

Commented [E037]: counties

have any explanation for this? #01:07:13.6#

R-ID1-1: Perhaps it's a question really of persons. Sometimes the counties in Eastern Germany are not run but they are leading figures much younger than in the Western parts so (? #01:07:29.7#), the person doing the transport issues was a very, more or less, young person, 34 or 35, so this could be something but I don't know. #01:07:44.1#

Commented [E038]: referring to a person.

I-EDUARDO OLIVEIRA WSL: The leadership...correct me if I am wrong but you mentioned they can join these discussion groups or the working groups but then they come here, the leader comes here or let's say the representative sort of counsel. #01:08:08.0#

R2-ID1-2: Also, I would say, the political level from these counties, they are further apart. They very often are doing representative tasks for us and they are much more enthusiastic like (? #01:08:21.3#), the Mayor of (? #01:08:27.5#) who has now become the capital of (? #01:08:30.9#) has just now become a member of the metropolitan region. They are more visible actually than let's say the representatives from... can you say that? (? #01:08:50.8#) in the Northern part is also quite active. I think it's more... I have to correct myself, I think there's more a difference between (? #01:08:59.8#) and Liedersachsen. Liedersachsen's tendency is really to stay away a bit whereas (? #01:09:09.8#) and Hamburg also have a longer tradition of a bilateral cooperation. Lower Saxony is... I don't know why this is. #01:09:23.3#

R-ID1-1: A lot of (? #01:09:23.7#) in the Lower Saxony regional planning is after the counties, they are responsible for that. So, they are the (? #01:09:32.8#), governor or the head of county is, or feels to be, stronger or in a very strong position, and compared to (? #01:09:45.5#), I would say... #01:09:47.0#

R2-ID1-2: Lower Saxony is a political role and Lower Saxony is not. It's an administrative role. They are not being elected whereas in Lower Saxony, there are political figures that are elected so this makes a huge difference. #01:10:02.9#

R-ID1-1: So, they are interested not to give up any responsibility to an organisation

like the metropolitan region where Hamburg and other small towns and whatever are playing a not really visible role perhaps so they are always trying to stay in their responsibilities, are very active in their responsibilities. #01:10:26.7#

R2-ID1-2: The weather forecast was right after all. I doubted. #01:10:31.3#

Commented [E039]: Parallel comment

I-EDUARDO OLIVEIRA WSL: These are interesting elements and I do believe I will come to a stronger, not necessarily conclusion but the fact that I have other German cases and other regions, the Hamburg case will stand as being different in this context I'm sure as I get a bit more of the unique single document plan, strategic plan, which will guide all the interventions in Hamburg that things are working in at least a planned way, coordinated, and a negotiated form of special interventions that will take shape. #01:11:17.6#

R-ID1-1: From my point of view, it's a bit difficult to have these three examples from Germany because I would say that the Stuttgart region, the Hannover region are not similar but compared with each other, they are really in a very strong position in regional planning because they have a lot of formal responsibilities given from the federal state to the regions which makes them very strong. The Hamburg case is really different because the Hamburg metropolitan has never the legal responsibility but there are other regions, for example, I would say the Berlin Brandenburg, they had a very different... in some cases, comparable to the city state, federal state, and things. They're comparable to the Hamburg situation but they don't have any formal responsibilities again without regional planning. They are responsible for regional planning so comparing all the city or regions in Germany, the setting is always very, very different and sometimes they are polycentric or more monocentric like Hamburg, and so it differs a lot. It's whether there are any federal state boundaries crossing somewhere or not, so it differs a lot. #01:12:51.8#

I-EDUARDO OLIVEIRA WSL: Do you see Hannover and Stuttgart more close to each other? #01:12:53.8#

R-ID1-1: Yes, I would say. Cologne, for example, the region of Cologne is something quite different to Hamburg and Stuttgart or Hannover, or we can take Berlin, Munich

are always quite different. #01:13:12.9#

I-EDUARDO OLIVEIRA WSL: Something to think about. #01:13:13.2#

R-ID1-1: Yes, okay. #01:13:17.3#

I-EDUARDO OLIVEIRA WSL: Well, the time we have planned is almost over and also in terms of our talk, we have covered different elements. In terms of the question of the agenda of these projects, I understood that they do not necessarily follow any plan of agenda for the metropolitan region. They come for... #01:13:53.0#

R2-ID1-2: Exactly. We have the strategic framework but we are not doing project development. I'm purely reacting to the initiatives that come from the region and from the (? #01:14:03.0#), from the members, so somebody has a project that, yes, maybe he comes here and we will have a talk and say, yes, that would fit or not, and make some recommendations, but I'm not really initiating projects. We are not initiating projects. The initiative is always coming from the region, from the municipalities, from the counties, whoever. #01:14:25.4#

Commented [EO40]: members

R-ID1-1: I think it's quite important. Yes, from the Hannover point of view, it's a miss. #01:14:32.5#

R2-ID1-2: And that's why we are having this project office. #01:14:35.4#

R-ID1-1: We would like to have a more active role. #01:14:38.5#

R2-ID1-2: Because we were starting to talk about possible evolution within the metropolitan region so we are quite pessimistic obviously all of us. There's not the political will that there is something more formal or that we will get more competences, so therefore the solution is to have this project office and to do more active project development. I think it's not that outspoken but I think it's a good plan that we can become more active and have more effect by initiating projects ourselves. #01:15:31.5#

I-EDUARDO OLIVEIRA WSL: This project initiator that you call it, do you have knowledge on how he/she comes to build this project? Do they listen to people in their counties, is it an idea of one person, or also a decision with other persons going a little bit down to the level or down to...? #01:16:03.8#

R-ID1-1: I would say, in many cases, it's specific persons being interested in, maybe politicians. In most cases, they are people from the administrative level but from the lower administrative interested in (? #01:16:27.9#) development, for example, biosphere development and then they are interested in real estate development in a specific area then they are thinking who is a good partner for cooperation, who would be able or who is necessary to take on board to go to the next level and then up to a certain point, it's necessary to think about money; what do we need for that, and then the metropolitan region with the funding system is a relevant partner for that. Probably, I would say, not being too pessimistic, there will be other resources for funding regional projects then they are always welcome but the metropolitan money is welcome too. #01:17:27.2#

Commented [E041]: Biotopo / Biosphere development

R2-ID1-2: And its easy money. #01:17:27.9#

R-ID1-1: Yes, that's easy money. #01:17:29.3#

R2-ID1-2: In comparison to EU funds, it's so much easier. My background is Interreg program and even though a lot of people complain about how difficult it is to get the money in the end and to do the paperwork, I'm always just laughing. It's like 10-20% of the time and effort and it's so easy to get really and it's so flexible. It's really flexible. #01:17:55.7#

I-EDUARDO OLIVEIRA WSL: One of the elements from our set of governance elements is knowledge, expert knowledge and local knowledge has been – as reported in literature - as an important element of governance then I see a lot of, and correct me if I'm wrong, a lot of local knowledge on these project initiatives. What I mean with knowledge here is people that really know what is going on in their reality and they want to cope with some challenge they are facing, they want to overcome some issues then they decided to build this project. Do you see that they represent

reality and represent a real need? It's not just expert knowledge telling them, "Let's build this project because we read something is really coming from the ground"? #01:18:52.9#

R2-ID1-2: No, it's very grounded and its very real problems that are addressed in these projects. For instance, one big project that has been running for the last four years, three or four years, is about demographic change and (? #01:19:11.4#) ... I should know it but... #01:19:18.9#

Commented [E042]: Basic infrastructure, regional infrastructure, schools...

R-ID1-1: Basic infrastructure, regional infrastructure, schools. #01:19:28.3#

R2-ID1-2: Yes, the general basic infrastructure, yes, is becoming more and more problematic in less densely settled areas and rural areas where you don't have enough children to have a school or where the last shops are closing down, local shops, so there we have quite a big project running so really it's needed. These projects are based on the needs of the municipalities and the regions. Another project is inner city development. These are, for instance, the city of (? #01:20:11.8#) or (? #01:20:15.3#) where an inner city area that is almost deserted so it's a problem that many of the municipalities have in the whole metropolitan region and it's really... also with nature protection, it's not so much a need but it's logic to combine the efforts in planning these protected areas and combining. So, I would say it's bottom up, and not top down. We have the strategic framework but it's quite general and a lot of things are fitting in there (laughing) practically and it's not that there is an... there are some ideas written down for projects in fact in bullet points but these come from the working groups, the working groups that are closer to the everyday life, let's say, and they have delivered the ideas to the steering committee and then we will have the negotiation of whether it should be in there or not. For instance, nature protection was an issue, but to what extent of the formulation, whether we should have nature protection in itself or as a tool for tourism. This was the discussion in the steering committee. It was both ways, I would say, top down and it was an exchange process of what was in the strategic framework. #01:22:01.6#

Commented [E043]: Examples of Municipalities

I-EDUARDO OLIVEIRA WSL: It's possible to access the strategic framework that's ongoing? #01:22:04.2#

R-ID1-1: Yes, of course. #01:22:05.9#

I-EDUARDO OLIVEIRA WSL: At the conclusion of these interviews, we are also doing a content analysis of documents and it would be great if you could send whatever you think is relevant. It's not something we will be working on immediately so the interviews will take some time, four or five months, but when we are doing this content analysis, it would be great if we can access this. Even if it's in German, that's not a problem. We have people there. I will ask in the end if you have any other comments you would like to add? I have reached the time I had planned for the interview and for me, it's already clear how these special projects work. #01:22:58.3#

R-ID1-1: One I would like to mention is to remind you at your further discussions or further research is a question of size. The metropolitan region is quite large and I would say much larger than all the other metropolitan regions in Germany despite the stupid organisation of the metropolitan region and capital region of Berlin and Brandenburg. They are coming fully into two federal states. It's very easy to do that but it's without any... I would say no statistical background, so the question of size is always something that disturbs me in a way because as Yvonne said, we have a very heterogeneous setting of problems in that region. We do have this dynamic center, let me say, incorporating Hamburg and the surrounding areas, and we do have, on the other extreme, very structural weak areas including rural ones, (? #01:24:21.8#) ones, so it's a challenge. I think it's positive to have this idea of urban rural partnerships, to have those incorporated. On the other hand, I think sometimes the size of the region, to take all these different perspectives in and having the background of such a multi-governance level and these conflicts we tried to described, it's a real challenge to have this large ship steered somehow, you know. It's very large. We have 5.5 million inhabitants. We have Hamburg, we have other growth (? #01:25:17.1#) or (? #01:25:20.4#), for example, but we have a really rural majority in terms of the size. To take all of these problems and challenges, experiences and expectations of the members in and organise these expectations in such a multi-governance, I think that's... #01:25:48.2#

Commented [E044]: Peripheral ones

Commented [E045]: Lubeck...other municipalities...other growth poles

R2-ID1-2: A huge hindrance, I would say, personally. Please don't cite me on this

(laughing) because this is not official policy. The official policy is urban, rural partnership and that we are on an equal level but at least we try to get everybody into the boat but it is totally ignorant of the functional interconnections. So, for instance, we recently had a discussion at a working group meeting where we wanted to do some projects or some events in housing, in the future of housing, and we have a lot of pressure in the center of the metropolitan region with prices skyrocketing and we have a lack of areas of where to build and then I just remembered the comment of (? #01:26:54.6#). She's from (? #01:26:57.2#) where like, "These are all not our problem. Our prices are like €5 per square meter average and it's double here at least if not more". If we do an event, there's always a question of who it's for. Of course, the pressure in the middle but the members from the more rural areas and the second row, they feel a bit ignored so we need to address the specific problems of the rural areas and other things. It's a huge hindrance and from a functional perspective, it would make more sense to have a smaller region. I ideally hope that we will not have another extension towards the North (laughing). #01:27:52.3#

Commented [E046]: Name of a person

Commented [E047]: Name of a Municipality...

R-ID1-1: It causes a problem sometimes that people from Hamburg, from the Hamburg administration are not interested. If you see many of the projects Yvonne mentioned, there is sometimes a partner from Hamburg but sometimes with really another perspective on an issue, for example, this inner city development issue or raising density of housing. That's something we do need in Hamburg or are going to do in Hamburg or to support in Hamburg but in the other examples, it's sometimes very small scaled, not hamlets but small towns or small cities cooperating. I've been asked many times; why should I take part in such a project? There's nothing in it for Hamburg, for solutions in Hamburg, so why do we finance some of the project? It's good to have the metropolitan region and they're doing well with some events and developing the identity, the mind set, and intervening when it's about transport, the largescale regional of all the German transport infrastructure then it's good and necessary. #01:29:20.0#

R2-ID1-2: If we had the competences but we don't so this is not our area really. #01:29:24.3#

R-ID1-1: Sometimes that's the matter of size but as Yvonne said, it's formally the

larger the better, I don't know, in many respects but from my point of view, it's too large. #01:29:46.9#

I-EDUARDO OLIVEIRA WSL: I also read about this project to connect the region to Denmark but that's not taking shape any longer? #01:29:58.5#

R2-ID1-2: It's sometimes cropping up and I think some would like but at least it's not going to happen any time soon because everybody's fed up with the last change of the cooperation contract. #01:30:15.1#

R-ID1-1: For example, from the Hamburg point of view, this example with Denmark or others. It's because, again, it's another perspective. The federal state of Hamburg is doing its own formal policy within the framework at the national level but we have specific links and linkages to, for example, Stockholm and Copenhagen to try to develop it and to deepen it or to (? #01:30:48.5#) that something which is quite important for Hamburg and its innovative thinking or whatever so sometimes those contexts are included or integrated in the metropolitan cooperation but sometimes they are outside of that. For example, (? #01:31:10.3#) cooperation towards (? #01:31:13.1#) region is something quite outside the metropolitan. It's not involved. Other cooperation, transnational, cross-border cooperation, sometimes the metropolitan region takes part. Perhaps if there is this project bureau then it will be an improved setting but I don't know. We will see. I think this project bureau is a positive development and I'm thinking it could be a good instrument. #01:31:50.7#

Commented [E048]: Broadening

R2-ID1-2: Come back in three to four years. We have five years of projects so to see how we are developing. It will be interesting. At the moment, it's not very clear ideas about what this project office should do, in which direction, and how it is integrated into the strategic framework. At least I don't understand it. #01:32:12.7#

I-EDUARDO OLIVEIRA WSL: If you see the existence of the metropolitan region of Hamburg has been straight in the image of Hamburg as a region and you mentioned about working on the identity, shaping the mind set which has been helping to make it stronger, Hamburg as a region? #01:32:37.4#

R-ID1-1: I think so. It's always one of the arguments to cooperate. From the Hamburg point of view, it's critical mass to cooperate. For example, now we have been asked to cooperate with the urban development unit in Shanghai, for example. It's a twin city of Hamburg but they are asking on the (? #01:33:00.7#) level, again, it's much larger but it's not that size so cooperating from one point with seven or eight million with 15 million is different from a cooperation between 5 million and 10 or whatever million. Sometimes from that point of view, the region is covering the economic entity or the economic area of Hamburg. #01:33:30.9#

Commented [E049]: Size level...

R2-ID1-2: It's like a Hamburg business card and it's good for the business cards of the others as well but in terms of when we talk of identity, I'm very skeptical about this thing. I don't think anybody in the region would say, "I'm coming from the metropolitan region of Hamburg". #01:33:53.9#

R-ID1-1: I think many people would say Hamburg, not as a city but as an idea, let me say, that's something I think is quite important as a background for the metropolitan, not this artificial... #01:34:14.8#

R2-ID1-2: I agree but I don't think it's much better because of the existence of us. You would have this identity or this association anyway. I know there is a lot of literature also and research on these things but I'm very skeptical of these things because within one person, you have all kinds of different regional or geographic identities. #01:34:44.2#

R-ID1-1: For example, in the region of Hannover or the Stuttgart region, you have a transport system which is more or less identified to the region as a regional tool. In the Hamburg case, you do have this (? #01:35:06.4#). It's only in more or less the center, the core of the whole region and I don't see that it will be expanded through the whole region because it would be horribly expensive to do that. So, ask people where they can feel or see the metropolitan region. Sometimes events, sometimes in newspapers, sometimes in specific projects, signposted projects supported by... that's something but at least I think it's what is right... #01:35:48.9#

Commented [E050]: Centre of the region...

R2-ID1-2: Nobody has an idea of what we are. I see (? #01:35:53.3#) have to start

Commented [E051]: When I talk o journalists...

from zero and say, "This is what we are", and it takes like 20 minutes to just explain (laughing) what we are and where. For people who have nothing to do with administrative or political structures, it's almost impossible to grasp what it is. It's really hard to explain. #01:36:23.7#

R-ID1-1: That's okay. I think it's a question of size because we have so different parts of the region. For example, if I look on the map and see the city of Lubeck, for example, they have their own identity. They have their own identity as the most important historic hanseatic city as a tourist destination and with a long, long history, longer than Hamburg or whatever, and the Hamburg area is the core of the region but then there are, for example, the area close to the North Sea. I would say they have the idea of being touristic and a really interesting rural area where you can have wonderful holidays and enjoy the sea, and have all the cultural assets and so on. Again, the Baltic sea is quite different or in the South, this lovely area of (? #01:37:27.9#). That's a destination and I would say an international destination of its own. You could travel to the (? #01:37:37.2#) and spend a weekend or whatever but not enjoy Hamburg so there are a lot of parts, sub-regions, very important for further cooperation I think but it's, again, the question of size and the question of identity is a question of size too. If you have such a large political organisation then you are forced to work closer together in local or more sub-regional entities. #01:38:12.5#

Commented [E052]: Specific area in the region...

Commented [E053]: That specific region

R2-ID1-2: Geographically, structurally very heterogeneous, and politically also so, yes. #01:38:21.4#

I-EDUARDO OLIVEIRA WSL: So, as a final question, which term do you think better fits Hamburg; the city of region, Hamburg and surroundings, Hamburg and Hinterland, metropolitan region Hamburg. #01:38:35.3#

R-ID1-1: The last one; the metropolitan region of Hamburg, I would say. I think it's a working term. It's a metropolitan region. It's an organisation. I think it's more or less successful in the background in many heads and minds, it's a good and important player in the region and doing good things. So, I think to keep it like that as an entity, I am always of the opinion that there is no need to change the mindset of the single people in the region so they know, "I'm from the metropolitan region of Hamburg". I

think there's no need. They can say, "I'm from Hamburg but I'm living in Lubeck", or, "I'm living in a small hamlet (? #01:39:48.8#)", or whatever, so from my point of view, it's not relevant. #01:39:54.4#

R2-ID1-2: Our target is politicians and administration. This is our target. #01:39:58.5#

R-ID1-1: Yes, and to improve the quality of life. That's the target we all have. The organisation is doing, in a specific field... #01:40:12.7#

R2-ID1-2: But the leverage is going through administration and politicians to change the mindset there and to make them see that there's not (? #01:40:20.9#) so not doing that but change this and see beyond the boundaries and therefore cooperate where it's obvious, where it's necessary and where it would be of the advantage of everybody. This is the target I think. #01:40:47.9#

I-EDUARDO OLIVEIRA WSL: Alright, then I conclude. #01:40:51.6#

ID1 Hamburg 30 May

ID2 Hannover 31 May

R-ID2-1: Our institution is Hannover region and it is an institution like a county. We have a lot of official tasks. We have about 2,900 employees and it is all social affairs, public transport, it is regional planning, it is recreation, it is all kinds of environment affairs, it is waste services and so on. As I mentioned, there are 2,900 people working in our institution, but there are about 12,000 more people working in our public firms. For example, waste management is about 1,800, hospitals are about 8,000, and public transport, we have a regional bus company and all the public transport here, also trams and so on. It is a huge (? #00:01:05.9#), so to say, but it's a public institution, but some of the firms are private firms, but are owned by us and some other public authorities. We have been working since 2001. We started 15 years ago. It is interesting to know also regarding our topics because we have been officially regional planning in this region since 1963. We had a successor, there was a Greater Hannover authority which was responsible for regional planning, public transport, economic development and recreation planning since 1963. Since 2001, this Greater Hannover authority, the former county around Hannover, some parts of the city of Hannover, and some state authorities were put together in one institution. It is only a very short abstract, but regional planning was always an important task, since 1963, and since 2001 it is the Region of Hannover. We have five departments here. One of five Directors. At the top is the President of the region, he is directly elected by the people in the region here, and so we have a kind of parliament with 85 members. It is a regional council, I would say, better than parliament. A regional council of 85 members. One of them is a President, but he is also the Chief of Administration and he has five Directors. One of them is me and I am responsible for all environmental affairs, regional planning, environmental planning. Also, building control,

Commented [E01]: Frame? Refer to the number of activities of Region Hannover

climate protection, waste management, statistics, elections. That is my part. One of the teams in my department is regional planning. There are no other colleagues we could say is the most important, but it was also my origin before the region was created in 2001. In the institution before, I was Head of this part of the administration regional planning. Now, today, Dr Jung is our Team Chief, as we call it. He can answer all questions regarding the work which is going on now. This is our coming regional plan, but unfortunately he was not involved because he had not been here when we made our strategic considerations, which were before. That is the reason why I said it is better that both of us make this interview, but my problem is I have to leave in about 15 minutes, so perhaps you should say which question we should answer first, especially of the strategic project which was started five years ago and before we worked with the formal regional plan. #00:04:45.6#

I-Eduardo Oliveira WSL: I would like to focus on your past strategic plan or the ongoing one, then the one you are more familiar with and try and understand the governance elements during the plan making and the plan implementation. Therefore, as for the ongoing one, you probably have elements on the implementation part and the impact on land, and the elements that happen in between, governance elements such as the coordination between interest groups, what kind of interest groups, how actually the civic participation has been promoted on that plan. The aim here is to try and understand the key elements of governance during plan making and plan implementation. Then you can also tell me that 'I would like to focus on this specific...' #00:05:49.2#

R-ID2-1: It's a little bit difficult because it's our work to make a formal regional plan. It is also government, but also the preparation of the plan, especially making strategy, it was informal and we used more governance elements, but the plan itself has both functions, relentless

rules but also coordination, but perhaps we can deepen that later.
#00:06:31.0#

I-Eduardo Oliveira WSL: Then, if we can focus on, because it's probably something recent, the ongoing plan, and then... #00:06:44.9#

R-ID2-1: I think it's better, yes. #00:06:45.7#

I-Eduardo Oliveira WSL: What are the driving forces of this plan? Then, we continue on the elements of governance that you have been dealing with on the preparation of the ongoing plan. #00:07:02.5#

R-ID2-1: Just one question. Your focus is really governance, or is it also...? I think strategy and planning is not always governance. Also, we would say with our formal plan, it is a strategy for developing the region in a certain way because we don't want to have urban sprawl, we want to concentrate (? #00:07:35.5#) oriented develop and so on. There is a strategy, but our advantage is that we can always put such a strategy into a legal framework. #00:07:50.7#

Commented [E02]: Development (?)

I-Eduardo Oliveira WSL: A legal framework. #00:07:51.7#

R-ID2-1: Okay, this is just to remark in the beginning because I don't know whether you are only interested in governance elements or also in the more formal elements? #00:08:08.9#

R2- ID2-2: The content of the plan and how we steer or develop the spatial development of the region, for instance, the settlement development and so on. #00:08:19.8#

I-Eduardo Oliveira WSL: I would be interested in the content as well.

Also, if you have come to decide upon certain use within the region of Hannover. Who decides who is involved, what interests are coming up, and also if the plan making is guided by a working agenda? Also, then going through the other various interests of interest groups and key players that are coordinated during the making of the plan, and also the civic participation. #00:09:01.2#

R-ID2-1: Perhaps I have to say in the beginning, by making this plan, I think we fulfil all those elements you mentioned. We make civic participation, we try to coordinate all interests, we involve about 200 public and private institutions. They are all involved, and we make long lists where all of this was written from those actors comments for our regional council. We suggest yes or no, or something or that. The regional planning unit has a very central or very important role in coordination, but it is in this kind part of a formal process. Before we started this process, we made this process. I think I sent it to you. This is the one where we made some strategic guidelines. #00:10:12.4#

I-Eduardo Oliveira WSL: Guidelines? Can we call that a working agenda? #00:10:15.0#

R2- ID2-2: Yes, it's sort of a working agenda. It's the vision for the region in 2025. Maybe let's talk about some basic information about the regional plan. Every 10 years, we have to establish a new regional plan, so about this time. Within this development phase, normally you have to involve all these actors of public concerns. Within the first stage, then we have a participation process and they are again involved, they can give comments on the plan, and very often you have changes to the plan as we now have a second participation round. Afterwards, the region assembly decides about the plan. That's the normal council. #00:11:19.6#

Commented [E03]: Referring here to ZUKUNFTSBILD REGION HANNOVER 2025 zur Neuaufstellung des Regionalen Raumordnungsprogramms http://www.hannover.de/content/download/493363/10969104/file/Broschuere_Zukunftsbilder.pdf

I-Eduardo Oliveira WSL: You take these perspectives and interests into account? #00:11:25.0#

R2- ID2-2: Yes, right. #00:11:25.6#

I-Eduardo Oliveira WSL: To the point of them being able to suggest certain changes onto your preliminary thoughts for certain areas in the region; an urban settlement, an industrial area, a public park? To what extent also do you integrate these perspectives into the plan? #00:11:49.1#

R-ID2-1: We have to. #00:11:49.7#

R2- ID2-2: Yes, and additionally, in '96 there was a change of legislation. It is not only these actors of public concerns. Until the end of the 90's it was. They thought regional planning was more really for the officials, not for the citizens, they are not involved in that, but from then on, public participation started and the citizens are involved more and more in the development of this plan. In the participation process, the formal participation process, the citizens can also give their comments, they're involved. We held various events where we presented the sketch of the original plan, and additionally before the whole regional plan was published, the sketch of the regional plan was published, we had this process of this Vision 2025. That was especially for the citizens, together with the citizens to create a vision of how the region should look in 10-15 years. #00:13:05.6#

R-ID2-1: There are a lot of workshops and excursions in the region as well. #00:13:09.0#

I-Eduardo Oliveira WSL: Yes, how do you organise this participation? Things that eventually happen here in Hannover, but do not happen in other regions, such as Hamburg or Oslo. Those elements are also important for us. For you to understand. Then, we have a starting point of a set of indicators, governance indicators, pretty much in line with (? #00:13:30.2#) territorial governance coming from the S1 project. Then, our aim after the interviews is to reshape these indicators with new elements that we are not aware of at the moment, and eventually we will be informed via the case studies. There are other elements that play a role in the design of the strategy, they are also important for us. #00:13:58.5#

Commented [E04]: with the literature on territorial governance coming from the ESPON project.

R2- ID2-2: Yes. When they absorb this from the participation, as we call it, just the display of the plan, people can put comments on that. The other thing, and that's more on the governance side, its voluntary, is to do such visions even before, or do these public presentations and so on. Though, that's more on the informal side, you can say, which is more under the governance scheme than the government. #00:14:29.2#

I-Eduardo Oliveira WSL: Then, you will have formal and informal participation? Informal groups or not necessarily?...#00:14:36.0#

R-ID2-1: This was informal and this is very formal because it is a strong legal framework also for the process. #00:14:44.3#

Commented [E05]: Referring to the Region Plan for Hannover. The Regionales Raumordnungsprogramm (RROP) And Neuaufstellung Regionales Raumordnungsprogramm 2016 - Entwurf

I-Eduardo Oliveira WSL: Do you find any need to make it any more informal? Did you follow in general some other trend or literature, or other examples than was also with the aim of integrating more the interest of the population in general or other interest groups in this between the legal, the format and then the more informal strategy? #00:15:11.1#

R-ID2-1: In both parts I think we had a lot of groups from the civil society. With this case, we made a lot of workshops, but we did it also here. It was (? #00:15:23.9#) because this is a very formal process. We made discussions, we made workshops and so on, and we could build on the experiences we had here, and also some of the people were the same in both steps of the process. Yes, it is difficult to explain, but I would say in both cases we do more than only that what is needed by the legal framework. We make public discussions and so on, we try to involve all groups of the population, but to be honest, we do not reach all groups in our discussions. It's often people other than all of us, especially (? #00:16:13.8#) as well as people over 60, who are very interested in taking part in some of these discussions. It is difficult to attract the others. So, in this project we also involved school classes or found classes in schools to have younger points of view. Also, in this process, of course, we have a lot of other people, especially if they are part of pressure groups or something like that, nature protection etc. It is a mixture also regarding the age. Those people who are primarily motivated are often older people. #00:17:02.2#

Commented [E06]: Despite this was a very formal process.

Commented [E07]: Referring to his own involvement in the regional plan

I-Eduardo Oliveira WSL: Then, is it possible to provide any concrete examples of a certain group that came with an idea, certain objectives, and if its possibly to give an example of if you translated these objectives or these perspectives into the plan? Is there a certain case that it is possible to identify? #00:17:23.0#

R-ID2-1: It would be. I would have to think about that because we also have documentation of the workshops. Did I only send you this one, or did I send you all of them? I think the other ones are on the net. This is the documentation of the participation. There are those three. Is this the (? #00:17:46.6#)? #00:17:46.6#

Commented [E08]: Referring here to the documents on civic participation

I: That one, yes. I have that one. #00:17:49.1#

R-ID2-1: Yes, and those are the documentation of the process. This is one called dialogue for a... This is general participation and this is especially internet participation. #00:18:05.5#

I-Eduardo Oliveira WSL: Yes. I read about the internet participation. You created these six themes. People could participate in different ways online; they could write their perspectives in... #00:18:19.2#

R-ID2-1: In general, it is very difficult to say whether there should be new places for building and producing new houses or flats, but this is a recent problem because of the growth of the region again, but I would say especially open spaces or green spaces was a very strong topic, and it was also in this first step. What would you say on the second step? #00:18:55.9#

R2- ID2-2: Well, on the second step of course is wind. Wind energy is the main topic. I think from this vision you have the open space protection or the big topic, mainly children. A lot of people from another city got involved or engaged in the whole process. Of course, for them its green space, open space protection is of a higher value than from a citizen living in a more rural area. #00:19:30.5#

I-Eduardo Oliveira WSL: Then, also part of these elements, I can underline than here (#00:19:36.6#) your comments also in your way. One of the elements of lack of knowledge and expert knowledge. I already understood that you engaged with both... If you can provide examples of experts you have been engaged with, people from

universities, which universities and in which context that they actually cooperated. The other is also about the leadership during the process, how the leaders from the region embrace the strategy and are embracing the regional plan, if they take it as a necessary task or if they take it at the heart of their activities and they really want to pursue it further or not. Then, it's also important to understand the leader's role within the process of plan making and plan implementation. Of course, also the accountability of those involved with it, which is an element that is difficult to measure, but probably is possible to characterise to some extent those involved in decision making are accountable to the (? #00:20:49.7#) of the people, of the citizens and other groups around that involvement. #00:20:56.2#

Commented [E09]: To the eyes of the people...

R-ID2-1: It's very difficult because I think it's important to show who are the most important actors. We should narrow this. Both we, as the administration, and the regional council, some of the members of the regional council, I would say, it is a question of heart to make this regional plan. Very important actors are the mayors of our 21 municipalities and they are very strong, but of course it is their interest of their local authority, of their local area, of their municipality that they represent. We also had, of course, people in pressure groups from nature protection and so on, and those groups, which are active in the whole region, who have people from all over the region also with their special interest, it is a real mixture I would say. As a region, it is very ambitious (? #00:22:13.4#) to make the guidelines, binding guidelines for the development of the whole region. I think it is not only the duty, it is our commitment that we want to steer those developments. #00:22:31.2#

Commented [E010]: Referring here to Region Hannover (themselves)

R2- ID2-2: Especially here in the Hannover region. The region itself has a very strong precision compared to other regions in Germany. Very

often, regardless of regional planning, they are in a rather weak position, but here we have these directly elected regional councils which get a lot of political backing, you could say, to the region. #00:22:58.4#

I: It plays a bit with accountability. #00:22:59.6#

R2- ID2-2: Yes, and to regional planning too. Those members of the council, they are committed to the region and to the regional plan. It's different in other regions where such councillors are not directly elected, but by the cities and towns or boroughs of the region. Then, they are bound to other arenas, their local arenas. They are very strongly linked to those local arenas, and for this reason, of course, the regional planning has not such strong leadership as we have here in the Hannover region. #00:23:43.2#

I-Eduardo Oliveira WSL: Well, from the literature and you are also both familiar that the planning system in Germany is complex and slightly different than in other countries and in other contexts, but this is also relevant for us as we take urban regions, city regions in different planning cultures, let's say. Not the countries. We are south Europe, Germany and the UK. Then, this element, I know that also the regional planning within Germany differ, so Hamburg region, Hannover and Stuttgart, but if you allow me to say, "I see that already", the region of Hannover has a strong decision making capacity when compared to the metropolitan region of Hamburg, where they somehow struggle with their decision making capacity, which is weak when compared to Hannover. #00:24:38.8#

R-ID2-1: Its very informal, what they are doing. They have no legal binding planning in this region. #00:24:46.2#

I-Eduardo Oliveira WSL: It's more on the networking side, more on the coordination of interests and then they have to pretty much project orient it. That is something different than the Hannover case, I understood. #00:25:03.3#

R-ID2-1: Yes, it is more governance structured than us. Hamburg is governance structured because, of course, there are some contracts between (? #00:25:15.7#) and Hamburg endorse (? #00:25:17.2#), but in general it is a network, it is pretty much governance structures to take all parts of the region to include them in the process. It is just another work than here. Of course, we have compared with Hamburg's very formal structures, but as we said, it has a strong capacity for decision making and setting guidelines and rules. #00:25:47.0#

Commented [E011]: Mention here the network within Metropolitan Region of Hamburg

I-Eduardo Oliveira WSL: Therefore, one of the questions of the 22 is aligned with this adaptive capacity of the organisation involved with the planning. You somehow replied that in case of some different scenarios of environment, economical, socio-political changes at these levels, how do you (? #00:26:11.1#) the adaptive capacity of the region to cope with this challenge that happens sometimes in a non-linear way? Is the region able to respond quickly and to what extent can it respond? Also, if we focus on the planning, how dynamic it is to eventually shape the plan to respond to some necessary issues on the ground? #00:26:38.5#

Commented [E012]: Do you characterize

R-ID2-1: Compared with other regions, I would say we have both a strong line, but also flexibility to react on new challenges. Just now, still this plan is made under the... we assumed that we would not grow longer. The stagnation and in about 30 years a decline of population. That was our (? #00:27:15.5#), but while we were working on the plan, we saw that we get more and more people both from migration inside

Commented [E013]: Pre-book; preliminary hypothesis for the regional or regional development.

Germany, but especially international migration, and refugees now. We have new conditions now, but I think we have the flexibility and (? #00:27:38.0#) together with a colleague from our social department, head of the new working group, to look for new areas for housing. So, the principles of this plan are no housing outside our boundaries. Just now, we see that there are no more places for so many new people, so we have to change our attitude towards the settlement pattern. That's not to say that we want urban sprawl, just now we still want to follow our principles, but the principle is settlement near to public transport, protect urban areas, but we have to say that we will not be able to build all of those new houses inside the existing settlement areas. So, I think it is a good example that we are flexible and it's also a positive of this plan, but it's important to follow these principles. Transit oriented development along our railways or rapid trains, and so on. This is the basic principle, but we are flexible to say where the region could be. It's a mixture of stability and flexibility, I would say. #00:29:10.6#

Commented [E014]: Dr. Jung (R2- Wolfgang Jung)

R2- ID2-2: Precisely. #00:29:12.8#

I-Eduardo Oliveira WSL: Well, I'll take your words to pose you two questions. Which types of land use are prioritised? Transportation, housing, or public spaces? Well, mainly it is on which types of land use are prioritised in this context of changing or reshaping the plan to respond to certain issues. #00:29:50.1#

R-ID2-1: Perhaps you can say something about that, what we are just doing now, but in general I have to say the regional plan in lower (? #00:29:59.3#) has especially possibilities to make rules for land use outside the build-up areas. Settlement for housing and density and so in is a cushion of municipalities. The strength of regional planning is to make rules for the open spaces. For example, we mentioned the wind

Commented [E015]: Lower Saxony

power, which is one of the most important issues we are discussing now. Also, sand and other minerals. So, (? #00:30:43.0#) a lot of confflits, but it is asked to make rules about whether it's possible or not and some other questions about the open landscape. The speciality is urban landscape and boundaries for our built up areas or for housing. #00:31:05.3#

Commented [E016]: Produces a lot of...

R2- ID2-2: You cannot say we have priorities to certain land users, its more about the balance of land use against each other, and depending on which part of the region we are. For instance, in the core of the region, the protection of free landscape, not a build area, is a very important issue. If you come to the more rural areas, its more about the concentration of housing and settlement development on those central bases, as we call it, just to concentrate infrastructure in those places which are too (? #00:31:51.0#) for that. Though, it depends on the part of the region we are, which of these land users have a priority against each other. We use these priority areas, as we call it, priority area needs, a certain type of land user has a priority to another. It's not forbidden, but the other land use should not affect it in such a way that it's impossible. For instance, when we have these... #00:32:23.7#

Commented [E017]: ? expensive?

R-ID2-1: Its existing built up areas or those areas which are fixed in the municipality that is planned, but here, for example, this red area or this red area, we as a region say there is priority for a settlement development. As Dr. Jung said, you can also make something in this area, but it may not affect this proposal or this (? #00:32:59.6#) to make settlement development here. You see this boundary, this green boundary, it is the boundary of the built up areas. This is the boundary of open spaces, because we are not allowed to say to the municipalities, "You have to develop your settlement this way". The other way, we have restrictions. All of what is inside this green boundary, municipalities

Commented [E018]: ???...go???

are not allowed to make settlement areas there. We also have a small picture of that. Those areas you see here are seen here in this map. All of those green areas are priority areas for open spaces. So, this is binding and that is what we call priority areas. That is a legally binding priority for open space. You may not build houses or something like that. #00:34:10.2#

I-Eduardo Oliveira WSL: How do you come to define these areas, in negotiation with municipalities? #00:34:21.9#

R-ID2-1: In the old days, we made them only with negotiations, but today we have such high standards of legal approaches, we have to involve the planning office... #00:34:50.4#

R2- ID2-2: A private consultant. #00:34:55.1#

R-ID2-1: Yes, but they made it very complicated. Perhaps we can show you later. It is a thick book, but every one of those areas has a number and every number is explained... #00:35:12.3#

I-Eduardo Oliveira WSL: Has an explanation note to it. #00:35:14.3#

R2- ID2-2: Yes. It is explained there. They have some criteria; they have developed some criteria. Why there are a certain amount of... #00:35:25.0#

I-Eduardo Oliveira WSL: A lot of special information. #00:35:29.4#

R-ID2-1: Yes, but there is also actually scientific work behind that. In the old days, we made them only with negotiations. Of course, also today it is a kind of negotiation, but we have a very hard duty to make

documentations of why we made this priority and not that, because later when other people are not willing to follow that and it comes to court, so we have to share our documents. #00:35:59.8#

I-Eduardo Oliveira WSL: Yes. Then, the municipalities, they have their own plans? That was another question I wanted to ask. Do the municipalities have their own plans in line with the regional planning, or do they follow the regional plan? #00:36:15.0#

R-ID2-1: They should follow and in many cases they have to follow. It is very clear; they have to develop inside our framework. #00:36:28.4#

R2- ID2-2: We have to take their plans into account when establishing, when developing this regional plan. They are involved in the process. Once the plan is binding, then of course they have to take our plan into account and to follow. #00:36:48.2#

R-ID2-1: They have to follow. Its stronger than the other way. We have to take into account because they have to follow. There are cases where we have competences. We have got competences in all fields. As I said, we may not define densities or something like that, but our boundaries are binding. This is paragraph 1.4 in **our building law**. This paragraph gives us the power to force that principle, also when there is hard conflict. #00:37:23.5#

I-Eduardo Oliveira WSL: How often do mayors or representatives of the municipalities come here to the region in order to contest or request some changes on the plan for their specific area? Does it happen often? How do you deal with these conflicts if there are...? #00:37:46.9#

Commented [E019]: https://www.google.ch/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=ria&uact=8&sqi=2&ved=0ahUKew_idztfxq6fNAhUIIMAKHcttBO4QFggcMAA&url=http%3A%2F%2Fwww.hannover.de%2Fcontent%2Fdownload%2F221413%2F3496087%2Ffile%2FEcological-standards-for-buildings.pdf&usq=AFOjCNHqHqSkuDb3S4SAJMFANCddLim5g&sigz=qshNzCG-SZpt9CijY4zxuw&bvm=bv.124272578.d.bGs

R-ID2-1: Sometimes. In many cases, our framework is so broad that new-developments can happen, but in some cases they have to be very narrow because it is conflict and so on. In some cases, especially big shopping centres and also some developments of industrial areas, in such cases there may be conflicts both with the regional plan or sometimes also with our nature protection areas, which is also my department, but it is a little bit beside the original plan. There are conflicts and we have to change... and sometimes our regional council fellows and in other (? #00:38:40.9#) they are very strong. We have a green/red majority - The social democrats and green party, and especially the green party are very strict about following nature protection and so on. For us, it's sometimes difficult. Also, we say in some cases, yes, it's important to follow the wishes of the majority because a farm wants to expand or something like that. We try to do it. Sometimes we have to change the original plan, in other cases we have to change those nature protection areas, but it is always very difficult in our council. #00:39:34.4#

Commented [E020]: question

Commented [E021]: referring here to the social democrats and green party.

I-Eduardo Oliveira WSL: To deal with? #00:39:35.6#

R-ID2-1: Also, the conservatives are more and more engaged in nature protection. So, some people expect that in future it could be cooperation (? #00:39:51.9#) the green party and the conservative party. (? #00:39:56.7#) the middle of the society is very close together. #00:40:02.0#

Commented [E022]: As in Baden-Württemberg

Commented [E023]: unclear

I-Eduardo Oliveira WSL: In terms of regional planning, the decision making on regional planning comes from the region of Hannover, but then the city of Hannover, the city council integrates the region? #00:40:15.7#

R-ID2-1: There are 85 people in the council and they are elected from all parts of the region, but the city is not the majority. The surroundings have majority because there are fewer people living in the city of Hannover than in the 20 municipalities around. #00:40:38.6#

Commented [E024]: Interruption here and Eduardo Oliveira WSL decided to talk only with Dr. Jung.

I-Eduardo Oliveira WSL: Then, we can also discuss more on this. The governance elements are quite unique in Hannover, but we already talked about some of them, because maybe you are more familiar with them, which are the main elements playing a role in the plan making? Now, you are designing a new plan, what is going on in this preparation process, besides the technical and the political discussions? #00:41:23.9#

R2- ID2-2: Do you mean the core elements in terms of the content of the plan? #00:41:31.5#

I-Eduardo Oliveira WSL: How you come to those contents. #00:41:34.2#

R2- ID2-2: Well, of course we have a tradition here called the vision of the unity of settlement infrastructure and transport. This started in the 60's. Today, we concentrate settlement where the infrastructure is and build the infrastructure where the settlements are. It's a very simple principle, but it has a long tradition in the Hannover region. Of course, we have those principle rules of these central places, maybe you have heard of the theory of central places? This is the basic element of all regional plans in Germany. Decentralised concentration, because the government need central places to concentrate development, but not only the core, but on different towns in the region, which is shown here by these rings and circles on the map. Those are the central places within the region of Hannover. Of course, nowadays, climate change

adapting and mitigation of climate change, which is... for instance, these priority areas for wind energy are a factor of that, or are derived from that. That's always a strong commitment. What now comes more and more into the agenda is what Professor Priebes said, housing. At the moment, we have a lack of housing not only in the city of Hannover, but in the whole region of Hannover. We think we can still handle that with our regional plan, we don't have to change it totally, but maybe we have to do some adaptations in some years if we see this trend going on, people moving to the region of Hannover, maybe we'll need more space for housing them, for landscape protection or whatever, but I think we can find a balance and compromise on that. Still, as we said, even if we now do more housing, land claims for housing, we are still committed to this unity of settlement, infrastructure, transport and on this decentralised concentration. Well, of course, we don't want big housing somewhere in rural areas with no infrastructure or public transport and so on. #00:44:09.4#

I-Eduardo Oliveira WSL: There is a "sort" of tradition in the planning culture of Hannover, just with this housing close to the transportation. #00:44:17.4#

R2- ID2-2: Yes, right. A lot of regions do this meanwhile, but here it has a very long tradition and it worked quite well in the 60's. There was some access defined, you could say, about where development should take place. When you now see how the track network is built, its exactly those axels. Those are the areas where most development in the region in the last years... unfortunately I don't have the picture with me, I thought I had it here. #00:44:58.4#

I-Eduardo Oliveira WSL: When you mentioned the "decentralised concentration", is it making the municipalities around the city of

Hannover stronger and concentrating the housing there and the transportation network as well? #00:45:19.8#

R-ID2-1: Well, “decentralised concentration” is a principle in the German planning system. On the regional and on the state level... #00:45:33.1#

I-Eduardo Oliveira WSL: What we see there on that map, there are the circles... #00:45:38.2#

R2- ID2-2: In nearly all regions of Germany you have an upper centre, in this case its Hannover. You have some middle centres, like (? #00:45:56.4#) and you have lower centres like (? #00:46:02.0#) and so on. Additionally, we have here some functions for settlement. They are not central places in the sense of infrastructure, retail and housing should be concentrated there, that’s the function of these central places, but they have quite a good condition for additional housing because very often they have access to public transport, we have some retail there and you can say, if the region grows, it should take place in the centralised places and in these areas with additional function for housing. This decentralised concentration means in some countries, like France, its concentration. Paris, everything in Paris. Then, you have states which are very decentralised. Where they have no real metropolis, no real centre. Germany needs traditional states, and then we have this thinking of decentralisation, for instance, even at the country level. You have the banks in Frankfurt, you have the government in Berlin, you have the big industrial companies in Munich and so on, and the same principles at the state and at the regional level. We want concentration, but not only in one part of the region, but in different parts, and we don’t want decentralisation like urban sprawl where everybody lives everywhere, like the principle in the USA. It

Commented [E025]: Saying names of municipalities around Hannover. E.g. Garbsen...

Commented [E026]: Like Burgdorf or Wunstorf

sounds almost like a contradiction in itself, decentralised concentration, but it works quite well. This focusing on central places, but not only on one, but a whole bunch of them. #00:47:58.1#

I-Eduardo Oliveira WSL: They are connected, as you mentioned, by transportation, roads and railroads? #00:48:06.5#

R2- ID2-2: Yes. #00:48:07.0#

R2- ID2-2: No, they should, but the principle behind it... you always first of all connect those upper centres with each other with high speed railway and so on, and then of course at the more regional level, then the upper centres to the middle centres and so on. That's the whole principle of these central places, which is sort of the Bible for regional planning in Germany. These central places (? #00:48:42.9#). #00:48:43.0#

Commented [E027]: German word for central places

I-Eduardo Oliveira WSL: I want to avoid being repetitive, but if now there is new housing in the region of Hannover and you've come to the point where you cannot put anymore in Hannover, the city, the centre, then you would like to build new housing settlements in other concentrations. How do you play with this need or planned opportunity? Do you interact with the municipalities? Is it a bottom up or a top down approach? Here, we can talk a bit about the governance thing. The region says, "Now, let's build the new settlements precisely here", how do you deal with this? Do you go there to listen to their needs as well, or maybe they need more job creation than housing? How do you do these negotiations and balance of interests? #00:49:41.9#

Commented [E028]: Hannover core city (Hannover) within Region Hannover.

R2- ID2-2: On the first level, you can say we have the regional formal plan where we say, well we have these priority areas for housing, and

then to the communities (? #00:49:55.3#), please if you do housing, do it there. With this housing initiative, as we call it, which just started some months ago, we want to have a dialogue with the municipalities, not only a formal thing, on a formal framework like the regional, but to have a very close dialogue with the municipalities. Most of the municipalities, they know, they have this demand for housing and they have problems (? #00:50:28.8#) take place can say the opposite, "I know it's nearly full, there is not much space left for housing". In some parts now, with this participation process, we use a little bit of those priority areas for urban space, just to give it a little bit more flexibility and space, especially for housing. Of course, there are always some municipalities who take the chance and say, "Now we have the chance to grow again. Let's do it here because it's very simple. There is nothing, there is only agriculture", but normally on the way of negotiations you can find a solution. Different parts of the city that are more suitable from our perspective and even for you, because you can concentrate the infrastructure there. In the last 10-15 years or so, the municipalities are more aware of the costs of infrastructure. You can say up to the mid 90's Germany was more under the condition of growth. Everybody wanted to grow. If they grow, they have new inhabitants, they have new (? #00:52:02.8#) for infrastructure, you use the infrastructure and you pay the infrastructure, but especially from the mid 90's on, a lot of states and regions in Germany had shrinkage. There was stagnation. A lot of municipalities became aware of the cost of infrastructure, because they explode for them. Most cities, even in the growing regions, are more aware of the long-term costs of infrastructure when they are not keen on growing anymore. So, most of the time you can have good cooperation on such questions. #00:52:44.6#

Commented [E029]: Municipalities

Commented [E030]: Where...where to locate the new housing

Commented [E031]: payers

I-Eduardo Oliveira WSL: Then, we focus on the housing, but also... well, people also need jobs and other activities. This brings the

economic sector here into the discussion. While preparing the plan, the region also deals with economic interest, economic groups... is there also negotiation with them, or for new industrial areas for job creation, even these new developments? #00:53:26.5#

R2- ID2-2: Yes, of course. The development has the same process as the housing theme. Of course, the municipalities, they take the chance if they have the possibilities for new jobs, for new industrial, commercial estates. They want to have it, but very often they are in close cooperation with the regions saying, "Can't we change any regulations because there is one big economic player coming who wants to sell in my municipality", and normally the region reacts on that and gives them the opportunity if they don't overdo it, of course. #00:54:03.9#

R-ID2-1: I am very sorry that I have to leave. I am very sorry that I have to go out because it's just a conflict, but there is a farmer who wants to build something which is a conflict with the surroundings and now he has (? #00:54:18.5#) it was just the ministry, but I try to come down. It was not a question of regional planning, it was a question of building control, so I'll let it off. #00:54:30.1#

Commented [E032]: alarmed

R2- ID2-2: I'm fine. #00:54:32.5#

R2: Yes. Dr. Jung will be a good partner for the interview. #00:54:37.7#

I-Eduardo Oliveira WSL: Yes, we covered it already. #00:54:39.4#

R-ID2-1: If there are questions open, send to me and we'll try to answer. #00:54:44.4#

I-Eduardo Oliveira WSL: Yes. Then, the aim is besides contributing to

the project founded by the Swiss National Foundation for Higher Education for five years. We will be producing an academic publication for academic journals, as you are familiar, on European planning studies, regional studies, regional science... those journals. At that time, which will be 6-7 months, after collecting the data now, I will invite you to, "Can you please read this paragraph or this half page". To see if this fits or not with you. #00:55:25.7#

R-ID2-1: I will also give you my card. #00:55:27.5#

R2- ID2-2: So, you are a post doc or a PhD student? #00:55:31.1#

I-Eduardo Oliveira WSL: I am post doc. I completed my PhD at the University of Groningen in the Netherlands with Professor Gert de Roo and Professor Gregory Ashworth (#00:55:41.7#).

I-Eduardo Oliveira WSL: Thank you very much. #00:55:43.0#

R2- ID2-2: I know him from some conference. #00:55:44.5#

I-Eduardo Oliveira WSL: Then, so I defended my PhD on the 31st of March, past March, and then I am working on the post doc for the next two years. #00:55:58.3#

R2- ID2-2: Oh, not the worst job. #00:55:58.3#

I-Eduardo Oliveira WSL: Just let me quickly check the... #00:56:09.8#

R-ID2-1: So, I have to leave. #00:56:11.9#

I-Eduardo Oliveira WSL: Well, thank you for your time. #00:56:14.2#

R-ID2-1: I hope you will get all your information and thank you for your interest. #00:56:17.3#

I-Eduardo Oliveira WSL: Thank you. #00:56:18.1#

R2- ID2-2: Any concluding questions? I have to leave now too. It's his office. #00:56:26.2#

I-Eduardo Oliveira WSL: Yes, it's his office. I don't know. Do we have to leave now? #00:56:29.5#

R2- ID2-2: Yes, in some minutes. #00:56:30.8#

I-Eduardo Oliveira WSL: In some minutes? Well, we focused on the leadership, on the notion of capacity, and also the governance elements. The questions, we somehow replay them on the land change. In your experience, are there any other governance elements happening in between the making and the implementation? So, we have the negotiation in the making, but then if some issues come up you also negotiate with interest towards the implementation. Could you identify the other elements that I am not aware of? Knowledge for the strategic vision for the region as a working agenda, or... So, what is the working concept of governance you work more on if you get experience from the literature on regional governance, territorial governance, from the idea of the European Union... Can you tell me something on the governance specifically? #00:57:43.2#

R2- ID2-2: On the implementation, you mean? You could say we don't implement the plan in this term, its more the use of the plan, because we use it. If there are some conflicts about spatial development in the

region or municipality, this is our legal framework for that, to take a look of its okay or not. So, it's more a use than an implementation, or an application than an implementation. We don't implement a plan. What are some elements of implementation? Of course, the regional planning, we have the regional development. We have certain projects, for instance, this housing initiative. There are projects on the reuse of former industrial sites, which is sponsored by the region, they give them money for that to do some concepts, and this is in very close cooperation between the region and the municipalities, the owners of the sites and certain interest groups, citizens, initiatives and so on. That's more on this development side. We have a network about what we call (? #00:59:12.7#). Very often, especially in the rural areas, we have a lack of retail and very often there are some initiatives by citizens who establish a small grocery store or whatever, a small supermarket, you could say, and these local markets are sponsored or supported by the region too. Not only with money, but also by helping them to develop this concept or to promote the idea of these small retailers and so on. That's more in the implementation. The certain aims that we have with the plan and with the whole region, we try to support with those regional development projects. We don't have the money ourselves to do a real project, say to build a road or set up a store or whatever, but you can give some (? #01:00:21.1#) to that with small funding. That's more on the development or implementation side. #01:00:28.9#

Commented [E033]: rural areas. Lack of retail in these rural areas.

Commented [E034]: Impulses to that (support local business or infrastructures)

I-Eduardo Oliveira WSL: The implementation takes shape in the form of projects? The region tries to support some projects or initiatives? #01:00:41.7#

R2- ID2-2: Yes, to initiate them or to give some money for the initiation of such projects. Normally, the spatial planning in Germany is only... you set up a legal framework, but you don't do it on your own. You don't

have the capacity and the money for that, or the resources. Others have to do it, you could say. Here, in the region of Hannover, we are a bigger unit compared to other regional planning associations. There are some resources for such development projects to give the initiative or to support them, to give them little funding, or help with our knowledge capacity and so on. Especially regarding retail. It is not only the small ones we are promoting. We also engage the...there is a cooperation between the region of Hannover and the surrounding regions, which have a very long tradition too. Especially on retail, they try to coordinate their development, because we have this process of concentration of retail in bigger and bigger units, and very often along the borders of the region, to get the consumers of the others too. There is a long tradition on that and they have a consensus project on retail. Very often, at the moment, they try to do an analysis of this whole big area, as in Hannover and the surrounding counties, to see how much retail is in this whole space, from the big ones up to the very small stores. Just to have a consensus on how retail development in the next ten years should take place and we don't have this competition between the big retailers within the whole space of Hannover and the economic area around. #01:03:00.0#

I-Eduardo Oliveira WSL: A final question. On the resources, financial and also technical that you also support some of these projects, which are the sources of founding of the region, own money from the region, from European projects, to also trying to establish any links between the region projects and the European Union and money. #01:03:29.7#

R2- ID2-2: Most of the money comes from the municipalities because we do a lot of tasks, which normally the municipalities have to do. So, the money comes from the municipality to the region and now we've fulfilled this task and there is money from the state of Lower Saxony,

which gives money to the counties for different tasks. Those tasks are adopted to the region too. I have no details on that. I don't know exactly how much money comes from there. Especially, the whole tax and financial system in Germany is extremely complicated. #01:04:10.8#

I-Eduardo Oliveira WSL: Yes. The Lower Saxony then has no responsibility on planning for the regions? #01:04:19.6#

R2- ID2-2: No, no. They have state planning, which is quite ambitious and strong in Lower Saxony too. Some states, like Bavaria, they have to do it, but they do spatial planning on a state level, but they have no competence here for regional planning. #01:04:40.5#

I-Eduardo Oliveira WSL: Alright. Well, thank you for your time.

R2- ID2-2: You are welcome.

ID2 Hannover 31 May

ID3 Hamburg 31 May

I-EDUARDO OLIVEIRA WSL: The goal is to work on academic publications. I work with Anna Hersperger our coordinator. Towards journals such as environmental and planning and landscape ecology, (? #00:00:25.5#) planning studies. That's something that will happen after collecting data. Over the next four or five months I will be interviewing these experts a lot. On the theoretical background we follow territorial governance literature, mainly produced after the (? #00:01:14.8#) project on territorial governance. There is the recent book from Peter Smith. He sends his regards to you. When I contacted him to ask about an interview, he asked me with whom I would be talking in Hamburg and Hannover and on reply he asked me to send regards to you and also other people I have been talking with. #00:01:38.4#

Commented [E01]: European Planning Studies – referring here to the academic Journal

Commented [E02]: ESPON project

R-ID3: If you meet him again, give him my greetings back actually. #00:01:42.8#

I-EDUARDO OLIVEIRA WSL: Sorry? #00:01:43.4#

R-ID3: Give him my greetings back if you meet him again. #00:01:46.2#

I-EDUARDO OLIVEIRA WSL: Yes. In this talk I want to talk about the city, city planning, the city of Stockholm (? #00:01:58.2#). I have this set of questions, but in the train I rethought them a little bit, also because of the time we have and the environment. I regrouped these questions in three main or major questions. One side according to your perspective and your experience, how you categorise spatial planning in the Hamburg metropolitan region, and elements of governance during the plan making, if those are what you are familiar with, and to what extent does strategic spatial planning in Hamburg metropolitan region impact

Commented [E03]: And Nordregio

the land use within the metropolitan region? The thing is, after the conversation on Monday with people from Hamburg I realised that it is very complex. #00:03:13.3#

R-ID3: That question is not for Hamburg. #00:03:14.8#

I-EDUARDO OLIVEIRA WSL: They don't really have a specific plan and are planning through projects and base it on negotiation of interests, coordination of actors and responding to working also in line with three major funding schemes, I would say, if I understood it correctly. You are experienced with the Hamburg case, what can you tell on the strategic planning side and governance elements? #00:03:52.2#

R-ID3: Yes. First, I would say it's just the wrong question for Hamburg, because as you have described it, there is no real strategic planning in Hamburg. There has been a strategic concept in the 1990's, which was the original development concept, they might have told you. This was, in a way, really had the aim of making regional planning oriented coordination. Also, it was absolutely informal. It had no real formal strength, but by existing it already had an impact on planning decisions because if one of the, for example, counties in the metropolitan region of these days, or the cities wanted to make some spatial planning, they had to be aware of the original development concept because this would be part of the formal process. In a way it has had an impact, but it was not very strong. For example, if a county would counteract the regional development concept, he would not really have a problem actually, but in the whole cooperation arena, I think it had an impact. Then, at the beginning of this century, there was this shift in the metropolitan region where the spatial planning part went totally to the background. It moved to the background because the main actors were more business or economy oriented. In the first phase, I would say it was positive that

they opened the regional development concept to a broader stage, so away from only space, spatial questions, towards more socioeconomically, like economy, like labour markets. The topics included science, how to include science and research into the development. #00:06:20.2#

I-EDUARDO OLIVEIRA WSL: Innovation, entrepreneurship and tourism? #00:06:21.5#

R-ID3: Tourism was in a way. Many things where you would say there was an integrated regional development, but then people took over or had more stance in the process that were really looking only on those things and totally negatively connoted spatial planning. They said that spatial planning is only in the ring, it's not necessary, it's a waste of time, and stuff like this. There are not a lot of people in the metropolitan region who are important, because it's a very big structure. If two or three people just get into it who are a bit more active and they have a different opinion, then the whole ship moves in another direction. That has happened in the 2000 years and still has not really changed. Like (? #00:07:20.1#), he is one of the last guys who is really interested in spatial planning and also has the competencies, the capacity, he could do something of this direction and he has always tried to bring in new initiatives like making this spatial map, this structural map that they are now at the moment working on. That is a very defensive move to try to get the topic again into the arena, but they always have to be careful that the counties do not have the feeling that they want to make plans. That's really one of the big problems with the metropolitan region in a way, is as you have described it, what is it actually? You could say they are strategic development by selecting projects and bringing in projects. You could say they are a development agency. From my point of view, that is totally disappointing because what's really a hard topic in the

Commented [E04]: Guido Sempell (Respondent on the case of Hamburg)

Commented [E05]: Refers to spatial planning.

region is spatial planning because of the housing problems we have, and also of the green infrastructure questions and their metropolitan region which is totally invisible actually. It is not daring to take these topics, only by workshops. They do workshops regularly on questions of city development, of inner-city development, of topics that come up, but workshops? What's a workshop? It's just nice to have and hardly anything comes out of it. It's a bit of education, training, not bad certainly, but a very soft instrument from a spatial planning point of view. From my point of view, from teaching spatial planning, it's a totally disappointing region and that very strongly depends on the people that are not really willing to go for it. They don't really have power, they don't have an interest in the topic, they are just oriented to the other side of more economic development. #00:09:40.6#

I-EDUARDO OLIVEIRA WSL: So, those projects are eventually also more linked with the economical side, at least not the spatial transformation? #00:09:49.9#

R-ID3: Yes. Always. Whereas maybe its recreation which is okay, it's a good topic, but that's the bit that I would say they make nice things, nice to have, but don't take up the core topics that are really necessary. #00:10:05.3#

I-EDUARDO OLIVEIRA WSL: They also say that they are actionists, so therefore not giving answers to the real needs of the region as a whole, the housing, the infrastructure etc.? #00:10:19.5#

R-ID3: Some of those topics are organised in additional organisations. For example, the public transport is organised by the **HVV**, that is a body, and institution that is organising public transport. This is totally independent. It has nothing to do with the metropolitan region. This part

Commented [E06]: <http://www.hvv.de/en/>

is organised quite well actually, but not because of the metropolitan region, but because it's not the metropolitan region. The other topics are more economic development or... there are lots of things. A lot of tourism things and recreation things, all of those soft topics you would normally say are soft topics. I would say that if you are in Germany, you have Hannover and Stuttgart. These are really interesting. They are interesting ones. They have developed a very interesting concept of organisation and of instruments. They are really powerful, depending a bit also on politics and people, but they have a structure which is strong in itself. Its legally formal. #00:11:36.7#

I-EDUARDO OLIVEIRA WSL: Which doesn't happen in Hamburg?
#00:11:39.5#

R-ID3: No, Hamburg, from my point of view, if you really make a comparison you'll find some interesting examples. I really have to say that Hamburg is a bad one because it's one of the weakest ones in Germany. It has a good promotion because one of the main aims of some of the main actors is to put the Hamburg metropolitan region on the map to have international marketing. #00:12:04.6#

I-EDUARDO OLIVEIRA WSL: Positionality and to give visibility.
#00:12:07.3#

R-ID3: I would say that's more economic marketing PR, which is nice that they do this, but from my point of view, from spatial planning...
#00:12:18.0#

I-EDUARDO OLIVEIRA WSL: It is neglecting spatial planning, therefore. #00:12:20.5#

R-ID3: Besides Stuttgart and Hannover, I would more say, for example, what is interesting at the moment is the Ruhr area because they have really developed as a new really powerful player, they have developed a new institutional structure and its one of the oldest original planning bodies in Germany actually. This is really at the moment very inspiring because they just made a new original plan with a lot of public participation. They are really very engaged. The guys who do it are really people who have an idea. I would say, if I had to recommend a region in Germany, its these three, but not Hamburg. #00:13:12.3#

Commented [E07]: Dortmund-Bochum-Essen-Duisburg (Ruhr Area)

I-EDUARDO OLIVEIRA WSL: Not Hamburg? #00:13:13.1#

R-ID3: No. #00:13:13.4#

I-EDUARDO OLIVEIRA WSL: Then, in this area, do you have the same structure in Hannover? A formal entity with quite a strong decision making capacity towards spatial transformation in this rural area. The council, are they more involved with work than in Hamburg? #00:13:35.8#

R-ID3: I didn't get your question. #00:13:38.1#

I-EDUARDO OLIVEIRA WSL: In the rural area, do you also have a structure, an organisation in charge? #00:13:46.4#

R-ID3: Beside Berlin, the rural area was the first regional planning organisation in Germany that was invented at all. It was in 1912 or so, so very early. #00:14:02.7#

I-EDUARDO OLIVEIRA WSL: Also, pioneers on cross border cooperation, if I might? #00:14:06.8#

R-ID3: Cross border? It is around Dortmund, it's not really cross border. If you don't mean cross border, do you mean between the cities? It's a city arrangement, but not at the border. Then, they have developed in different steps, they became quite weak in the 70's, but now in the 2000's they have made a step forward again and became formally in power for regional planning. Before, they were also working more informally for 30 years, but now they have again got the responsibility for regional planning and it has motivated them a lot. They are making good process at the moment and they have a strong administration. They were quite powerless for 30 years, they had 400 people, so they were really working on a lot of topics. I did research on them in the 90's and I still follow them. They are really interesting actually. I am motivating you to get rid of Hamburg. I find it a bit funny that Hamburg is successful in showing from outside and you notice them because they are quite visible, but if you look into it, it's disappointing. #00:15:36.5#

I-EDUARDO OLIVEIRA WSL: That's a good point. Even as academics with this critical perspective, while we are reading some documents, but then we get the impression that Hamburg is a good example on governance, on regional governance, but then more towards economic interests or economic developments, and the development of other sectors rather than spatial planning. #00:16:05.2#

R-ID3: That might be it. Even for this, there are better ones. Like Nuremberg for example, if you look at the original economic development then you would be better going for Nuremberg which has grown very strongly, the metropolitan original of Nuremberg in the last years, while Hamburg does not really have any strong regional

economic policies. They may cluster politics in this area, but okay, (?
#00:16:35.1#). #00:16:35.1#

Commented [E08]: It might work quite well.

I-EDUARDO OLIVEIRA WSL: Then, in your point of view, do you see any possibility of changes within the structure of the metropolitan region of Hamburg to gain some more decision making capacity, to be more involved in planning issues, or do you think that the Hamburg authorities are not so willing to do more planning? If not, why? You already mentioned that the councils do not want to see planning again.
#00:17:15.7#

R-ID3: One point is that there is... #00:17:20.0#

I-EDUARDO OLIVEIRA WSL: Any mind-set change in...?
#00:17:22.2#

R-ID3: Not at all. It's even getting worse actually. I don't see any positive aspects. In the last years, it has even become worse because, on one hand, the old problem is that in Lower Saxony, which is the south part, the counties are very strong and the county presidents, the land creators they are called, they are extremely furious on not giving any competency to an additional player who could put some pressure on them, so because the counties are also in charge for regional planning, the counties are organised in a way that the cities and communities have a very strong stake in the politics. So, the communities decide what a county wants. It is paid by the communities, the county in Berlin. Communities are not at all interested that they get something from above that might restrict them, that might say, "You don't build houses here, but you only build them at the transport place", because they want to prevent any restriction, they would never like the metropolitan region becoming the regional planning authority because they would lose their

Commented [E09]: Not land creators but county presidents (R said the German word).

Commented [E010]: Not Berlin. In Hamburg...

confidence in them. On the other side, the city of Hamburg is so interested only in itself and the current mayor is only looking at Hamburg, he is not really looking at the region. The region for him is totally uninteresting, because in the region Hamburg is huge and the region is super small. All of the cities are very small. For him, it doesn't make any sense at all to... #00:19:24.7#

I-EDUARDO OLIVEIRA WSL: Get the powers here. #00:19:25.7#

R-ID3: Yes. He thinks he is good enough on his own. It is totally narrow minded from my point of view because in housing its totally not the case. At the moment, we have a housing issue here, we need more flats, but he wants to put in the next 15 years 150,000 flats into Hamburg. That's quite a lot and it really endangers the green infrastructure because a lot of those houses will be built in (? #00:19:56.9#) areas. It would be a good idea to talk to the surrounding communities and try to develop a joint strategy where they concentrate housing, for example, in the public transport notes. You do this as a joint effort, but no, they won't. My point of view is that this is a political interest. He wants to be the mayor of a growing Hamburg, which is positive, growing...bigger. He wants maybe to reach the two million. That would make him the "mayor of two million". He would be strong in PR. It would make sense, two million, that's the gain. For two million... #00:20:43.6#

Commented [E011]: Green areas

I-EDUARDO OLIVEIRA WSL: Not so much of a sustainable way of... #00:20:46.7#

R-ID3: He is absolutely not interested in sustainability. He is a social democrat, he is a "power politician" and he only wants to be re-elected, which is okay from his point of view, but from a spatial planning point of

view, we have just to say that these politics are totally bad for city, because they destroy life quality and that is very narrow minded, the long range of things. That's my perception, but others might think differently. Guido Sempell might not say it so directly because he is working in the administration, but I think he is also quite annoyed. This is the mayor who is not really interested in the region. You see, the metropolitan region never really had a person on the top who was speaking for the metropolitan people and the mayor of Hamburg is not really speaking for the metropolitan region, he is only speaking for Hamburg. Only Hamburg. Then, you have people, county mayors or whatever you call them, who are maybe speakers of the metropolitan region, nobody is interested because for the metropolitan region of Hamburg, it would be necessary for the mayor of Hamburg to speak because this is the guy who is known outside. If you don't get him for this job, then you have a problem. The earlier mayor... It's not party policy, it's just that some people are interested in this game and others are not. #00:22:21.1#

I-EDUARDO OLIVEIRA WSL: Its international competition, it's this international positionality, I think. Positioning Hamburg in an international arena for business with China. If you communicate Hamburg as a city of two million to the people in China, they will see Hamburg as huge, but if you communicate just the city itself, then it's rather small if you want to make business with partners in China. #00:22:49.4#

R-ID3: The city of Hamburg has two million. #00:22:51.6#

I-EDUARDO OLIVEIRA WSL: The city itself? #00:22:53.9#

R-ID3: It has 1.8. The region is quite large. The metropolitan region lately already has gained a bigger region actually, and it is now around 5, 4.5 million. That's the game that I find nonsense because that's a bit like in the (? #00:23:15.3#) that's really important if you can play with 4.5 or 2 million. For a city like Hamburg, I think it is important to really have a high quality of life so that you can attract highly qualified people to live here with their families, who do not enjoy to live in Beijing in an air polluted region, but if you destroy your quality of life, then you've got a problem. #00:23:41.4#

Commented [E012]: Kinder garden

I-EDUARDO OLIVEIRA WSL: Of course, and if you do not pay attention to the real needs of the population in Hamburg, if the interventions are not responding to issues on the ground about the fact that something is not correct here in the sense of planning, then... from your perspective, the position of the mayor is more towards an international. Do you think as a citizen of Hamburg that there are needs or social spatial or spatial economic elements that show the (? #00:24:33.3#) are not being addressed by the authorities? Such as the improvement of transportation or in the public with green areas, or coping with water management challenges. Do you think that these areas have been neglected by the Hamburg authorities? #00:24:53.5#

Commented [E013]: Should be addresses and have not been addressed

R-ID3: I would say at the moment they have the priority of developing housing on a great scale. They want to build a lot and because of this, things like green infrastructure are neglected, but it's not very important and that's a problem. Traffic infrastructure or transportation infrastructure is not bad in the Hamburg region. There are fights about it and that it could be better, but overall it's not so bad. I think from the mayor's point of view everything is fine. I only think he could make it better if he would play the regional card, but he doesn't because from his point of view it doesn't bring a lot of benefit for him. He doesn't see

the larger... The earlier mayor was conservative; everybody was surprised that he was quite interested in the region. He did make quite some effort. I don't know why he did this, but this was a much better time for the people in the region, not for spatial planning because his advisors or the people who work in the administration were just these ones who were just skipping regional planning, but he himself was talking more with the region actually, he invited the county mayors for joint meetings. This guy we have now; he doesn't do this because for him it is just not relevant. It is just his decision certainly, but from a spatial planning point of view, at the moment it is wintertime. Maybe a new mayor will change this, or some people in the administration might change this. All of the guys who were in earlier times in the ministry (? #00:26:47.0#) were in charge for the region, for regional thinking, they have all been pressed only to look in the city. They are all demotivated and have the feeling that it doesn't bring them anything. If they make any activity with the region, they are always forced to make their work in the city, then you are good. If you try to do a different thing, nobody is interested. You have no benefit. Guido, for example, he is always trying to help this neighbourhood (? #00:27:22.6#) he might have talked to you, where he tries to combine the city and region. The many or some who know this, they say it's nice that he does this, but nobody is interested and that's very disappointing for him because it's a good idea, it would be great for better planning, but he doesn't get any help and he doesn't get any support for doing this. Its seen a bit like, "Ugh, let him have this if he wants". #00:27:54.7#

Commented [E014]: Where Guido Sempell was.

Commented [E015]: Neighbourhood forums

I-EDUARDO OLIVEIRA WSL: From the conversation I had with Mr Guido and (? #00:27:59.9#), it sounds to me that Guido also has a very positive attitude or mind set towards the metropolitan region. The organisation itself, I think he commented several times that he sees (? #00:28:19.3#) on the metropolitan region to the point of involving with

Commented [E016]: Dr. Brodda

Commented [E017]: Utility

the interest groups, on the coordination and on (? #00:28:26.4#) side of building projects that he sees are replying to real needs of the population, of the communities. #00:28:37.5#

Commented [E018]: The networking side

R-ID3: That's fine. He has had a positive day [laughing]. It's always whether the bottle is half empty or half full. If you can see the metropolitan region from the spatial point of view, it's quite empty, but if you see it from the project level, you can say, "The projects are a negative", it's okay and maybe it's a bit more (? #00:29:03.7#) #00:29:03.3#

Commented [E019]: unclear

I-EDUARDO OLIVEIRA WSL: In practice, how does planning take shape in Hamburg? If they decided to develop a new urban settlement somewhere, how do they come to decide upon, "Let's build a certain number of flats in this particular area", without a plan, how does that happen? Is it negotiation with the... #00:29:38.1#

R-ID3: Hamburg has its own zoning plan and master plan for developments. #00:29:46.1#

I-EDUARDO OLIVEIRA WSL: Yes, the binding plan. #00:29:45.8#

R-ID3: What originally the city set. This is existing. It is very old and has never been renewed. Nobody wants to renew it and they are just everywhere looking for land that is available. Now, they just set up this housing strategy and they put in 150,000 units and they say, "10,000 here, 20,000 there", and they just select it. They think that its available. Some of this is available, but sometimes it's in ground (? #00:30:28.9#) and they try to reuse them, but sometimes it's also just nature that is not so strongly protected. We have two levels of protection, one is really

Commented [E020]: brownfields they try to reuse.

nature protection and the other is landscape protection, which is a bit bigger. #00:30:47.1#

I-EDUARDO OLIVEIRA WSL: So, it's possible to change and to adapt? #00:30:49.1#

R-ID3: Yes, but its negative because they were also to take... it is part of the green infrastructure network and now they are trying to build on it. So, in the ministry they develop a plan and then they discuss this in the senate when all the ministers are together, senators and ministers. They decide, and then its decided. It's just a local decision, so it's not necessary to communicate this in the region because it's just a local decision. Hamburg is quite big from its surface. It's quite a big city from the size, so they have quite a lot of land. #00:31:34.2#

I-EDUARDO OLIVEIRA WSL: Now, we can talk also a little bit about the leaders. What about the element of the leadership in the planning? Hamburg is a specific case, but again, what makes several persons right about governance in Hamburg? I think it's more the economical elements playing a stronger role, and also on the governance element, why are several others (? #00:32:33.0#) governance in Hamburg, maybe not so much from the planning side, but we can read some literature on the governance in the Hamburg region. Is coordination something that can stand itself and governance is something else? #00:32:54.8#

Commented [EO21]: writing

R-ID3: It depends. You are saying those authors describe the governance (? #00:33:02.4#) governance? #00:33:05.9#

Commented [EO22]: good governance in Hamburg?

I-EDUARDO OLIVEIRA WSL: In my interpretation they pretty much describe it as good, as good governance. #00:33:15.8#

R-ID3: Yes, maybe they have no idea what is really going on here actually. I think that's a very superficial view because Hamburg is making good public relations, they describe themselves quite positively. What they try is to have this communication platform, they have good organisation of informal cooperation, but this informal cooperation doesn't have to say it and that is the problem. This is informal cooperation without competencies. You could say it's not for everyone, but it's better than having nothing. They are able to develop projects, but that is by chance. Whereas having an idea can make a project and its quite nice. #00:34:03.0#

I-EDUARDO OLIVEIRA WSL: Yes. Some person or leader that comes with an idea and then tries to convince... #00:34:09.2#

R-ID3: That's okay. It's better than having nothing, but I would say it does not really fulfil the needs of a complex region like this. They have these specific funding structures, that's quite interesting, but it had a different background, it was invented in the 50's already and had the idea to link the city with the region a bit better, and also to finance infrastructure in the region. So, they have an organisation of the region. Nowadays, its used for projects and that's not bad because it's an incentive. Many regions do not have a financial budget to do the projects. That's the only positive. From this point of view, I would say there were discussions in the 80's, they used the budget for a lot of little recreation things. So, if a city wanted to build a new bridge over a river for recreation, for bikes, a wooden bridge, it could be financed from this budget. It was argued, "This is recreation for Hamburg guys who make bike rides on the weekends". #00:35:31.9#

I-EDUARDO OLIVEIRA WSL: An isolated mood has also come to this conclusion, from the conversation (? #00:35:39.1#). Projects are in an isolated way, not following a certain strategy or following the regions development framework, but this project happens pretty much in isolation. #00:35:57.5#

Commented [E023]: I had on Monday

R-ID3: That was. I don't know how it is today, because what I described was in the 80's. Then, they changed the budgeting and they said, "Now we would only like to finance projects that are more cross border", so that they are not those isolated local things, but they have to be more cross border (? #00:36:22.3#) where different parts of the metropolitan region are involved. I found this quite good because it really made people think more regional, which was quite good. Then, in the 80's until the 2000's they had a phase where they did even a fair for projects. So, they really tried to innovate, to motivate people to bring in new projects, but they did this only once. It was then obviously the mayors or the decision makers that were feeling, oh, we open too much, maybe suddenly NGO's come and want projects and we have to finance them. So, they stopped making fairs, but that was also a person. There was a person in the 2000's who did this "fair activity", it was his idea. Then he went away and the next one didn't happen. In one region, a lot depends on people because if they are active people who really want to bring something forward and you can really have some activity, sometimes there are just people who make businesses. Its only one or two people who are decisive. This budget is certainly quite interesting and innovative. Maybe not innovative, but an interesting instrument. Then, we developed a project last year, for example, a project that was called (? #00:37:55.9#) Rural Partnerships together with the metropolitan region. We did this also at a European scale. I think it was quite interesting. We tried to connect the core metropolitan region with the further intellect that goes really even beyond the metropolitan region.

Commented [E024]: Activities

Commented [E025]: Urban Rural Partnerships

It comes from an idea of having a regional cohesion between the poorer periphery and the developing centre. We said, "Wouldn't it be an idea for Europe to...", if we look more and more at the metropolis cities, the centres, and we need to connect the rural area, otherwise they will be the losers, they will get lost. #00:38:41.8#

I-EDUARDO OLIVEIRA WSL: Yes, they will not be integrated in the process. #00:38:45.9#

R-ID3: I can send you the project reports. I think it's quite interesting actually. #00:38:51.0#

I-EDUARDO OLIVEIRA WSL: It has something to do with the concept of "decentralised concentration" of this...? It was mentioned to me #00:39:03.8#

R-ID3: I think that was in the 90's, it was a concept of the German government who tried to have this decentralised centralisation. #00:39:14.1#

ID3 Hamburg 31 May

ID4 Hannover 01 June

I-Eduardo Oliveira WSL: In line with the email, we are based in Switzerland in the Swiss Federal Research Institute. (? #00:00:15.1#)

R-ID4: I know it, yes. The institute, yes, not the project (laughing). #00:00:18.2#

I-EDUARDO OLIVEIRA WSL: The institute, and the project is for five years we worked together with Anna Hersperger, our coordinator. I cover the topic on governance in strategic spatial planning processes, from plan making to plan implementation and the impact on land change. So, I selected 14 urban regions, Western European urban regions to do interviews. One of my cases is Hannover and I spoke yesterday with Professor Axel Priebes and Wolfgang Jung at the region of Hannover, and together with the talks with (? #00:01:08.9#), it's also relevant to talk with academics, experts on the topic of governance, strategic spatial planning and the impact on land use in the specific case, in this case in Hannover, as (? #00:01:25.3#) bring a more critical view towards ongoing interventions and the spatial structure of each urban region. I have a set of questions. I'll start with the question - have you ever been involved directly or not directly in any regional plan for Hannover? #00:01:51.4#

Commented [EO1]: Practitioners

Commented [EO2]: Academics they always bring...

R-ID4: Yes, this may be a problem because I am not involved directly in this process. Maybe there is a misunderstanding and I'm sorry about it. I only read this questionnaire yesterday in the evening and I suppose that maybe I'm not the best partner for an interview because I discussed, and discuss, very often with Axel Priebes about this process and so on because he is also a part time teacher here at the university and we do a German working group together about planning and so on. So, I very often discuss the question of regional planning and development with him, and I visit some of the public meetings during this process but I'm not a member of a planning team or directly involved in this process, so some of your questions I cannot answer. It's impossible for me because I do not know all these different steps and it's a very complex process of course. #00:02:55.2#

I-EDUARDO OLIVEIRA WSL: In that regard, and bearing in mind that possibility,

then I'll reframe the questions. Yesterday evening, I talked with Professor (? #00:03:06.2#) so you know him well. It went very well so I'll ask the experience and your thoughts on the regional planning in Hannover, which elements you can define in terms of governance and not directly on the making or implementation but this overall idea, more critical thinking as it's important to identify here elements of governance on the regional planning process that is not possible to find in current publications or online pages. So, these elements that can help to build some more critical thinking about regional planning, impacts on land use and change in the case of Hannover. Of course also feel free if you want to do some comparison with other German cities. The German planning system is quite complex. I have been learning a lot in the past days, especially with the Hamburg case but also yesterday talking with Professor Axel Priebes and all of them very helpful and very insightful, so do feel free to share your experience and expertise. #00:04:24.6#

Commented [EO3]: Jörg Knieling

R-ID4: Maybe it's more interesting for you to ask me for some comparisons of regional planning processes because I'm a member of the advisory board in the Ruhr area for regional planning and regional development in the area around Dortmund, and on the other hand, I'm the Chairman of the German Federal Government Advisory Board for Spatial Development in Berlin so I know nearly all of (laughing) spatial planning in Germany. We have 16 federal states and I say we have 13 federal state systems because we have three city states; Hamburg, Berlin, Bremen, so we have 13 regional planning systems, you may say, and I know a lot of them, not all but a lot of them (laughing). #00:05:16.4#

I-EDUARDO OLIVEIRA WSL: Yes, yes. That is also very relevant for us to clarify our thoughts on the planning structure in Germany or in this particular case, well I'm taking Stuttgart in Germany. #00:05:29.1#

R-ID4: Yes, I know it well. I know it also, maybe not well but I know it, yes. #00:05:33.8#

I-EDUARDO OLIVEIRA WSL: Yesterday I can share that Professor Knieling mentioned to me that the Ruhr area is a good example of regional planning with some divisions, so this historical background of a planning system in Germany and

also focusing on Hannover relevant if you can share some examples. #00:05:58.0#

R-ID4: Yes, okay, then start please. #00:06:00.7#

I-EDUARDO OLIVEIRA WSL: So, how do you characterize the strategic spatial planning then the authorities, the Hannover authorities call it regional planning in Hannover. Can you tell us a little bit of the historical background, the driving forces, the entities involved, and also the governance elements in the process of regional governance, those that you are familiar with? #00:06:28.6#

R-ID4: Yes, of course. I would say that Hannover is a benchmark for regional planning in Germany. I do not say it because I am working here at the university (laughing) but I talked some years ago... I worked for (? #00:06:45.7#) in the rural area and I said to people there also that Hannover and Stuttgart regions, from my point of view, are the benchmarks for regional planning in Germany. I will try to explain the Hannover case. There is a very long tradition. Priebes will have explained it. We have this tradition of about five decades since 1960 or so, a continuous tradition of spatial planning on the regional level. It's very certain in Germany, in different cases, there are breaks and so on, also in the Ruhr area, for example, and there is a continuous tradition. There's a very interesting case. It is a monocentric region and I suppose that, after some years working in the rural area and being also an advisor there and so on, I'm sure that it's more or less "simpler" to work on a regional level in a monocentric region because, for example, in the rural area, it's a polycentric region. We just edited a book about polycentric metropolitan region. I'm editor of the book, not the main researcher but the editor, and there are very complex governance structures in polycentric regions. For example, in the Ruhr area, we have four big cities; Dortmund, Essen, Duisburg, Bornholm, and there's a lot of competition between them (laughing) and so on. We have a monocentric region with a more or less clear territory, a more or less clear territory (laughing) and especially for formal planning, it's a clear, a clear defined territory. As a commuting area and so on, it's a better defined territory for the regional planning, so there's a long tradition for the same defined territory that's very good. It's a monocentric region, there's a long tradition, and we have also a success factor I would say (laughing) that there's more or less equal population in the core city and around in the suburb area. As a

Commented [E04]: I worked for 10 years in the Ruhr area

region, for example, Berlin, we have this very big Berlin and the surrounding area has less than 500,000 inhabitants, and Berlin has, for example, 3.5 million (laughing) so there's a poor balance between the core city and the suburban areas, a poor balance, for example, in Berlin. #00:09:27.0#

I-EDUARDO OLIVEIRA WSL: So, a region with regional cohesion in the governance of the region of Hannover is somewhat stronger? #00:09:39.3#

R-ID4: Exactly, yes. I would say this is some factors. Yes, they have a very well qualified planning department here. We have some, for example, new regional planning organisations in Germany where people collect to work on the regional plan which do not have the qualification, for example, by academic studies or something like this, and here we have a well-qualified planning department, I would say. #00:10:16.5#

I-EDUARDO OLIVEIRA WSL: One of the elements of our set of governance elements includes knowledge, so this expert knowledge or local knowledge involved in planning, so in Hannover, would you characterize it as being developed through local knowledge or there are these experts aware of the reality? #00:10:42.2#

R-ID4: Both. They have very good local knowledge of course and Mr. Priebes, he is one of the main actors of the whole planning debate in Germany, the whole spatial planning debate, I would say Priebes is one of the leading experts. So, he is an expert with a network all over Europe with regard to spatial planning, and not only on the regional level, he is also engaged in some urban planning questions for his own interest, not for his job but for his own interest. So, he also has a good network on this urban planning field, I would say, in Germany, so he is a very important actor, but the other people working there, the planners and the planning team, several of them are also very well qualified, I would say. There's a differentiation in the team between, for example, a person who is responsible for retail development or who is responsible for leisure and something like this. The specialization is important, I would say, so that's one aspect. Another aspect is they engage in different research projects. We have a lot of research projects which are offered by the federal government in Berlin by the ministry for building and environment but also by the

ministry for education and research. There's a lot of research on land management and land use change and so on, interestingly not coming from the spatial planning but coming from the sustainability field (laughing), the sustainability research. There's a lot of research, a lot of money for land use and something like this management land use, and often the research institutes ask the Hannover region to be the partner for practical reasons. A lot of these research projects, you must let a partner for practical purposes working on transdisciplinary research, and very often the Hannover region is asked as a partner. I suppose they get (? #00:13:12.2#) so a question for... #00:13:15.1#

Commented [E05]: 1 project per week. To join a big project.

I-EDUARDO OLIVEIRA WSL: To join a program or...? #00:13:16.3#

R-ID4: To join a program, exactly, to join such a big project about spatial development and so on, not only regarding regional planning but also spatial development in all of the infrastructure. #00:13:28.7#

I-EDUARDO OLIVEIRA WSL: Climate adaptation? #00:13:30.3#

R-ID4: Exactly, acclimatize a lot, but also the commuter traffic and so on is a very important aspect, to have a very well developed commuter train system here in Hannover and S-Bahn system are very well developed, I would say, and there are also a lot of research projects about the settlement structure and commuter traffic planning and so on. #00:13:57.0#

I-EDUARDO OLIVEIRA WSL: You say those projects for urban settlements and transportation, they are in line with a plan for the region of Hannover? I understood that they try to link the things? #00:14:08.8#

R-ID4: Yes, yes. They are more linked than other regions in Germany. Another case is Stuttgart, which I said before. Stuttgart maybe and also the Neckar River area around Mannheim and Heidelberg. They are also trying to get together to do transportation planning and the settlement structure. In other regions, there are, for example, different territories. For example, the Ruhr area, the transportation planning has defined another territory than the regional planning area, and in

Hannover, it's the same territory. #00:14:41.3#

I-EDUARDO OLIVEIRA WSL: Yes, I see, so sort of soft spaces that have been written about with a well-defined territory and also a formal entity, the region of Hannover, with more decision making capacity when compared to Hamburg metropolitan region, for instance. #00:15:01.3#

R-ID4: Yes. Soft spaces are a less important aspect of Hannover. We can talk about it later on but it's less important here. #00:15:10.2#

I-EDUARDO OLIVEIRA WSL: In terms of governance, if we can focus on the governance in the region of Hannover, I understood that they do have coordination between actors but how do you characterize governance in the region of Hannover; interest groups with examples? #00:15:34.1#

R-ID4: Yes. It's very important to know and to understand that they have a regional parliament here. Did Priebis talk about it? #00:15:41.9#

I-EDUARDO OLIVEIRA WSL: Yes. He talked of the composition with the president of the region elected. #00:15:49.0#

R-ID4: Yes, direct elected. #00:15:50.0#

I-EDUARDO OLIVEIRA WSL: Directly, and then it's composed by ministry or directories and then he explained it some. #00:15:58.2#

R-ID4: Yes. There's a direct elected president of the region and another aspect is there's a direct elected regional parliament. That's very unusual in Germany. It's only the case in Stuttgart and Aix-la-Chapelle. We have only three cases with direct elected regional parliaments. Maybe in three or four years also in the rural areas will make a new law on it (laughing) but today, we have only three regions in Germany; Hannover, Stuttgart, and Aix-la-Chapelle with direct elected regional parliament. It's very important because political parties are forced to make a regional program for the election, for example. In other regions, there is a program for the (? #00:16:48.0#)

Commented [EO6]: The core city

and for the sub-urban counties and because they have only one election, they have to make a program for the election period for the whole region, an integrated program at the regional level. They have to select candidates for the whole region, maybe one candidate from the sub-urban area, and number two from the core city, or so on, but they have to integrate so the list for the candidates for the election. It's very important. #00:17:27.6#

I-EDUARDO OLIVEIRA WSL: A more sense of regional? #00:17:30.3#

R-ID4: Exactly, of regional integration on the political debate and political area. For example, in the newspaper, they have pages for regional issues and so on. It's unusual too in other regions, for example. #00:17:50.0#

I-EDUARDO OLIVEIRA WSL: Which somehow helps to shape the identity of Hannover as a region? #00:17:57.5#

R-ID4: Yes. #00:17:57.5#

I-EDUARDO OLIVEIRA WSL: So, people associate Hannover not as a city, a core city, but also as a region. #00:18:04.2#

R-ID4: I would say, yes, especially in the main area of Hannover and the first fringe maybe in the periphery of the region, for example, in Neustadt or so on which is 30 or 40 km away, they know that they are a member of the Hannover region of course but there's their own local identity, I would say, too. Yes, the core area, for example, Langenhagen or councils in nearby Hannover, there isn't any break in the settlement structure, for example. #00:18:47.3#

I-EDUARDO OLIVEIRA WSL: It was explained to me yesterday how the counties or the mayors of these counties then contribute to the cohesion of the region and to the plan. How do you see this balance of interest between the counties, in the surrounding area of the core region, and do you experience any contact with councils and to what extent can they actually fulfil their own needs in line with a regional plan? #00:19:24.1#

R-ID4: I suppose the regional planning department and also the regional parliament is very aware of this question of balance, interest and so on, so I suppose they are very aware about it. You could not say that there's an advantage, for example, for the core city, only the interest of the core city is managed and so on. It could be maybe, for example, in the Berlin area. Berlin is the capital and other interests of the sub-urban areas are more or less neglected. Here in Hannover, I would say there's an awareness for this balance of interest from the sub-urban area and the core city. #00:20:11.9#

I-EDUARDO OLIVEIRA WSL: Do you identify any priority areas? It was mentioned yesterday about the housing issue but also the transportation infrastructure, do you see any identified priority areas on this idea of building a cohesive region of Hannover? #00:20:35.2#

R-ID4: I suppose that's a very important question of transportation planning, transportation infrastructure, especially the public transport is very, very developed. I would say it's also an important factor for the identity to have well developed public transport and it's for 50 years or so on. It's for five decades. As a very young child, I was sometimes here in Hannover. An aunt of mine lived in Hannover some decades ago and I visited her several times, and I was impressed (laughing) being a child. I was impressed by this very, very developed transportation system and going by tram to someplace in the region and so on, to buy a ticket (? #00:21:32.4#) Hannover and so on, it's very impressive, I would say, and a surprise aspect of the identity. There are some aspects of conflict, I would say, between some sub-urban counties in the region and especially in terms of retail development, shopping centers and so on. There were some disputes at law court during the last years. #00:22:03.4#

I-EDUARDO OLIVEIRA WSL: Right, it went even to the court? #00:22:05.7#

R-ID4: Yes, the approach of mediating the interest. Priebes and his team made a very intense effort or approach to mediate the different interests. It was very interesting. First, make some informal steps by mediating with an external expert, by a moderator, and then have an informal concept for retail development, a very good

Commented [E07]: Talks about the inter-modality of the regional transportation system

informal concept for retail development and then they translated into the formal regional plan. It's maybe the best process I know and beside it, there's also some truths at law court. #00:22:49.9#

I-EDUARDO OLIVEIRA WSL: So, this was a sort of negotiation between interests so in terms of retail, some of it is economic interest but also in favor of job creation for that...? #00:23:06.6#

R-ID4: Job creation, tax and so on. Local authorities, not only in Hannover, are very interested to get some shopping centers for jobs, for tax income, and also there was a very good process, I would say. Some years later, there were some disputes and (laughing) at least two came to the law court. #00:23:37.0#

I-EDUARDO OLIVEIRA WSL: Okay, so which elements do you identify as playing a key role in this balance of power coordination, so the region of Hannover tries to mediate and build a consensus towards some decision and then they have a plan. So, if I understood correctly, they try to reshape the plan also to fit this interest. Is that right? #00:24:06.1#

R-ID4: Yes. I would say, yes, and I'm not a member of the internal processes of court but I know the importance of this regional parliament or the influence of the regional parliament, for example, the leader of the social democratic party and so on in the regional parliament is a very powerful man of course. What he will say to Priebis or to the Chief of Priebis or so on that it's of course very important so I do not know the internal power balance really. #00:24:43.2#

I-EDUARDO OLIVEIRA WSL: Alright. #00:24:43.6#

R-ID4: I could imagine that, for example, there is some influence on some spatial planning cases, not the whole planning process but some spatial planning. #00:24:53.8#

I-EDUARDO OLIVEIRA WSL: In terms of leadership regarding planning and the governance arrangements, how do you see the role of the leaders in the region,

Hannover, political leaders and also technical team such as Professor Priebes and these people, the role of the leaders in negotiating in fulfilling the needs of the region Hannover and translating it into plans and decisions. #00:25:28.0#

R-ID4: Yes, yes. #00:25:27.9#

I-EDUARDO OLIVEIRA WSL: How do you see the role of the leaders? Do they take the heart of the actions? #00:25:36.3#

R-ID4: Yes, for example, it's a very special case to have Mr. Priebes here. He is a very engaged regional planner and of course he goes to the local authorities and discusses personally with the leaders there and so on. He's engaged personally in these processes. #00:25:57.6#

I-EDUARDO OLIVEIRA WSL: He takes the issues at the heart and... #00:26:00.4#

R-ID4: Exactly, and he's very aware of some power aspects and diplomatic aspects, so he does not say to the Mayor of a small sub-urban local authority, "Come to me", but he goes to him and talks with him in his town hall also. So, it's very important he is aware of this to make well developed negotiation processes, yes. #00:26:40.6#

I-EDUARDO OLIVEIRA WSL: Is it possible for you to identify examples of counties, municipalities which are having a new housing settlement then how they can propose or how they can check their ideas for their community within the region of Hannover? Is there a special channel of communication? Is it just a phone call? #00:27:11.4#

R-ID4: No, no. There are different channels of course. There are official informal meetings organised by the regional planning department. There are official meetings if there is a first draft of the regional plan of course where meetings are necessary by law to do these official meetings, informal meetings before making a first draft. In the official meeting, the first draft is done and so on. There are different channels, I would say, and of course as an informal influence, I want to mention again this regional parliament. I suppose it's very important because it means there is a powerful institution which can decide something, not only discuss and debate the

plan. They decide and make nearly binding decisions. That's very important and, yes, I would say there will be a lot of influence like this in parliamentary processes. A decision in parliament has a lot of formal and informal debate of course and like every parliament in the world but this is very special for Hannover because other regions in Germany do not have this regional parliament. #00:28:34.8#

I-EDUARDO OLIVEIRA WSL: So, this regional parliament so you've already mentioned several times of the importance of the regional parliament decision making, so you see it as a core governmental body to secure certain decisions towards a territorial goal of the region of Hannover? #00:28:52.9#

R-ID4: Yes, yes. I want to stress especially in Hannover, not in all of Germany. Hannover has this formal process and it has to do with the defined territory. This is parliament. In other regions, the informal processes are more important, I would say, for example, Hamburg metropolitan region of course, there isn't any institution for decision making (laughing), yes. #00:29:15.0#

I-EDUARDO OLIVEIRA WSL: At the regional level? #00:29:16.8#

R-ID4: Yes, exactly, and so this is very special in Hannover so I want to stress these formal processes. Before the formal process starts, they do something before with meetings in the regions and some public meetings also where people talk about it. There's a meeting about renewable energy planning and so on. #00:29:46.1#

I-EDUARDO OLIVEIRA WSL: The wind farms... #00:29:46.2#

R-ID4: Exactly, wind farms (laughing) and so on, yes. That's the most pressing issue in German regional planning (laughing) (? #00:29:54.9#). #00:29:56.6#

Commented [E08]: During these days

I-EDUARDO OLIVEIRA WSL: Also, the civic participation? #00:30:00.4#

R-ID4: Yes, they do a lot but it's before the planning process, the real planning process, to enlarge the awareness for this, and like I said about the retail development plan, informal process first and then translated into a formal document.

#00:30:24.1#

I-EDUARDO OLIVEIRA WSL: Besides that, the retail interest, does it happen in other fields, a new industry? #00:30:35.6#

R-ID4: Another important aspect is logistics, the issue of logistics, centers for logistics. I suppose they are until now not successful to place logistic hubs. In German, it's (German #00:30:54.4#) (laughing) where goods are managed between railways, ships, and airplane and so on, air freight, which is managing to deliver goods. The region of Hannover sees this as very important because it's the core region in Germany to have very important Trans-European links between Netherlands, Berlin, Poland, and between Scandinavia, Hamburg, and Italy and so on. All of this is through Hannover (laughing). #00:31:31.9#

I-EDUARDO OLIVEIRA WSL: So, that's relating to the geographical position? #00:31:36.9#

R-ID4: Exactly, the geographical position and so they tried to develop logistics. I suppose they couldn't define them until yet because local authorities do not want to have them because of a lot of traffic and so on but only small income paid jobs, small income tax and so on, and so I suppose they have to do something on this issue, yes. #00:32:12.8#

[Brief Interruption].

I-EDUARDO OLIVEIRA WSL: When do you have to leave? #00:33:02.7#

R-ID4: 10 minutes or so. #00:33:04.0#

I-EDUARDO OLIVEIRA WSL: Okay, we'll wrap up with two questions. The questions I bring are also in line with elements of governance and the adapted capacity of the region. Let me try to qualify that. Regarding some economical changes that happen often in a linear way or environmental challenge, how do you also characterize the adaptive capacity of the region of Hannover on responding to

these issues? They have mentioned the housing problem. How do you characterize this adaptive capacity and also in line with the primary needs at the time? #00:33:49.2#

R-ID4: Let me put it another way, in other regions, there are more problems. There are more empirical problems but also they have more problems to manage by planning and so on because there doesn't exist a good regional planning system. I suppose these issues are more or less typical issues, of course there are some conflicts about certain areas for housing. There is a debate about special housing areas and so on but I would say that more or less it's managed in the Hannover region, not compared, for example, with Munich. Yesterday, I was in the Rhineland area, incredible places Cologne and Dusseldorf, they have an enlarging population, a fast growing population, and there is an existing spatial planning system for five decades and they couldn't manage it because this planning system is not accepted by the local authorities. It's very interesting. It's a special authority by the state. We say in Germany a daughter authority of a ministry, and they make technical sense of very good regional plans but they are not accepted by the local authorities and there is more conflict in Hannover, for example. #00:35:30.7#

I-EDUARDO OLIVEIRA WSL: Last question... #00:35:35.7#

R-ID4: I have one other point I want to add. You may get the imagination that I would be very in favor for formal planning here and Hannover is a good case for formal planning, and there are other regions in Germany of course like Hamburg which is a very special case, I would say, but also other regions where it's more important to organise in a very good way informal processes because they do not have an accepted regional planning system. Here in Hannover, we have a more or less accepted regional planning. For example, some element is this regional parliament, I would say, one of the elements. In other regions, it is not accepted by the region to have this regional planning. #00:36:29.8#

I-EDUARDO OLIVEIRA WSL: Do you mean accepted by the counties? #00:36:34.3#

R-ID4: Especially by the local authorities, by the Mayors of the local authorities, by

the leaders of these counties. In Germany, we have this two-tier system on the local level with counties and local authorities. #00:36:49.9#

I-EDUARDO OLIVEIRA WSL: Neighborhoods, no? Districts, neighborhoods, no? #00:36:53.2#

R-ID4: No, no. Landkreise. In sub-urban and rural areas, we have this two-tier system; local authorities on the local level, small cities but also villages. For example, there are cities with 100,000 inhabitants which are belonging to a county. They are not county-free, and the big cities of course in Germany are county-free like Cologne, Munich, and (? #00:37:26.4#). Hamburg is another case with its own federal state but cities like Dusseldorf, Cologne, Munich, Stuttgart are county-free but nearly all the other villages and cities are part member of counties. Hannover, for example, do not have these county-free systems. All of them are members of the region. #00:37:48.6#

Commented [E09]: Counties

Commented [E010]: Something like this.

I-EDUARDO OLIVEIRA WSL: Some of them are (? #00:37:49.5#), #00:37:49.8#

Commented [E011]: Consolidated

R-ID4: Exactly, it's an integrated regional approach. #00:37:52.8#

I-EDUARDO OLIVEIRA WSL: Which makes the planning, the acceptance of the planning easier? #00:37:59.2#

R-ID4: Exactly, yes. #00:38:03.9#

I-EDUARDO OLIVEIRA WSL: In terms of... #00:38:05.3#

R-ID4: But I want to add some aspect. They are also aware of informal planning or informal processes but regarding the area beyond the territory. Priebis is also engaged with his team in the area beyond the defined Hannover region because the commuting area is bigger than the Hannover region. #00:38:27.7#

I-EDUARDO OLIVEIRA WSL: Is this connectedness to the outside of the region? #00:38:30.9#

R-ID4: Exactly. There are some cities like (? #00:38:33.9#), for example, by train. This is between Hamburg and Hannover. This is not county-free. It's a member of a county, (? #00:38:46.4#) but it's a strong, medium sized city, I would say, and also there is (? #00:38:50.9#) and they are beyond the border of the Hannover region. They organised an informal region for this area. It's called (? #00:39:03.2#), a large economic territory. I do not understand the name (laughing) but this is an approach to enlarge the Hannover region, not in a formal way but in an informal way with meetings with the Mayors and, yes, especially the leaders of the medium sized cities beyond the border and therefore have an office for it with two persons to organise some meetings for this enlarged area. This is very informal, only informal. #00:39:43.9#

Commented [E012]: Names of German cities

Commented [E013]: Itself

Commented [E014]: Something like this

Commented [E015]: Means a - large economic territory.

I-EDUARDO OLIVEIRA WSL: Only informal. They are forming a working agenda for this? #00:39:50.3#

R-ID4: Yes. One of the most important aspects of course is the public transport because there's a commuter train. As there's medium sized cities beyond the border, they tried to have an integrated ticket system, for example. It doesn't exist for this enlarged region (laughing) so they try to initiate an integrated ticket system, for example, and try to discuss other issues like this wind energy and (? #00:40:25.8#) energy is also an issue. Immobility as I discussed, they have some special issues for this enlarged territory. #00:40:36.4#

Commented [E016]:

I-EDUARDO OLIVEIRA WSL: Always feel free to bring other elements because these questions are very relevant. #00:40:41.1#

R-ID4: Yes, yes, because I want to add that there is also an awareness for informal processes, not only for formal, but for the Hannover region, formal planning is the most important I would say. #00:40:50.9#

I-EDUARDO OLIVEIRA WSL: What sustains the informal process? Is it coordination between actors, key players, again a leader putting the machine to work to fulfil interests of the local communities? #00:41:09.6#

R-ID4: Yes. This is most important as the local leaders, I would say, the leaders of the local level, the local authorities. There's some differentiation comparing with other German regions. In other German regions, there are some elements like the Chamber of Commerce and so on, which are more important, or a non-government organisation (NGO) or in other German regions, in some, are more important than (? #00:41:38.9#) I would say. This is more or less the other key players here are the local level leaders, the leaders on the local level and also of course the regions of direct elected president and so on. These are the most important coming from the... all of them are a member of the political system of course in an NGO aspect, an NGO dimension, and economic dimension in actors from the field are not so important in Hannover. #00:42:15.7#

Commented [E017]: In Hannover

I-EDUARDO OLIVEIRA WSL: The other element that is eventually a challenge to answer is on the impact on the governance arrangements in line with the regional planning and impacts on land change. To what extent do these new governance arrangements between counties, the regions, also with the local authorities, to what extent their arrangements and coordination impact land use if you are experienced with it? #00:42:50.9#

R-ID4: No. That's a question that's not answerable, I would say, only from my position because I am very close to Priebis and the planning department. I would say it's a question of evolution that you arrive here and there should be some research on it, I would say, because the impact of regional planning on land use... as a predecessor, the person who had this chair before me, a very famous professor for regional planning, (? #00:43:28.8#). Maybe you have read a lot about regional development and so on, but he said you can't answer such questions empirically because... I wouldn't say it in this sharp way but he said, let's try to explain it, you could not answer it in a particular way because you cannot know what happens informally between, for example, a real estate developer who asks a local authority, "Is there possibility to build, to invest in housing", and then this Mayor of the local authority said, "Oh, no. The regional planning authority will not allow it, will not give permission", and these informal processes are very... they could do research on it but it's very expensive (laughing) and, yes. In our department, there is one PhD

Commented [E018]: Dietrich Fürst

about impact of planning on land use but this is on one or two local authorities in a rural area in Eastern Germany. #00:44:45.1#

I-EDUARDO OLIVEIRA WSL: Not on the regional level? #00:44:46.7#

R-ID4: Not on the regional level because it's very difficult. #00:44:51.5#

I-EDUARDO OLIVEIRA WSL: There's discussions and elements that come in between. #00:44:54.9#

R-ID4: But generally, I would say that, like I said before in Hannover, because there's a strong regional planning level, the local authorities do not feel so... #00:45:18.3#

I-EDUARDO OLIVEIRA WSL: They don't contest the plan? #00:45:21.6#

R-ID4: Yes, in this way, I would say, or, for example, in other regions, I know they will say, "Oh, we will initiate a housing area, but the regional planning authority says it's not so important. We will go to the minister also and get permission for it". It's incredible. There are some regions in Germany where the regional plan is not accepted because the authority which gives the permission for housing areas, it's not the same as the regional planning authority. Here in Hannover, it's the same. Priests is giving the permission for the permits for the Northern areas too but in other German regions, they have a regional planning authority and there is another state authority, for example, which will give the permits for housing areas and they can decide another way and say, "Oh, we're making an exception", but maybe there are 50% exceptions or so on (laughing). #00:46:25.3#

I-EDUARDO OLIVEIRA WSL: Okay. #00:46:26.3#

R-ID4: So, in Hannover, it's a very cohesive approach, I would say. #00:46:32.0#

I-EDUARDO OLIVEIRA WSL: Alright. We also mentioned the last questions on the land use, the prioritized types of land use. They have mentioned to me as well the housing, transportation, retail in these sub-urban areas. #00:46:51.9#

R-ID4: The most contested issue, I would say, not only in Hannover but in all German planning is wind farms and renewable energy but especially wind farms. It's incredible and there's a lot of local decisions which are not to understand from the planner's point (laughing). #00:47:12.3#

I-EDUARDO OLIVEIRA WSL: Have those products been planned on the past regional plans? #00:47:22.6#

R-ID4: Yes. #00:47:23.3#

I-EDUARDO OLIVEIRA WSL: Or there is an adaptation to...? #00:47:26.0#

R-ID4: Yes, but then there will be new regulations by federal environmental law or something like this. It's a very complex and differentiated issue, I would say. #00:47:37.9#

I-EDUARDO OLIVEIRA WSL: So, a decision coming from the federal government that really impacts the regions and they will need to readapt? #00:47:47.9#

R-ID4: Yes, exactly. For example, regarding the distance between the wind mill and the next housing area or so on. Is this 5,000 meters, 10,000 meters and so on? They're changing in this aspect, for example. That is a problem for the regional planning but it's not decided by the regional planning. These are decisions by the environmental ministries, for example. #00:48:13.4#

I-EDUARDO OLIVEIRA WSL: So, the region has to cope with this? #00:48:16.0#

R-ID4: Exactly, yes. So, there's a lot of debate but all over Germany in the region of planning. It's crazy. I know two lawyers who are earning a lot of money (laughing) because of a lot of law court decisions but they said too that it's incredible because nearly every year, there are new decisions by law courts, by government and so on. Yesterday, (? #00:48:39.7#) debates aspects with the Prime Ministers of the federal states and they couldn't get consensus not only about the spatial planning aspect but

Commented [E019]: Angela Merkel

the whole issue of renewable energy in Germany which is a very contested issue, and some aspects of this issue is a spatial development aspect situation for planning. That's a problem for Hannover region to answer. #00:49:10.2#

I-EDUARDO OLIVEIRA WSL: Yes. Would you like to add any other elements? #00:49:14.0#

R-ID4: No. It's important that there's also an awareness for informal processes but regarding more of these enlarged territories. #00:49:25.2#

I-EDUARDO OLIVEIRA WSL: For very enlarged territories, mhm, across the boundaries of the region of Hannover? #00:49:31.1#

R-ID4: I want to add for the second time this integration of this research network. There's different research projects and networks we mentioned before and so they have a lot of external knowledge too. When there are partners for the research projects or research networks, of course they get knowledge by universities from Hamburg, from Berlin, from Dortmund, from everywhere there are planning departments, and they were often asked to be partner or to be a member of such research. #00:50:11.9#

I-EDUARDO OLIVEIRA WSL: That is a learning process. #00:50:13.9#

R-ID4: Exactly, yes. So, not only their own knowledge, the local knowledge, so to some extent it's changing knowledge by being partner in a lot of networks. #00:50:25.4#

I-EDUARDO OLIVEIRA WSL: Yes, but I also understood that the region of Hannover also engages with Hannover University? #00:50:32.7#

R-ID4: Yes, also but not only Hannover. #00:50:34.2#

I-EDUARDO OLIVEIRA WSL: But also with the others? #00:50:35.6#

R-ID4: Yes. I work at (? #00:50:40.3#) and I was Managing Director of a research institute for urban regional development and nearly every year, we asked Hannover to, for example, compare with the rural area or so on (laughing). They are very often asked to be a partner member of research projects, yes. #00:50:57.1#

Commented [E020]: Ruhr area

I-EDUARDO OLIVEIRA WSL: Right. #00:50:57.4#

R-ID4: This is the newest ideas of regional planning of course but this is network (? #00:51:05.6#). Okay? #00:51:07.6#

Commented [E021]: tools

I-EDUARDO OLIVEIRA WSL: Okay. Well, thank you for your time. #00:51:10.1#

ID4 Hannover 01 June

ID5 Oslo 03 June

R-ID5: Okay. Well, I'll just start simply. Oslo...Norway has 19 regions or counties, yes. One of them is Oslo and Oslo is also a municipality which means that we have... in Oslo, it's unique. We have municipal and regional responsibilities. #00:00:26.1#

I-EDUARDO OLIVEIRA WSL: Municipal and regional responsibilities. #00:00:28.0#

R-ID5: So, we do all the detailed planning but we also do all the strategic planning, both together, and we do the transportation which is a regional function in a way, the public transport, and we do all the building control, the really detailed stuff. Now, Akershus, as you say, is the area around. We have actually 22 municipalities split into four regions for collaboration. The municipalities do the detailed planning but Akershus county does the strategic planning so there, the function is divided between two tiers of government. In Oslo, it's in the one city council chamber, yes. In 2008, the national government made a decision to direct... produced a directive for Oslo and Akershus to produce a single regional plan for land use and transportation. #00:01:30.6#

I-EDUARDO OLIVEIRA WSL: 2008? #00:01:31.7#

R-ID5: Yes, 2008. #00:01:35.8#

I-EDUARDO OLIVEIRA WSL: That's the main document you are working on or the...? #00:01:40.5#

R-ID5: It's the main document. Yes, that is the main document I've been working on really for the last eight years. #00:01:45.6#

I-EDUARDO OLIVEIRA WSL: This is the one you can find? #00:01:46.4#

R-ID5: This is the one, yes. This is a draft. The new one is on the internet, the final copy, but it's almost the same. #00:01:52.6#

Commented [E01]: Referring here to the REGIONAL PLAN FOR LAND USE AND TRANSPORT IN OSLO AND AKERSHUS

I-EDUARDO OLIVEIRA WSL: You can tell me more about it? #00:01:53.6#

R-ID5: I can send you the link and you'll get copies printed when you're there.
#00:01:58.3#

I-EDUARDO OLIVEIRA WSL: Yes. #00:02:00.3#

R-ID5: Of course there's a background to this. This directive didn't just suddenly arrive in 2008 (laughing). We had been talking about these problems for a long time and there have been a lot of discussions about how to organise the area in different ways. Like all cities, Oslo started as really a small harbor town then it was industrialized and became a bigger harbor town, and then shortly after the Second World War, the city expanded by taking over... it was merged with some of the neighboring municipalities and became the city we now have, the city boundary. Now, by merging with the neighboring authorities, that enabled Oslo to expand in post-war development into all the areas around it. At the same time, the municipalities outside Oslo were growing themselves because they have the railway lines, people were living in the countryside, working in the city and the housing was cheaper outside the city, and sometimes nicer. People could live there with gardens and spaces to park their car or their horse or whatever, yes (laughing) and so we got a situation of growth around the city, cross-function inside the city, and a risk of urban sprawl which of course in the 1950's nobody knew about. It was very nice, it was very modern, and everybody wanted a car. Oslo took one or two very important decisions. The most important was also when they started to expand within the city boundaries, they built a metro line, a metro system. Oslo is a small city. Then it was only 300,000 but when they expanded the city into the immediate surroundings, the new Oslo, they built a metro line and they built these new big housing estates along the metro line. It was very modern then but also based on public transport which worked. #00:04:12.7#

I-EDUARDO OLIVEIRA WSL: Yes. #00:04:14.6#

R-ID5: At the same time, they also built motorways next to the metro line so people

could drive their new cars which not many people had then (laughing) but it was very nice. There was industry in the areas as well so general expansion of the city. There was then a period of about 10 years from '75 to '85 when in fact the city population shrank. It became smaller at the same time as the new housing estates were being built. Still people were leaving the city to live in the areas outside so Akershus was growing and growing and growing, yes, so the city was becoming a big donut. #00:05:07.7#

I-EDUARDO OLIVEIRA WSL: Alright. By that time, Akershus... so the area around Oslo? #00:05:14.2#

R-ID5: The space is the same but there were more people there. #00:05:18.2#

I-EDUARDO OLIVEIRA WSL: And also in terms of functionality? #00:05:21.9#

R-ID5: No, it was the same functionality. In some areas in Akershus, there were more jobs, industry, and a lot of service jobs in this corridor here. Now, what this map doesn't show... maybe I have another one but I probably don't... if you look at this document. #00:05:42.8#

I-EDUARDO OLIVEIRA WSL: The document is not complete. It's just some pages. I have here a presentation here... yes. #00:05:47.9#

R-ID5: This one. This is nice. This is good. I can show you here, look. Look at this one here and I'll show you. This is a good one. I like this map. You see no boundaries, yes. The dark yellow spaces are where people live and work. This is the city, the built city. #00:06:07.2#

I-EDUARDO OLIVEIRA WSL: The core city. #00:06:07.9#

R-ID5: The core city which of course is expanding into Akershus on each side. The yellow/white pieces, this is the farmland where you can grow corn. There's not very much. This is the only place in Norway you can grow food, almost. The rest is forest which is not productive. The region can produce paper but not much. It's not very

good forest. Now, the other experience after the Second World War was that Norway starved. #00:06:43.8#

[Brief interruption by waiting staff]

R-ID5: So, the rule is that the farmland is very, very heavily protected. A lot of the towns in Akershus are in the middle of the farmland because that was where people could live and eat but that means they cannot expand because of the farmland. They can't get bigger. The forest is mostly protected. In fact, all the forest around Oslo is, in reality, a national park so there's no building there, no building at all. #00:07:49.5#

I-EDUARDO OLIVEIRA WSL: National park around the city? #00:07:51.2#

R-ID5: Yes. It's not called a national park but, in reality, there's a law that says you can do nothing, so if you ask me, it's a national park. #00:08:00.6#

I-EDUARDO OLIVEIRA WSL: So, this plan takes into consideration the law for the park and the...? #00:08:08.7#

R-ID5: The policy for the farmland and of course there's water. You can't build on water like in Portugal. #00:08:13.6#

I-EDUARDO OLIVEIRA WSL: Yes, you have water management protection? #00:08:16.7#

R-ID5: Yes, exactly both inland and on the sea so this means that all the growth has to happen in areas which are already built. It's like Zurich. All the development has to be within the existing city, all the growth. So, this is an important background. Now, in 2008 when we were told to make a regional plan... #00:09:07.2#

I-EDUARDO OLIVEIRA WSL: It's a sort of turning point here or...? #00:09:09.0#

R-ID5: It's a turning point. I have personally been involved in a lot of joint planning exercises trying to look at this corridor or that corridor or thinking of how the area as a

whole would grow within demographic studies, with housing studies, with industrial studies, and then of course the environmental agenda became very strong in a way with the (? #00:09:37.4#) report which Norway is very proud of and this means that now the main policy for a long time is that all development has to be whether it's public transport near the railway station or the metro station, yes. #00:09:52.8#

Commented [E02]: The Brundtland Report – see for example <http://www.are.admin.ch/themen/nachhaltig/00266/00540/00542/index.html?lang=en> or <http://www.un-documents.net/our-common-future.pdf>

I-EDUARDO OLIVEIRA WSL: So, in order to frame the discussion, we are talking about the background of this, the current plan, right, this turning point and you are mentioning somehow these driving forces. #00:10:06.6#

R-ID5: These are the driving forces, the challenges. Before this, we recognised the challenges but they were only written a bit here, a bit there, and the politicians argued about this corridor and they argued about (? #00:10:16.9#) and then the government said, “Look, there are too many problems here. Let's all deal with it with one strategy for the whole region”, which was a very important decision. They used the new planning legislation to do that. They said, “Look, now we direct you to create a new plan of the region”, it's very important. We then spent three years just preparing to make the plan, so three years of studying. #00:10:49.6#

Commented [E03]: That corridor.

I-EDUARDO OLIVEIRA WSL: Of preparation? #00:10:50.6#

R-ID5: Yes, yes. Three years of preparation so this is a long, long process (laughing). #00:10:54.9#

I-EDUARDO OLIVEIRA WSL: I have some questions to focus on this preparation. #00:10:57.5#

R-ID5: Yes, yes, okay. #00:10:59.4#

I-EDUARDO OLIVEIRA WSL: Please continue. #00:11:01.4#

R-ID5: The preparation, we did some studies about how the expansion was happening already. We already had policies to say we need a compact urban development but the reality was that that didn't happen. The local 22 municipalities,

they did something else. They did what they wanted. It's local democracy and of course the land owners in the market all pushing and pushing saying, "Build here, build here", yes, and the demographic situation in 2008 was starting to look very critical. This was four years after the EU expanded to its present size, yes, in 2004. #00:11:45.7#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:11:46.2#

R-ID5: I know this affected Portugal in a very negative way. For Norway, the benefits were pretty good. We already had the agreement with the EU so that was okay. Norway has a Schengen agreement and Norway's agreement with the EU allows full, open migration, labor migration and everything, full integration. The trading relations are controlled because of the farming policy but we have a full labor integration. This meant that the industries in this area which were short of labor, they could then get cheap labor from Poland, Lithuania, and maybe Portugal and other places much more easily than before. #00:12:34.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:12:36.4#

R-ID5: So, in an area which is already growing fast, we had population growth of around 1% every year. Suddenly, it's up to 2% every year, 2% population growth, which is a lot and some people said, "Well, we can't keep this going because in the end, there are no jobs. People won't come to unemployment", but in fact more people came and there were more jobs because we have a very strong economy, because of the petroleum sector, and of course because more people create more jobs, yes, and when a lot of people came, they came from Poland and Lithuania, especially Poland and Lithuania to work. They came because there was work and they worked in the building sector, in the hotels, in the restaurants, not just cheap labor but they were doing skilled work. #00:13:25.0#

I-EDUARDO OLIVEIRA WSL: Fishing industry? #00:13:26.6#

R-ID5: Yes, also in the other parts of the country. There's no fishing here but in other parts of the country, yes, and in the oil sector as well. So, the national population

rose quickly but the Oslo population started increasing very fast, so in 2008, we had these planning dilemmas. We had the big ecological agenda and we had this very strong population growth, and a shortage of housing. So, the main objectives for this plan was to manage the growth in a sustainable way to stay competitive in the long term and then we didn't know about the price of oil which has now changed a lot. We said, "Well, it's growing now. All the predictions are that growth will continue. We don't know for how long. Maybe we'll have 200,000 more people in just another 10 years. We don't know", and so we needed to organise this in a way that would concentrate the development in the urban areas which is a big challenge because of the legal position of the local authorities and the legal position of the land owners who have a lot of freedom. #00:14:40.8#

I-EDUARDO OLIVEIRA WSL: These local authorities have decision making capacity in terms of planning spatial transformation? #00:14:47.0#

R-ID5: They have the full spatial planning authority. #00:14:50.2#

I-EDUARDO OLIVEIRA WSL: Alright. #00:14:51.1#

R-ID5: The plans have to be approved, or they have to be in line with, they have to confirm with the regional policy and with the national policy but when there is no regional policy, they do what they want, yes. So, our job was to make the regional policy so clear that the local authorities know what they have to do. #00:15:11.5#

I-EDUARDO OLIVEIRA WSL: Right. #00:15:11.5#

R-ID5: If they do something else, we can say, "No". #00:15:15.1#

I-EDUARDO OLIVEIRA WSL: So, at this point, could you mention to me the steering entities or the entities involved in this plan making as well as how this entity interacts with interest groups, key players, how they involve also the population. The elements of governance, you can identify that are eventually different than in urban regions such as Stockholm or Helsinki. #00:15:50.8#

R-ID5: The comparison with others is interesting. I think firstly I just described what we do (laughing). It's a long story. Now, what we do is actually not so complicated. When we did this work, we had a political steering group which was Oslo and Akershus with some key politicians in the core. This was a group of six to eight people. They decide nothing but they make a recommendation to Oslo and to Akershus to approve the plan but they decide nothing, then all of these 22 municipalities, they said, "Ah, what about us? What about us?" So, we said, "Okay, okay", so this is where we go back to this map. One, two, three, four, so we had one Mayor from each of these sub-regions in Akershus in the political steering group which got a little bit bigger, which is okay. The government officials then said, "What about us? What about us?" and we said, "No, no, no. You asked us to make the plan. When we're finished the plan, you will then have to say, okay, so you can't sit here at the same table because then you have a double interest". Do you understand? #00:17:18.4#

I-EDUARDO OLIVEIRA WSL: I understand, so you really pushed this regional sense of belonging, regional identify? #00:17:28.1#

R-ID5: It's these guys here who have the responsibility. #00:17:30.2#

I-EDUARDO OLIVEIRA WSL: Make it local, right? #00:17:31.5#

R-ID5: Make it local, keep it at the regional level, and then we said, "Okay, if you want to see what's going on at least then we will let the state have a little... you can sit on the edge of the table but it's our decision, okay". So, we had a representative from the regional Governor and a representative from the National Highways Office but, "Just sit quiet and listen" (laughing). That's how it worked. They were observers, okay? #00:18:00.0#

I-EDUARDO OLIVEIRA WSL: Observers, yes. #00:18:00.7#

R-ID5: Yes, so this was how it was organised there, and then we did something which was very original. It's never happened before and now we're struggling because it's disappeared. We created a planning secretariat. What we did was...

this was the professionals... a single professional body to do the work for two regional authorities. Now, that's quite difficult. We had to have a special political and legal agreement between Oslo and Akershus about joint funding, financing these people, and giving them some money for projects and I said, "Okay, are you going to sit in our office or their office?" They said, "No, no, no. We'll sit in a joint office with the transport authority", "Ah, that's good", so we found some very clever solutions to make it equal. It's in a neutral territory and we share the funding and get an external leader, and so on, but of course a lot of the work here was done by somebody who came from the Oslo planning office and somebody who came from the Akershus planning office. They worked there for two to three years, okay, but they had a single leader who actually came from one of these regions. She came from here. #00:19:12.4#

I-EDUARDO OLIVEIRA WSL: This is one of the elements we include on our set of governance elements is the knowledge. So, you have this expert local knowledge. #00:19:23.3#

R-ID5: Exactly. #00:19:23.8#

I-EDUARDO OLIVEIRA WSL: The expert knowledge. #00:19:25.2#

R-ID5: Yes, and we brought in the expertise from both sides and somebody from the local level as well. The advantage of having... there's a woman who came from here and the advantage is that she understood the municipalities in Akershus. #00:19:45.8#

I-EDUARDO OLIVEIRA WSL: Their needs, their... #00:19:47.5#

R-ID5: Their perspective. She understood the demands that the local land owners are putting on the local Mayors which we, in the city hall in Oslo, don't understand because we're not there. #00:20:02.8#

I-EDUARDO OLIVEIRA WSL: Not that close or...? #00:20:03.6#

R-ID5: Yes, so she had this kind of perspective which she brought to the table, then you asked about the participation process in the wider scale. The most important participation was from the local authorities. We had the 22 municipalities and they were all involved in this way and here. We also had a nice big reference group which everybody has to have. Here, we invited all the 22 municipalities and we invited the 20 something city politicians. There were more people. Everybody who was interested could sit here and listen. It was just to talk and say, "What do you think? We'll listen and we'll talk about it". #00:20:45.7#

I-EDUARDO OLIVEIRA WSL: People can also interact, share perspectives or interests upon their own territory? #00:20:52.9#

R-ID5: Exactly, on their own territory but also to start thinking regionally from their own position. It's a mutual process. #00:21:00.5#

I-EDUARDO OLIVEIRA WSL: I also understand that there is a need towards building a region so the regional feelings start being created... #00:21:12.3#

R-ID5: This is grow slowly. For some, it grows quickly and for some, it never happens. It's the way we are. The other bit of participation was very interesting. After the first three years we spent preparing the ground, we did these studies and we said, "Now, this is the strategy for producing the plan. We will deal with this, this and this". The national government approved it and at that stage, after three years, we said, "Now, we have a big approval". Everybody says, yes, so we will now do the plan in this way, and that is what it will answer. #00:21:46.1#

I-EDUARDO OLIVEIRA WSL: So, some kind of working agenda? #00:21:48.1#

R-ID5: Yes, a working agenda. It's called a regional planning strategy and that took us three years, and that work was funded by the national government. Part of the conclusion for the regional strategy was to create this organisation. A lot of the preparatory work was how do we organise it and once, after three years, we said, "We will organise it like this. This is the best way", and this was agreed. This was agreed by the city council in Oslo and it was agreed by the county council in

Akershus. It was also agreed by the national government. They were happy, “We’ll sit and watch”, which is very important. #00:22:29.0#

I-EDUARDO OLIVEIRA WSL: Yes, they were happy... #00:22:30.2#

R-ID5: They were happy that it was happening, yes. We then said, “Well, to produce this plan, it will take probably three years”. So, first we said two years but we knew it would be three years but we said two (laughing), so these secretariats started working for two years and they worked for three years. #00:22:47.8#

I-EDUARDO OLIVEIRA WSL: Mainly composed of planners...regional planners? #00:22:50.0#

R-ID5: Two planners from Oslo, two planners from Akershus and the leader from here so just four or five people and they did a lot of work. They did some very good work. One of the most important jobs they did for participation since you asked about that was to visit every single one of these 22 municipalities, talk to their politicians, go to their local councils where there might be 10-20 politicians with their own local interests and parties, and explain what is going to happen, explain what is happening and explain this is what’s happened. So, they went three times to 22 municipalities, 66 meetings all around the area in three years, which is very good. #00:23:39.7#

Commented [E04]: Identify on the map. Refers to a planner who played a core role in the joint regional planning.

I-EDUARDO OLIVEIRA WSL: It was listening? #00:23:40.2#

R-ID5: First, to explain what is going to happen, “Is this okay? Okay, then we’ll do it that way”, then say, “Now, this is what has happened so far. Is this okay? Maybe not, okay, we’ll change it a bit”, and then we’ll say, “This is where we think the result is, is that okay?” So, there’s three stages of participation which worked very well. #00:23:57.7#

I-EDUARDO OLIVEIRA WSL: This happens via workshops, roundtables? #00:24:03.7#

R-ID5: No, they went to the formal council meetings where all the politicians were.

#00:24:07.7#

I-EDUARDO OLIVEIRA WSL: Yes. #00:24:07.8#

R-ID5: It was only those, and she also came to the city council meetings as well so it was all the 22 municipalities and two committees in the city. #00:24:20.9#

[Brief interruption from waiting staff]

Commented [E05]: In Norwegian.

R-ID5: So, this was a really important part of the participation and this meant that the local politicians in each municipality had the chance to ask a lot of questions. They also had a chance to talk to their friends and neighbors. In my view, I think one of the big challenges of doing a regional strategy or regional planning is that it's often very abstract and it's very distant from people's everyday experiences, very distant. So, if I was going to explain to the guy sitting on the other side of the table there why Zurich region wants to have a nice regional plan, he'd say, "Go and do something else" (laughing) but if you talk to the local politicians, they say, "Well, this is important because what we are saying in the regional plan will affect the freedom of the local politicians to do what they want to do later". They understood that and they could then take that discussion locally and say, "Well, if you want to build a house in that field there, I may not be able to say 'yes' in two years because the regional plan will stop it", so they have that local (? #00:26:02.8#) and I think that kind of logic started over three years to emerge. #00:26:11.0#

Commented [E06]: Contact. Local contact.

I-EDUARDO OLIVEIRA WSL: Yes. #00:26:12.0#

R-ID5: Now, of course the challenge is democracy means that it's not the same people after four years again. It's other people, but anyway that's the logic and I think people now... last year we had an election at the same time as this final plan was approved which means now we have a new political leadership in Oslo, we have a lot of new politicians in Akershus. It's the same leadership but new politicians, and of course in the municipalities, nearly all of the Mayors have changed. So, all of these people who are involved in this participation process, they've got different jobs (laughing). #00:26:41.8#

I-EDUARDO OLIVEIRA WSL: Yes, they're doing different things. #00:26:43.5#

R-ID5: The new ones are saying, "Well, this is interesting about sustainability and growth, and this gives us an arena to fight over". #00:26:51.5#

I-EDUARDO OLIVEIRA WSL: Why is this happening? #00:26:53.1#

R-ID5: It's politics. I mean they are totally disconnected to the regional plan. The politicians don't stay on for a long time. Some do and they make a career but most do not. They have four years, maybe eight years is enough, yes. It takes time. #00:27:10.8#

I-EDUARDO OLIVEIRA WSL: In some European countries, they stay for quite a long time. #00:27:15.6#

R-ID5: Some stay for a long time, yes. Some stay for a long time. Of course, if you have a paid job like a Mayor and you get better at the job, you get better at forming alliances and things but for most people, it's their free time. #00:27:33.4#

I-EDUARDO OLIVEIRA WSL: The interesting thing here is therefore the leadership took at the heart the regional plan, I would say. Is that? #00:27:42.3#

R-ID5: Yes, yes, we did. So, in the final stage of participation at this level was the draft regional plan was sent out for a big formal consultation. We had 90 responses. All the municipalities of course wrote a lot and most of what each of the municipalities wrote in their reply was coordinated. In this region, all the municipalities said the same. In this region, all the municipalities said the same. They communicated and coordinated their response which is good really. #00:28:20.0#

I-EDUARDO OLIVEIRA WSL: To what extent do they participate, sharing perspectives or also proposing changes that eventually impact land use or they came with the idea of building a new tramline, a new road, a new... #00:28:37.9#

R-ID5: I think there are a number of things happened. I mean in some places, here for example, there has been a discussion for quite a long time about having a metro extension into this area. It is very, very unclear. There's no funding, and these municipalities really want to have this but this is competing in the political debate with of course other big projects such as a new metro extension here and a lot of other things. The politicians in Oslo and Akershus, they're very clever. They said, "Look, our regional plan is not going to decide about which regional investment we will make first. We know that all of this has to be done in the next 50 years but we're not going to decide if it happens now. That happens in another setting. We have a big program for transport investment which is where those decisions are made but we are not going to make that decision in this plan". The decision here was to say, "What is the overall direction for the whole region?" #00:29:46.5#

I-EDUARDO OLIVEIRA WSL: For the next 15? #00:29:49.2#

R-ID5: Until 2030 and until 2050, so there's two perspectives. #00:29:52.9#

I-EDUARDO OLIVEIRA WSL: Alright. #00:29:53.7#

R-ID5: It's 15 years and 25 years, 35 years yes. So, the result of the final consultation was that the 22 municipalities more or less said, "This is very nice and we like it", more or less. The guys from this region were not quite so happy and they said, "Well, really we would like to have a new round because this is not quite what we wanted", mostly because of this in reality, so we talked to our lawyers and we said, "Is this objection strong enough to have to stop the plan and start again?" They said, "No, this is okay" (laughing), so our political leader said, "We'll put it through this way. We know this question is on the table but we'll deal with it later". #00:30:49.5#

I-EDUARDO OLIVEIRA WSL: Okay, and they accepted it? #00:30:51.8#

R-ID5: They have to because in the end, the decision for the regional plan is made in two chambers; in the city council in Oslo and the Akershus county council, not in the municipalities. The municipalities can give their views but the decision is made in the county planning authority. #00:31:13.8#

I-EDUARDO OLIVEIRA WSL: During the preparation of the plan, were other interest groups involved? #00:31:21.0#

R-ID5: Yes. We had two main networks at the regional level. Of course locally there's whatever. One was the interest groups and the other was the business interests, and we had, like these, we had two or three big conferences where we invited all of the interest groups and we invited all of the business sectors, totally separate processes. The interest groups were quite special because of course they're very focused on one thing. If you talk to cyclists, they say, "Well, we only want lots of bike lanes". If you talk to the environmentalists, they'll say, "Well, protect all the trees". If you talk to the farmers, they say, "Keep our farmland free", but now maybe you can see that the cyclists interest is in conflict with the farmer's interests. #00:32:19.7#

I-EDUARDO OLIVEIRA WSL: Okay. #00:32:20.3#

R-ID5: So, by having them all in one place, you can start to build up a regional perspective which was, I think, quite good in the end. They started to recognize that, yes, their interest is important and we will listen to them. We will take it into account but in the end, all of this has to fit together. When we talked to the business interests, they all agreed almost entirely with what we were doing all the way, full support because they experienced perhaps a lot of un-clarity and indecision in the planning processes, too much competition sometimes between municipalities and centers. If everyone is competing for the same... you'll get lots of centers and no big center. In our plan, we recommended four strong regional centers in Akershus which is the key. There are a lot of other centers which are important but the big regional centers, this is where the businesses have to be concentrated otherwise you get no critical mass. They liked it. Yes, they liked it. In the end, we had a big final conference here where we had all the business organisations. We had organisations from the finance sector, from the retail sector, from the business and industrial sector, from some of the research and innovation organisations, and they all were fully supportive of what we're doing so this was very important. It gave the politicians a very, very strong feeling that this is the right thing to do which is good. It meant that

when the final decision went to the city council and to Akershus county council, that gave a basis for really almost a unanimous decision, yes. Now, the final challenge we had in this process in the political sense was because we had to have two decisions; one in Akershus and one in Oslo but of course they have to be identical. #00:34:28.8#

I-EDUARDO OLIVEIRA WSL: Yes. You need both to get the plan approved? #00:34:34.6#

R-ID5: Yes, we have to get the plan approved. Both organisations have to approve the plan in the same way. If they didn't then we would have to start again at least part of the political process. #00:34:47.7#

I-EDUARDO OLIVEIRA WSL: So, negotiations? #00:34:50.1#

R-ID5: A lot of negotiation. We had a joint working group with the administrative level and we wrote the same recommendations and the politicians had some discussions, and we looked at all of these comments from the municipalities. We looked at what the business sector said and they said, "Well, this is our joint recommendation", and in the end, it worked but only just (laughing), only just. So, on 14th of December last year, Akershus county council, they didn't say yes to the plan, they said, "Okay, we recognize the acceptance. If Oslo likes it then we'll like it", then on the 16th, Oslo city council said, "Yes", so then it was finished. #00:35:35.7#

I-EDUARDO OLIVEIRA WSL: It's very new? #00:35:37.6#

R-ID5: It's very, very new. There were some small complications with the details. In reality, they both agreed that we have to agree the same and these final decisions were made by the new politicians. We had the elections in September so all the work for the plan was actually done by one set of politicians who then said, "Here's the recommendation", and the new politicians said, "Yes", which was great. #00:36:05.4#

I-EDUARDO OLIVEIRA WSL: They really embraced the implementation? #00:36:06.2#

R-ID5: Exactly, yes, so that's where we are now and we've now had... well that was December and its now June. We've had half a year to really start the implementation. It has taken a bit longer than it should have done for a number of reasons. One reason is very important and it's a very important key element. This planning secretariat, they just kept doing the work. They worked and worked and worked and they said, "Look, what do you think? What do you think? This is our new report, what do you think? The next meeting is in two weeks, what do you think?" They pushed us. They pushed us all the time. #00:36:45.6#

I-EDUARDO OLIVEIRA WSL: Are they preparing projects in line with a plan? #00:36:49.8#

R-ID5: Yes, they provided the reports, they did all the commentary, they did the participation and they kept coming back to the politicians here and saying, "Now, the next stage is this. Do you agree?" #00:37:02.9#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:37:04.0#

R-ID5: "Okay, we agree", so there was a very strong dialogue and they were pushing forward the process. They had some deadlines. They gave us some deadlines and they pushed the process forward. Now, the agreement between Oslo and Akershus in preparing the plan was for joint... I told you about this, there was joint funding and joint staffing, and the practical location for the joint planning secretariat. The agreement between Oslo and Akershus also stated very clearly that when a plan is agreed, the secretariat stops because the secretariat's job is to produce the plan. We now have the plan so we don't need the secretariat. Not all of us were happy about this but it was a political decision. #00:37:51.7#

I-EDUARDO OLIVEIRA WSL: Because they were doing a good job, as you just said. #00:37:53.8#

R-ID5: They were doing a good job but when the plan was finished, we have the plan, it's approved, so we don't need the same pressure and deadlines to deliver a

plan because we have a plan. Of course implementation is important but it's a different job. #00:38:07.4#

I-EDUARDO OLIVEIRA WSL: Yes, and for the coming years? #00:38:09.0#

R-ID5: There's a whole lot of tasks. Some tasks will take 20 years. Some tasks will take just two months. There's a whole lot of tasks so now we're building up the strategy for implementation. When the plan was finally approved, this one here, there was an important part on the back of the plan which is the action program. The action program, by chance, has 10 points. I mean it's nice to have a 10-point action program and we had one (laughing). It's just a coincidence. #00:38:39.2#

I-EDUARDO OLIVEIRA WSL: I think that one is not available. #00:38:44.2#

R-ID5: We have an action plan with 10 points and the action plan... #00:38:49.0#

I-EDUARDO OLIVEIRA WSL: You mean the guide for the implementation? #00:38:50.5#

R-ID5: The action plan is for implementation. This is what to do next, and some of the things said that from the day the plan is approved, you will then do this and this and this. #00:38:59.5#

I-EDUARDO OLIVEIRA WSL: Also prepared by the...? #00:39:01.5#

R-ID5: Yes, yes. Yes, we all agreed. The politicians agreed to it. #00:39:05.3#

I-EDUARDO OLIVEIRA WSL: Okay. #00:39:05.9#

[Brief Interruption]

R-ID5: So, the problem is the plan secretariat has now stopped which means that the implementation has to be done by Oslo city and Akershus county as two separate organisations. So, now we're at the interesting stage where we have to get a new

agreement, a new understanding approved by the politicians about how to do the work together but without a joint organisation. #00:40:04.5#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:40:06.8#

R-ID5: So, that's where we are now. #00:40:09.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:40:10.0#

[Brief interruption]

I-EDUARDO OLIVEIRA WSL: I'm interested to talk about two main points. You mentioned when in preparation, you tried to answer some of the main issues and you also mentioned that these plans are pretty much abstract, so how do you characterize this adaptive capacity of the entities involved and the way they reply to ascertain issues such as housing issues, environment issues, responding to climate change. Is the plan flexible enough to respond to any issues that often happen in a more linear way? #00:41:41.2#

R-ID5: I think it probably is. There's two answers to that. One is that during the planning, there were really three stages. There was what we called the study phase, there was the preparatory phase, and there was the decision phase. Now, in the study phase, we had already done some studies to define the challenges but then when we got all of these people around the table, the municipality said, "Well, hang on, we need to know more about the housing market before we can decide on this", and then other people said, "We need to have a proper transport analysis. We don't have one". They said, "We need to have a proper study of how this will affect local government finances because if you're going to tell this municipality to take more growth, where do they get the money from for the schools. So, in fact we did five studies, five thematic studies to try and I wouldn't say diffuse but to try and structure these specific problems that we knew are linked to this plan. #00:42:51.4#

I-EDUARDO OLIVEIRA WSL: Yes. #00:42:52.1#

R-ID5: Yes, so that was one part of the answer. The other part of the answer is in the decision making then we had to... this plan is formally only dealing with land use and transportation. This meant we had to have some guidelines and very specific legal wording in the plan so that the municipalities and the rail authorities and others would have no doubt as to what they have to do. #00:43:26.2#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:43:28.4#

R-ID5: It's not specific in the map. The map of the plan you've seen [here is a strategic map](#). So, this is the basis for each of these 22 and 23 Oslo municipalities to do their detailed plans but if their detailed plans do not agree with the framework that is in this then the state will say, "No, you have to do what the framework says you have to do", which is the same in Zurich. For example, 80% of all growth has to be in the main centers for every municipality. 90% of all growth in the regional centers has to be there, 90%, and in Oslo, all the growth is in the built up area anyway so that gives figures, some clear figures. The municipalities can decide when it happens, if it's going to be this side or that side of the railway, they decide, so this is not a detailed description but it gives the framework as clearly as we could, but here's a political negotiation. It's give and take. Some people say you should have been much clearer, you should have really pushed them, you should have drawn detailed maps but then we said, "Well, if we'd given detailed maps then we'd only have 22 responses from the municipalities saying no, and if everybody says no then we don't have a plan" (laughing) so we had to fine this whole document as the (? #00:45:03.9#). The (? #00:45:07.1#) is everybody has to sit around the table until everybody is confident that their interests are listened to, taken on board, "I understand your perspective, you understand mine", and then we write down what we think is the general agreement. #00:45:18.4#

Commented [E07]: Referring here to the map included on the joint regional planning.

Commented [E08]: The way to yes...

Commented [E09]: The way to yes...

I-EDUARDO OLIVEIRA WSL: You had the question of building consensus? #00:45:21.9#

R-ID5: Consensus and trust, and this is one of the challenges now. Of course we have a lot of new politicians. They don't distrust each other but they have to build up new trust because this takes time. #00:45:37.4#

I-EDUARDO OLIVEIRA WSL: The current regional plan impacts directly “land change” because it’s on transportation and land change, then if building consensus with the municipalities and they have to follow the plan therefore the preparation where you had the governance arrangements you built and they directly impact the land? #00:45:59.8#

R-ID5: Yes, yes. #00:46:00.5#

I-EDUARDO OLIVEIRA WSL: Can we put it in this way? #00:46:03.8#

R-ID5: Yes, definitely. #00:46:07.9#

I-EDUARDO OLIVEIRA WSL: Just to conclude, do you have an example? Of course I will visit Oslo. #00:46:17.5#

R-ID5: Yes, we’ll meet in September of course. #00:46:20.0#

I-EDUARDO OLIVEIRA WSL: Yes, I will talk with your colleagues, I will walk around and also do my observations. Are there any examples? #00:46:27.8#

R-ID5: It’s too early really because it’s a new plan. #00:46:31.8#

I-EDUARDO OLIVEIRA WSL: It’s a new plan for six months of the approval. #00:46:33.8#

R-ID5: Yes, but I think what happens now is in the next four-year period, every municipality has to produce a new local plan and the new local plan has to be in line with this. It has to comply with this, so we are now in the process of all the local plans being started and the first thing we are now doing with Oslo and Akershus is preparing a joint document. We have the plan but a joint document to the 22 municipalities saying, “Now, we have the regional plan. We know that you like most of it. We expect you to now follow this up and we are going to help you in these issues that are defined in the action program”. Our job is now to use the action

program to say, "We will now help you to follow this up" because it's a mutual process still. We can't just say, "Now it's your job to do that and now we wait to see if you do it", so, "Now we want you to do this. Do you think you can?" If you say, "No, not quite", we'll say, "Well, why not?" "Well, because we've got this problem", "Okay, well we can help you deal with that together maybe with the neighbors, maybe more money from the government". #00:47:44.8#

I-EDUARDO OLIVEIRA WSL: Yes, financial resources. #00:47:45.5#

R-ID5: Whatever, yes, professional advice, whatever. So, it's a question of continuing the dialogue but in the implementation. #00:47:52.0#

I-EDUARDO OLIVEIRA WSL: Yes, I see. #00:47:53.1#

R-ID5: But all of this depends on capacity and all of this depends on political support and at the moment, we have both. No, at the moment, we have political support but we've lost the capacity so we have to try and reconstruct the capacity within the existing organisation which is tricky. Okay, I think I'll have to leave you. #00:48:19.1#

I-EDUARDO OLIVEIRA WSL: Yes, that's fine. Of course I understand. #00:48:22.0#

R-ID5: We'll pick it up later. #00:48:27.8#

I-EDUARDO OLIVEIRA WSL: I'll talk with your colleagues and we can also keep in contact via email? #00:48:31.0#

R-ID5: Of course, yes. #00:48:32.2#

I-EDUARDO OLIVEIRA WSL: So, we'll produce some... #00:48:33.1#

R-ID5: What were the dates you're coming in? #00:48:35.6#

I-EDUARDO OLIVEIRA WSL: 3rd week of August. #00:48:38.8#

R-ID5: 3rd week August, okay. I'm going back to work on 19th of August.
#00:48:44.2#

I-EDUARDO OLIVEIRA WSL: Yes, I think. I don't have my agenda yet because first I'm going to Helsinki for interviews then I stay two extra days and come to Zurich on the week of 14th which is my birthday then I'm going to Oslo on 19th, I think.
#00:49:01.0#

R-ID5: 19th of August. #00:49:02.7#

I-EDUARDO OLIVEIRA WSL: 19th of August. #00:49:03.3#

R-ID5: That's when I start back at work. #00:49:04.7#

I-EDUARDO OLIVEIRA WSL: Okay. #00:49:06.5#

R-ID5: So, I'll see you then (laughing). #00:49:07.4#

ID5 Oslo 03 June

ID6 Lyon 27 June

I have asked Mr. ID6 to particularly focus on replying the questions stated on the interview guide. I has demonstrated knowledge over the questions and immediately started with a historical back ground of planning in Lyon and the role of the SEPAL.

R-ID6: ...because it's the law in France when you do a document like this. I'll explain to you what it is. #00:00:09.6#

Commented [EOGW1]: Mr. Giraud is referring here to SCOT 2030 (the regional plan)

I-Eduardo Oliveira WSL: Yes, that will be great. #00:00:10.9#

R-ID6: We have three documents. Here is the big one, the diagnostic. #00:00:14.4#

I-EDUARDO OLIVEIRA WSL: Can I take this with me? #00:00:16.2#

R-ID6: Yes, this is for you. #00:00:16.5#

I-EDUARDO OLIVEIRA WSL: Yeah, that's great. #00:00:17.2#

R-ID6: If you want, if it's too much... #00:00:20.7#

I-EDUARDO OLIVEIRA WSL: No, no, no. #00:00:22.0#

R-ID6: You can take this... #00:00:23.2#

I-EDUARDO OLIVEIRA WSL: No, I like this. #00:00:25.6#

R-ID6: The diagnostic of the territory. Here in green is the politic project and in pink it's the law; what is the... #00:00:44.7#

Commented [EOGW2]: These documents are included in the folder (hardcopy)

I-EDUARDO OLIVEIRA WSL: What they have to do? #00:00:46.4#

R-ID6: Yes, yes. Diagnostic project politic. #00:00:50.1#

I-EDUARDO OLIVEIRA WSL: And the law. #00:00:50.8#

R-ID6: Here is... it's the dream; what we want to do in 20 years' time, and here is the regula... the law. #00:01:03.4#

I-EDUARDO OLIVEIRA WSL: The law. What the entities have to follow? #00:01:07.2#

R-ID6: Yes. #00:01:07.8#

I-EDUARDO OLIVEIRA WSL: Concerning what they have to do in Lyon? #00:01:09.4#

R-ID6: Mhm. So, it's for you, four kilos (laughing). #00:01:15.2#

I-EDUARDO OLIVEIRA WSL: Thank you so much. #00:01:16.5#

R-ID6: So, I have to explain to you where we are? #00:01:22.0#

I-EDUARDO OLIVEIRA WSL: Yes, that will be great. Also, how do you start as a SEPAL? #00:01:30.2#

R-ID6: Sepal, yes. #00:01:31.5#

I-EDUARDO OLIVEIRA WSL: If you can tell how it starts. If you could tell me how Sepal has started. What was the purpose? Was it just to create a plan? Also, tell me the background of l'agglomération Lyonnaise and Grand Lyon.. #00:01:49.6#

R-ID6: What is the difference? #00:01:51.2#

Commented [EOGW3]: To explain the difference between "l'agglomération Lyonnaise" and "Grand Lyon"

I-EDUARDO OLIVEIRA WSL: Yes, the difference but then we focus on the regional planning part, so on the role of the Sepal mainly on the ongoing plan for l'agglomération Lyonnaise (? #00:02:03.8#). #00:02:06.6#

Commented [EOGW4]: l'agglomération Lyonnaise

R-ID6: Okay. I have to explain to you before how it is organised, the law for urbanizing in France. In France, it's important to have this situation. You have 36,000 communes. It's really important. The number of communes in France is the same in the rest of Europe. You have a lot of little city. Is the history in France. You have a lot of cities, a lot of little cities. Sometimes you have cities with five inhabitants, yes, but you have an organisation. You have the chief. #00:03:05.7#

I-EDUARDO OLIVEIRA WSL: The chief, the president? #00:03:06.9#

R-ID6: Yes, of each city. The Mayor, we say in France. So, it's difficult to... it's important to say that because when you have (? #00:03:17.0#) 36,000 communes, you have 36,000 urban plans, okay, so 36,000 urban plans but the problem is that communes between another commune, you have different projects and the projects, it's not a combination but concurrence. #00:03:55.8#

Commented [EOGW5]: the smallest French territorial division for administrative purposes.

Commented [EOGW6]: competition

I-EDUARDO OLIVEIRA WSL: Okay. They compete instead of cooperating? #00:04:00.1#

R-ID6: Yes. So, Scott (? #00:04:03.2#), the (? #00:04:05.2#) territorial currency was invented in 2000/2001, and the object is to organise the future of different communes. #00:04:30.7#

Commented [EOGW7]: Schéma de cohérence territoriale - <http://www.scot-aggloloyon.fr/>

I-EDUARDO OLIVEIRA WSL: This was the main purpose, so organise, bring together these plans. #00:04:37.9#

R-ID6: Yes, in order to have not concurrency program but combination program. #00:04:46.6#

Commented [EOGW8]: not concurrent program but joint program

I-EDUARDO OLIVEIRA WSL: Mhm, putting them in the same line of action. #00:04:49.9#

R-ID6: Okay, but what is difficult to understand is that this organisation... so, here is the organisation of the (? #00:05:02.0#). What we can do... you have in France - urban planning. Each commune can have one urban planning. The name is PLU -

Commented [EOGW9]: SCOT - Schéma de cohérence territoriale.

“Plan Local D’ Urbanisme” or local urban planning. The local urban planning is the law for each (? #00:05:31.8#); if you can build or not build, if you have to protect the nature or the agriculture. #00:05:42.1#

Commented [EOGW10]: parcel

I-EDUARDO OLIVEIRA WSL: Is the land use...? #00:05:43.9#

R-ID6: It’s the land use at the scale of the commune... I am looking for the... #00:05:55.6#

(Respondent leaves briefly to find other documents). #00:06:06.2#

R-ID6: For example, one commune, a beautiful commune, the name is (? #00:06:14.3#) and here, you have the urban planning. It’s the same as this one, the diagnostic. #00:06:23.4#

Commented [EOGW11]: Poleymieux-au-Mont-d’Or

I-EDUARDO OLIVEIRA WSL: Yes, the maps. #00:06:25.2#

R-ID6: Diagnostic and project, and here, the law graphic document. #00:06:33.9#

I-EDUARDO OLIVEIRA WSL: Yes, I see. #00:06:37.4#

R-ID6: The law graphic, okay, and here you have some letters and what is ‘U’, you can build, and what is ‘A’ or ‘N’, it’s no build. #00:06:55.9#

I-EDUARDO OLIVEIRA WSL: No build, protection areas. #00:06:57.8#

R-ID6: Yes. The more precise scale for the document of urbanizing in France is PLU. #00:07:09.3#

I-EDUARDO OLIVEIRA WSL: PLU, and then each commune, municipality...? #00:07:14.8#

R-ID6: Yes. #00:07:15.3#

I-EDUARDO OLIVEIRA WSL: ...designs one of these? #00:07:16.7#

R-ID6: They have to... you cannot be a commune without a PLU. You have... #00:07:24.8#

I-EDUARDO OLIVEIRA WSL: I have one. #00:07:26.5#

R-ID6: One PLU. If you want, you can do a PLU with not just one commune but other communes, so you can have a PLU which is intercommunal. #00:07:49.6#

Commented [EOGW12]: "Plan Local D' Urbanisme Intercommunal"

I-EDUARDO OLIVEIRA WSL: Ah, okay. #00:07:51.3#

R-ID6: For example, (? #00:07:52.5#) has a PLU for 59 communes. (? #00:08:02.0#) is the same and they built a PLU for 59 communes, but it's not an obligation. You can have a PLU for one commune or for most communes if you want. #00:08:21.4#

Commented [EOGW13]: Grand Lyon

Commented [EOGW14]: The law is the same

I-EDUARDO OLIVEIRA WSL: Yes. #00:08:22.4#

R-ID6: The question is when you have a PLU for 59 communes, why do you write a SCOT? It can be the same because you speak about the same thing in a SCOT as you speak about a PLU for 59 communities. So, a PLU for each commune is an obligation but in some territories when you don't have PLU... we say in French le PLU intercommunal (? #00:09:11.0#) the life... how do you say (French #00:09:19.5#). It's the life where you do shopping, where you go to school, where you go to walk. #00:10:00.5#

Commented [EOGW15]: For basic life. The daily life activities.

I-EDUARDO OLIVEIRA WSL: It's for the activities or the functions that have to exist in a city. #00:10:05.9#

R-ID6: Yes. Each day where you have to go. #00:10:08.4#

I-EDUARDO OLIVEIRA WSL: So, the daily life? #00:10:10.2#

R-ID6: For the daily life. It is the daily life where you live. So, two principles; PLU,

SCOT. Each commune needs to have a PLU. You can write a PLU for more communes and the name is PLUI. Normally the SCOT is on a bigger scale. #00:10:48.4#

I-EDUARDO OLIVEIRA WSL: To aggregate these...? #00:10:52.4#

R-ID6: To aggregate all. So, the situation in Lyon, you have a collectivity, the name is Metropole de Lyon, the metropolis of Lyon is the administrative organisation. The other name is Grand Lyon. #00:11:12.2#

I-EDUARDO OLIVEIRA WSL: So, Grand Lyon/Metropole... #00:11:14.6#

R-ID6: Is the same. #00:11:15.4#

I-EDUARDO OLIVEIRA WSL: ...is the same? #00:11:16.1#

R-ID6: Is the same. Sometimes you will... all of the urban communities, community urban is the same. #00:11:23.7#

I-EDUARDO OLIVEIRA WSL: That's very good to know this. #00:11:26.1#

R-ID6: It's the same. It's been an organisation since 1966. For a long time, the organisation had 55 communes and then there are 59 communes, okay. #00:11:54.0#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:11:54.8#

R-ID6: They have a PLU, okay. My organisation is the Sepal (? #00:12:13.4#) this one is an organisation. Yes, it's Sepal but this organisation, we have a unique sense which is to invent right and today have the assurance that our orientations are good. It's our only job. The organisation is based on Metropole de Lyon so this one. #00:12:45.9#

Commented [EOGW16]: The respondent highlights the role of SEPAL.

Commented [EOGW17]: The current tasks of SEPAL are to evaluate the implementation of the SCOT.

I-EDUARDO OLIVEIRA WSL: Mhm. #00:12:46.5#

R-ID6: So, (? #00:12:48.5#) of communes plus two other areas; (? #00:13:01.6#) metropole and we have two other areas which are communes' community, two communes' community. The name is East Lyon where there is the airport. The airport is not here. #00:13:25.7#

Commented [EOGW18]: 59 municipalities

Commented [EOGW19]: Great Lyon

I-EDUARDO OLIVEIRA WSL: Ah, okay. #00:13:27.5#

R-ID6: The airport is here, look, in the East and it is not in the metropole. The metropole stops here. #00:13:34.7#

I-EDUARDO OLIVEIRA WSL: Oh, I see. #00:13:36.3#

R-ID6: But here in Sepal, we have this part of the (? #00:13:40.3#). #00:13:41.2#

Commented [EOGW20]: l'agglomération Lyonnaise. 7 communes.

I-EDUARDO OLIVEIRA WSL: As well. #00:13:42.3#

R-ID6: So, the East Lyon is eight communes and here at this part, it's seven communes. #00:13:52.8#

I-EDUARDO OLIVEIRA WSL: Alright, I see. #00:13:53.7#

R-ID6: So, East Lyon is eight communes and the other part is (? #00:13:59.3#). So, we have in our organisation a total of 74 communes. #00:14:09.7#

I-EDUARDO OLIVEIRA WSL: 74 communes or municipalities. #00:14:12.5#

R-ID6: Why is Sepal, Sepal? We need to fabricate, build the new administrative system because these three organisations and two (French #00:14:28.4#). #00:14:42.8#

Commented [EOGW21]: To assemble the 3 groups of municipalities.

I-EDUARDO OLIVEIRA WSL: To put them on the same table as that so Sepal works as the office in charge of bringing them together to prepare in this case of SCOT. #00:14:56.7#

R-ID6: Yes, yes. #00:14:58.5#

I-EDUARDO OLIVEIRA WSL: Those details, so because these are another structure of governance which is formal so is a formal entity with a director and other people so then you can tell me also a bit about how it was easy to bring them together, how you make them agree on the elaboration of these documents, all these details, if you can tell me about this? #00:15:26.8#

R-ID6: Yes, yes. So, what you need to know is SCOT is not the first exercise at this scale. Before, you have the name, it was “le schema directeur” before it was written and adopted in 1992. So, you have the organisation of the planning in the metropolitan area of Lyon which was the “schema directeur” and the law changed in 2001 and in Paris, they say, “Stop at the schema directeur”. You have to change before 2010 and you need to change your “schema directeur” to a SCOT. So, the history of the planning does not begin with the SCOT. It began before, at this time with the schema directeur. #00:16:46.7#

Commented [EOGW22]: schéma directeur for Lyon

Commented [EOGW23]: Central government

I-EDUARDO OLIVEIRA WSL: In 1992, okay, so was the decision from Paris? #00:16:50.6#

Commented [EOGW24]: From French central government.

R-ID6: Yes. All these type of documents in France needed to change because what you need to say in these documents in 1990 was really different than what you need to say now in this type of document. Before, you didn't have to speak a lot about environment and agriculture. Now, our document is based on the urbanism, on the economic development but you have to speak about the environment and look at agriculture, about green network and making the network available to everyone, and so on and so on. So, the planning documents in the 20th century is different than now. This parameters were the same at this time. The cooperation is old. It's a reason of good governance. #00:18:15.0#

I-EDUARDO OLIVEIRA WSL: Alright. #00:18:16.2#

R-ID6: You need time. You can't build a good document in two, three, 10 years. You

need 10 years, 20 years to make... #00:18:30.7#

I-EDUARDO OLIVEIRA WSL: The mindset? #00:18:32.1#

R-ID6: Yes, the good scale is not my communes, is not my community of communes but the good scale is the (? #00:18:43.0#), where you live, where you work, where you go to university. The good scale is that but it's not easy for politicians because the politicians are elected in our communes and some inhabitants don't understand why the politician is interested in the big area and not of the problems of the communes so it's not easy for politicians. The politician works for the time where he is elected. #00:19:28.0#

Commented [EOGW25]: The basic conditions of life.

I-EDUARDO OLIVEIRA WSL: Four years here? #00:19:29.7#

R-ID6: No, no, no. In communes it's six years. #00:19:33.2#

I-EDUARDO OLIVEIRA WSL: Oh, six years? #00:19:34.4#

R-ID6: It's six years, but you need to invest to write this type of document. It's six, seven, eight years. You need two (French #00:19:48.7#), two parts of your political life... #00:19:53.9#

Commented [E026]: 2 parts

I-EDUARDO OLIVEIRA WSL: Into this program, so you can have, for example, two different mayors in the same... #00:19:59.8#

R-ID6: Yes, yes. So, we begin, we changed the schema directeur in 2004. We said that it's the moment to change (? #00:20:12.7#), so we begin to write it to make a reflection. We adapted this document at this time in 2010, and in 2008 you had a local election. So, we had a politician here and we had sometimes a different politician here but it has not changed a lot. #00:20:44.1#

Commented [E027]: Referring here to the document - Schéma directeur

I-EDUARDO OLIVEIRA WSL: Changed a lot, alright. #00:20:45.1#

R-ID6: So, we need six years to build this document. #00:20:51.4#

I-EDUARDO OLIVEIRA WSL: This document. So, this document SCOT 2030, so was adopted in 2010? #00:20:59.1#

R-ID6: Yes. Why 2030, it's the view, it's the vision 20 years after. So, it was the 16th of December. So, six years to build this, this document, so we need two-three years and between four and seven to organise the management. We have 74 communes but we have two organisations. One has 26 politicians. You don't have one person who will represent one commune. You don't have it. #00:22:00.3#

Commented [E028]: SCOT 2030 (approved 2010)

I-EDUARDO OLIVEIRA WSL: Ah. #00:22:01.3#

R-ID6: The representation is based on these three organisations. You have 16 persons from metropole and five for east and five for other. Some SCOT in France have one person for one commune. We don't make this choice because it's too much to have 74 persons in our validation. It's the validation... it is our parliament. The document is validated here. The name is (? #00:22:48.8#). We have a little task force of 16 persons. Each month, they are here. It's each month, and here it's four times per year. #00:23:17.6#

Commented [E029]: Grand Lyon

Commented [E030]: East Lyon/ l'Est Lyonnais

Commented [E031]: CONSEIL SYNDICAL

I-EDUARDO OLIVEIRA WSL: But then let's divide it because already we have the phase of... as I call here on my interview is the plan making and then the plan implementation. So, we have the six years of making the plan and they came here every month on the preparation of the plan? #00:23:36.5#

R-ID6: Yes, yes, every month. Sometimes at the end, it was each 15 days, each two weeks they would come because we have to write this part, the pink part, and each word was important. So, here is the organisation. Here is the organisation. After six years between these two dates, you have time to organize so during the diagnostic between four and seven, we organised the diagnostic with a lot of people. We organised the diagnostic with enterprises, economic... #00:24:33.2#

Commented [E032]: The binding document. The law.

I-EDUARDO OLIVEIRA WSL: Yeah, because this is some of the questions I have... I call interest groups or key players. Can you tell me examples of those that you have

been involved on the plan making? #00:24:43.5#

R-ID6: Yes. You have the social organisation. The person who built social apartments. #00:24:54.9#

I-EDUARDO OLIVEIRA WSL: Social housing? #00:24:55.6#

R-ID6: Social housing because in the SCOT, we have to say, for example... so, excuse me, in general, so about what speaks the SCOT. The SCOT speaks about the economics, okay, the economic part. Where we have to organise the bureaus, the place for... #00:25:35.2#

I-EDUARDO OLIVEIRA WSL: Industries? #00:25:36.6#

R-ID6: No, no, the other one. The desk, informatics... #00:25:45.8#

I-EDUARDO OLIVEIRA WSL: The services? #00:25:46.9#

R-ID6: Service. So, you find (? #00:25:48.9#). Here is the university, how we organise the university sites. #00:25:57.7#

Commented [E033]: Lyon Part-Dieu

I-EDUARDO OLIVEIRA WSL: Mhm, the location. #00:25:59.2#

Commented [E034]: Indicating on the map of SCOT 2030.

R-ID6: Here is excellence and competitive sectors where you have a lot of research, chemistry, numeric, computers, informatics and so on. Health because you have a lot of specialty for health in Lyon in relation to chemistry. We speak about logistics, where you want to organise where the trucks come in the area metropolitan. We want to organise the logistics when you have the possibility to have two modes of transport - train and road, or road and river, so we want to have logistics here, here, here, near the airport. We don't want to have logistics where you have an only way to go with this logistic, for example. #00:27:20.5#

I-EDUARDO OLIVEIRA WSL: So, you have this in mind during the preparation, all of these ideas of putting the logistics centres in the interchange of other different

transportations. #00:27:33.5#

R-ID6: Here is an activity area so in the Lyon area, you have the (hills) or "mountains" on the west, here is the city center and the city center moves always in the east because the east of the city is the part where you don't have any topographic problems and you have the big motorways and trains. So, tomorrow in 20 years, you will have (? #00:28:13.2#) gravity center moves on the east. #00:28:18.2#

Commented [E035]: gravity center

I-EDUARDO OLIVEIRA WSL: Moves on the east so... #00:28:18.8#

R-ID6: Before it was in the old Lyon. After it was between the two rivers (Rhône and Saône). Now the city center is (? #00:28:26.5#) and tomorrow it will be on the east. #00:28:31.5#

Commented [E036]: Lyon Part-Dieu

I-EDUARDO OLIVEIRA WSL: That's very interesting #00:28:42.8#

R-ID6: It begins (? #00:28:43.5#) after it passes the first river and the second and now (? #00:28:48.9#) after tomorrow. #00:28:50.6#

I-EDUARDO OLIVEIRA WSL: And they will continue towards the airport because it's here and it will follow. #00:28:56.5#

R-ID6: Orientation for having a good activities area with recycling, environment. Now you have to organise the activities different than before. #00:29:16.2#

I-EDUARDO OLIVEIRA WSL: I see the preoccupation you have during the preparation of the planning then this is the result? #00:29:22.7#

R-ID6: Yes, yes. So, shopping, the big shopping area for this first part so we prepare the SCOT with different meetings with enterprises, with actors of shopping, with (? #00:29:48.8#). We invite them to say what they want or what they need. Sometimes they need things that we don't need (laughing) because they always want to be near the street, on the lawn, away, near the motorway for shopping and we don't want to have these models of shopping. We want to have shopping in the city center. We

Commented [E037]: Carrefour; Auchan; Intermarche

don't want that approach for Lyon people, for the inhabitants of the SCOT area. We don't want them to have the need of taking the car to go to do shopping. So, we don't discover what they need on the meeting, we already know what is the system of organisation of minding of this type of shopping but if we don't invite them, the risk is that they will attack the document when it is validated. #00:31:02.0#

I-EDUARDO OLIVEIRA WSL: Therefore, you have to... #00:31:03.2#

R-ID6: And the risk is after we lost the process against these actors. #00:31:13.0#

I-EDUARDO OLIVEIRA WSL: Yes, I see. You have to bring them together to listen to their ideas despite that you already know "somehow" of what they will tell you but you want to try to come to an agreement. #00:31:24.4#

R-ID6: Exactly. #00:31:25.4#

I-EDUARDO OLIVEIRA WSL: How was this negotiation? Was it easy to collaborate or...? #00:31:31.9#

R-ID6: It's an area for me to mind that when we have meetings, after all is okay. We have always a lot of differences after the meetings between us. It's really difficult with this profession. It's not difficult with economic actors but for shopping it's really difficult because the models of minding are really different with these persons. #00:32:06.9#

Commented [E038]: The supermarket/trade representatives

I-EDUARDO OLIVEIRA WSL: Because then you also have universities together, these research centers in Lyon? #00:32:11.7#

R-ID6: Yes, yes, but we don't have the same logistics in computers and informatics. The card in the minding is not the same. #00:32:29.9#

I-EDUARDO OLIVEIRA WSL: The mindset of the shopping people works in a different way than the others. I understand. #00:32:34.0#

R-ID6: So, we have progress with economic actors for logistics, for example. It was perfect. The problem is here because the trains are not in France the same except in Switzerland, and the models, the train models are not good in France because the trains are always late. So, it's difficult to organise logistics based on the trains. Do you see that? #00:33:10.9#

I-EDUARDO OLIVEIRA WSL: Yes, I see. #00:33:11.6#

R-ID6: It's the same for organisations of our models of the city because we want models based... the development of residential area based on a station, a railway station. You can't build near a railway station because we want to have residents and persons who can live not so far from common transport but it's a good model. The model is okay if the trains are efficient and not always late. I don't know why. #00:34:00.3#

Commented [E039]: Referring to the trains.

I-EDUARDO OLIVEIRA WSL: I see. The system or the idea of building close to public transportation so people can access it but the thing is the people really want to access if they come on time and that they are efficient. #00:34:13.8#

R-ID6: Yes, yes. So, we don't have any problem in the consultation, in the discussions with logistics, economy. We have problems with shopping, commercial. The organisation... here is the organisation, where we want to build. We need to build in Lyon in the area, in the metropolitan area. We need to build each year 7,500 houses in the next 20 years is... so which model do you want? Is it a model like oil? #00:35:06.3#

I-EDUARDO OLIVEIRA WSL: Like a sprawl? #00:35:08.4#

R-ID6: Mm, urban sprawl or is it a model where you make a change in the city center and you build with big density? We show a model where the city center of Lyon builds 40% of the objective, okay, and after we organise the development on the east, after the city center, the east is the second one where we have to welcome residential areas because on the west, there's some hill, not mountain but some hill. You have rich people in each city in the world. The west is always more rich than the

east. Look at Paris, New York. Lyon is the same. The rich people are on the west but we say you have to make an effort to welcome people. You can't always be with your old people, **no social people**. You have to participate to build so it's not the same. It's two times less rather than the east but they make an effort. What was difficult was that the social park, social residents, so we make the objective... look at the difference. On the west, they have today 14 persons and when you are on the east or the south, you have 40 persons, so we made an objective in order that this drops and this one goes up. So, normally in France, the law is 25 persons. #00:37:32.6#

Commented [E040]: Social house.

I-EDUARDO OLIVEIRA WSL: For social housing in... #00:37:34.0#

R-ID6: Yes. You need to. If you don't have 25, you pay penalties. #00:37:38.8#

I-EDUARDO OLIVEIRA WSL: Alright. So, social is... #00:37:41.6#

R-ID6: 25. Before, it was 20 but with the new government, the (? #00:37:46.2#) government, it's not 20, it's 25. #00:37:50.9#

I-EDUARDO OLIVEIRA WSL: So, each area of a metropolitan...? #00:37:56.2#

R-ID6: Normally they have to be at this level. After they look in the metropole, all of the metropole, what is the number for all of the metropole, so you don't see the difference between the west and the east. We see that there are differences between the different parts of the metropole and we need to have more equal social... #00:38:25.2#

I-EDUARDO OLIVEIRA WSL: Distribution of the social housing. #00:38:27.0#

R-ID6: Distribution. So, it was difficult to have the discussion with the communes because the west doesn't want to build and the east say, "We have enough. It's too much. After it will be too much segregation", so we have to change the **mind**. So, we try and now since 2010 we have validated the SCOT. We have a (? #00:39:01.9#). We have indicators to try to find out if we built this number, it's okay.

Commented [E041]: Mind set

Commented [E042]: Framework/ table of indicators

We build each year since 2010, 10,000. The objective is... we win the objective.
#00:39:30.4#

I-EDUARDO OLIVEIRA WSL: Yes #00:39:32.8#

R-ID6: For social, the rest of the territory built more than we set in the objective.
#00:39:43.3#

I-EDUARDO OLIVEIRA WSL: The objective, alright. #00:39:43.8#

R-ID6: What was the negotiation? We don't have any negotiation about the social housing. We said to the west communes, "It's the law. You have to build", but some communes prefer pay penalties rather than to have social people in their communes.
#00:40:10.0#

I-EDUARDO OLIVEIRA WSL: Alright. #00:40:12.0#

R-ID6: So, the negotiation after... the density is a problem too because a lot of politicians say that when you build houses which are big, it's better because you don't have the same people rather than when you build collective houses. We say in the big city of the metropolitan area; you have to build for a hectare - You have to build 60-70 houses/apartments for each hectare. #00:41:06.1#

I-EDUARDO OLIVEIRA WSL: So, the plan is clear on that. It defines even the density of the housing? #00:41:13.0#

R-ID6: Yes. #00:41:14.1#

I-EDUARDO OLIVEIRA WSL: You follow the law but then the plan also follows the law so this density is written here on the plan? #00:41:22.4#

R-ID6: Yes, yes. Look, each PLU in the big city is 60-70 houses/apartments for each hectare (10.000 metres/10 thousand metres). Where you have a little city, you have to build 30-35 apartments for each hectare. #00:41:47.0#

I-EDUARDO OLIVEIRA WSL: Alright. #00:41:47.9#

R-ID6: It's not so much, because look, when you build 30-35 apartments, you can build houses. It's not always buildings. Buildings begin at 50 inhabitants for each hectare, look here, 70. It's the beginning of building. So, it was difficult but now no problem. Now we look if our orientations are okay, in each commune, they build a collective. The problem is about the pace of construction. #00:42:54.4#

Commented [E043]: Houses per each hectare.

I-EDUARDO OLIVEIRA WSL: Too strong you mean? #00:42:56.2#

R-ID6: Too strong. When we have discussions with the Mayor, they say, "Okay. Okay for the city, no problem", but slowly, slowly, because it changes too much too quickly. We have to change schools, we have to build schools and after you have to build (? #00:43:19.5#) ... #00:43:25.1#

Commented [E044]: Swimming pools

I-EDUARDO OLIVEIRA WSL: Sports facilities, playgrounds. #00:43:28.6#

R-ID6: So, when you say density and this objective, the Mayor says, "Okay, okay. We understand but please, slowly, slowly". Inhabitants need to know the person they welcome. It's too quick. #00:43:49.7#

Commented [E045]: Wants to know what they will find. The developers want to build houses very quickly.

I-EDUARDO OLIVEIRA WSL: Why this fast grow of housing, of habitation? #00:43:57.2#

R-ID6: Because the PLU of the communes authorizes that. #00:44:12.2#

I-EDUARDO OLIVEIRA WSL: You also have people that want to come to Lyon? #00:44:13.9#

R-ID6: Yes, yes, and the city is really attractive. It's really attractive because in France, Lyon is the situation which is good; not so far from the sea, not so far from the mountains, two hours and you'll be in Paris, two hours with your car in snow, three hours in Mediterranean Sea. The city is quiet. It's not too mineral. There's a

lot of vegetal just around the city. You have jobs, jobs because of chemistry, health. The universities are good. You have a big center of universities. You have students, you have (? #00:45:05.7#) students. It's good. So, it's the reason why we build today each year 10,000 new habitations. So, perhaps it's the reality today and not the reality tomorrow but during the crisis, economic crisis, in Lyon we don't have a lot of jobless people. #00:45:50.6#

Commented [E046]: 130.000 130 million of students.

I-EDUARDO OLIVEIRA WSL: Unemployment. #00:45:51.5#

R-ID6: Unemployment was not so important in Lyon rather than the rest of France. #00:45:57.9#

I-EDUARDO OLIVEIRA WSL: I understand what you mean. #00:45:59.8#

R-ID6: So, it was during... when we did the program, the plan, it was difficult because we had the Mayor who doesn't want to build with a lot of density, and we had a naturalist. They want to protect the agriculture or the environment, and they say, "You don't have to build on my area because it's protected". So, you have a big discussion. There is a lot of discussion between the person who wants to protect the nature and the person you don't want to build density. So, we say the slogan is building the city without compromising nature and we say that the city or metropolitan area which have good results in the future will be the metropolitan area who (French #00:47:38.4#) of Lyon. #00:47:43.9#

Commented [E047]: ONGs environment.

Commented [E048]: The future city will be the one which can preserve green areas/green infrastructures.

I-EDUARDO OLIVEIRA WSL: I understand what you mean. #00:47:44.3#

R-ID6: (French #00:47:44.2#). #00:47:51.0#

Commented [E049]: Keep the city of Lyon green. The city and the region as a whole.

I-EDUARDO OLIVEIRA WSL: The green spaces. #00:47:51.9#

R-ID6: (French #00:47:52.0#). We are in the big city center. We want to conserve this part. You have the park, and here is the city center. From here to here, you have six, seven kilometres and we want to organise the city with a big park in the city. We have this one here. The organisation for the park is just under your house, you

Commented [E050]: Talk near to the map.

have a little park. 1,500 meters after, you have a park here. About three kilometres after, you have more and more big parks so the organisation is to have, look, and the way to go from the city mineral to the big landscape. We want to organise this... #00:49:27.8#

I-EDUARDO OLIVEIRA WSL: The big green areas. #00:49:29.2#

R-ID6: The big green areas. #00:49:30.1#

I-EDUARDO OLIVEIRA WSL: So, then how do you come to make this agreement? How do you come to define here in the plan the distribution of the small parks, the big park? How do you discuss with the people? They participate individually, in groups? How do you find the governance in the process? #00:49:57.1#

R-ID6: Yes, yes. We read this document during six years but I think the... we say in France like (French #00:50:16.0#), consultation with the local public who live in Lyon. It was not so big, so important. For each document you read in France, you have to respect the moment with the consultation. You can do another one but before adopting the document, during three months, you have public participation with books. In each commune, people can read what they want and at the end of this period, the three months, you make a conclusion of the consultation. This remark, "Okay, good. I'll take it", and you have to justify if you take or not take the remark of the people, of the citizens. You can organize... what I said is it's the law, it's an obligation, but you can organise more. If you want to have more cities in participation, you can organise what you want, games, I don't know. #00:51:49.4#

Commented [E051]: Consultation.

I-EDUARDO OLIVEIRA WSL: Workshops. #00:51:49.9#

R-ID6: What do you want in 20 years for you and for your area, but we don't organise this type of consultation. #00:52:01.6#

I-EDUARDO OLIVEIRA WSL: The PLU, they organise but the SCOT? #00:52:06.5#

Commented [E052]: Participation is more important on the PLU rather than during the making of SCOT.

R-ID6: Yes. For the PLU, it's more important. Why? Because when you speak

about SCOT, you always stay at this scale. You don't go in the same or more important, and so citizens... it's difficult for citizens. #00:52:31.1#

I-EDUARDO OLIVEIRA WSL: They go more into detail? #00:52:33.0#

R-ID6: Yes. It's the law for each parcel/piece of territory, and people identify more at our own commune than at the metropolitan area. So, when you speak with a citizen about the metropolitan area, the citizen knows the communes. The other communes in the area so the area is five or 10 kilometers. They don't know the scale. It's a scale... here you have 50 kilometers, so it's a big area. The difficulty is to make representation... #00:53:28.4#

Commented [E053]: Justify lack of participation in SCOT

I-EDUARDO OLIVEIRA WSL: Yes, in the minds of others. #00:53:30.0#

R-ID6: ...on this scale. Sometimes they know some sites, some parts of this area because it's part... it's a metropolitan part. For example, here, you have a big park, or here we have 1,400,000 inhabitants. All of these inhabitants know this park so all the inhabitants can say what they want about metropolitan objects, but for other things, they always stay on the local scale. #00:54:21.1#

I-EDUARDO OLIVEIRA WSL: Yes, I understand. #00:54:22.8#

R-ID6: So, we try to make consultations with people and the answers we had, it was participatory answers from people, organisations, associations of protection of the environment. #00:54:57.6#

Commented [E054]: During SCOT they have talked more with organisations rather than people/inhabitants.

I-EDUARDO OLIVEIRA WSL: Alright, so you talk with associations. #00:54:59.3#

R-ID6: The participation was not inhabitants like you, like me. It was... how do you say it? Inhabitants, a group of inhabitants, and a group who can say about SCOT because they know what is a SCOT #00:55:21.3#

I-EDUARDO OLIVEIRA WSL: Okay, I understand. #00:55:21.7#

R-ID6: It's difficult to organise. I have a friend who works for the SCOT along the river Rhone. He makes a (French #00:55:38.0#), not a movie but... #00:55:50.5#

I-EDUARDO OLIVEIRA WSL: A documentary? #00:55:51.2#

R-ID6: Comics. He makes comics, 50 pages of comics, explaining the territory in the comics. #00:56:05.7#

I-EDUARDO OLIVEIRA WSL: And then he gives to people or...? #00:56:07.9#

R-ID6: I can find for you. It's crazy but I said, "How do you read this?" so he made these comics with a special school, with students, and... #00:56:24.6#

Commented [Rev55]: Sort of civic participation.

I-EDUARDO OLIVEIRA WSL: Is it for people to understand better the SCOT? #00:56:26.7#

R-ID6: Yes, yes, like this. We made this and he makes comics. I say, "What is the return? Good return, bad return, a lot of return?" He said to me, "I don't know but it's made a lot of communication to publish the comics but we don't have a lot of return". #00:56:55.8#

Commented [Rev56]: Referring they don't have return from people.

I-EDUARDO OLIVEIRA WSL: Right. #00:56:56.9#

R-ID6: I think that people... I insist about this part of the interview because I receive a lot of persons who say to me, "How do you organise the consultation? How do you organise it?" In France, I don't know if in Portugal or in Switzerland it's different, but we have a problem with our people to invite them to reflect at this scale. They don't mind that the future... we are sure that the future, the organisation of our future is at this scale but people... when I say people, I mean inhabitants, don't have the same mindset. #00:57:49.1#

I-EDUARDO OLIVEIRA WSL: Yes, it's difficult to make them think in the big scale, in the metropolitan scale towards the future. They look more at their own ground. #00:57:59.5#

R-ID6: Yes, if the school will be good, can I have some shopping not so far from my house, and so on. **Is the road doesn't have too much...** (Laughing). #00:58:17.4#

Commented [Rev57]: More worried to see if the road as no wholes.

I-EDUARDO OLIVEIRA WSL: They want some more retail and then... #00:58:21.8#

R-ID6: We have to try always original ways of evolving, but I'm not sure. We always find the same people. We always have 100-200 people because they are in association because they have to protect this part. #00:58:47.5#

I-EDUARDO OLIVEIRA WSL: So, they come to participate more as a group, in a formal or informal setting? #00:58:55.3#

R-ID6: Yes. Look here, we want to protect... for example, we want to protect a part of the city (this one). Normally it's yellow so you can build with the SCOT, but here is green because it's the only one sector just near the city center where there is a lot of agriculture (not a lot but they grow salad). It's not the **proprietors**, it's farmers but the proprietors, they have sent (French #00:59:46.3#), **the area has a lot of bank already**. They wait to see if this part is okay for building and they will earn a lot of money, and we say, "No, no, no. We stay natural", and we have a process now with this association because they want to build and we won the process two years ago but now there is an appeal. #01:00:25.6#

Commented [Rev58]: Property owner

Commented [Rev59]: Property owners wait to make speculation.

I-EDUARDO OLIVEIRA WSL: I understand, so they are waiting for these to sell the land for construction and they will receive a lot of money. #01:00:33.5#

R-ID6: So, during this part, 2004-2010, some consultation official but we make some workshops with professionals. We have more discussion with professionals rather than inhabitants. #01:00:53.9#

I-EDUARDO OLIVEIRA WSL: What kind of professionals? Economics? #01:00:57.5#

R-ID6: Economic, shopping, social buildings, and environmentalists because you see

when you read the law, the law is more and more in favor of environmental.
#01:01:25.7#

Commented [Rev60]: In favour of the environment.

I-EDUARDO OLIVEIRA WSL: You have more preoccupations on the environmental side?
#01:01:28.3#

R-ID6: Yes. Before when you organise this, the metropolitan area in schema directeur, you speak about inhabitants but not inhabitants building roads. Look at our project, we never speak about roads.
#01:01:47.8#

Commented [Rev61]: SCOT 1991

I-EDUARDO OLIVEIRA WSL: Yes.
#01:01:49.1#

R-ID6: At the end, one page is here, just one page about roads at the end. We don't speak about roads anymore and we say about roads that motorways have to transform in (? #01:02:09.1#).
#01:02:11.4#

Commented [Rev62]: Boulevards

I-EDUARDO OLIVEIRA WSL: I understand.
#01:02:12.5#

R-ID6: We don't speak any more about roads. We speak about trains, buses but roads there is one page in 155.
#01:02:26.1#

I-EDUARDO OLIVEIRA WSL: Of this document, mhm. Different priorities and also different, as I have stated, different types of land use priorities so you prioritise now environment, urban areas, trains, which is different than in the past.
#01:02:46.3#

R-ID6: Yes, yes. For example, to answer your question, one type of land use we prioritise... we say that when we begin the project, 40 % of the territory was built and it was 50%-50%. It was 52/48... 52% for land and 48% for build, and we say in 2030, it's the same equation but inverse. It will be 48 for land, for agriculture, and 52 for build, but we want to have the same equation (? #01:03:46.3#).
#01:03:47.3#

Commented [Rev63]: To have a balance between building, environment and agriculture.

I-EDUARDO OLIVEIRA WSL: Between construction, building and then...
#01:03:50.6#

R-ID6: Yes, because it's important to have what I said before, environment and agriculture. #01:03:56.9#

I-EDUARDO OLIVEIRA WSL: Do you also have preoccupations with energy? #01:04:05.6#

R-ID6: We make a reflection so the SCOT is okay since 2010 and now in Sepal, we have four persons. We are only four persons. #01:04:21.3#

I-EDUARDO OLIVEIRA WSL: A lot of people are working on this preparation? #01:04:25.1#

R-ID6: Yes, but we work with the urbanism agency. #01:04:29.2#

I-EDUARDO OLIVEIRA WSL: For the maps so they...? #01:04:31.7#

R-ID6: Yes. We are the (? #01:04:33.5#). We make a comment about (? #01:04:38.5#), we need help. #01:04:41.8#

Commented [Rev64]: Giraud has mentioned the cooperation of the Agence d'urbanisme de l'aire métropolitaine Lyonnaise - on the SCOT

I-EDUARDO OLIVEIRA WSL: Yes, but are they private...? #01:04:45.3#

R-ID6: No, no. It's not private. It's an agency with 80 persons and we collectively finance each year to this agency, so it's an association and they partner. They're a public partner. I pay each year €200,000 to the urban agency. #01:05:24.5#

Commented [Rev65]: SEPAL pays to

I-EDUARDO OLIVEIRA WSL: I understand. #01:05:25.6#

R-ID6: So, we are not a lot of people. With my colleagues, I know we make a reflection, so our job now is that each PLU is okay with the SCOT. #01:05:42.6#

I-EDUARDO OLIVEIRA WSL: Alright. #01:05:43.0#

R-ID6: Because the law is, when you have a SCOT, the PLU underneath has to be okay with the SCOT. It's the law. So, we are in association with communes, entire

communes. When they build a PLU, they have to make a reference to the SCOT. So, now we make a reflection about our future, when we have to make a revision about the SCOT, what are the subjects. We don't have... #01:06:24.5#

R-ID6: Energy for us, it's energy but in France we say a resource. We don't speak too much about resources. We speak about agriculture and we speak about environmental but we don't speak a lot about water, energy but we say how to be auto-sufficient. #01:07:06.7#

I-EDUARDO OLIVEIRA WSL: Sustainable. #01:07:09.6#

R-ID6: Right, sustainable because we have in the city a lot of (large heating system, resource), a heating network. #01:07:53.6#

I-EDUARDO OLIVEIRA WSL: Ah, the heating network in the city. #01:07:55.6#

R-ID6: We have underground and we can perhaps tomorrow organise the development of the city if you have a heating network. As with common transport, we say in the SCOT, you can build if you have common transport not so far from the building. It's a condition. If you don't have common transport, you can't build, okay. It's a condition. #01:08:26.9#

I-EDUARDO OLIVEIRA WSL: Clear. #01:08:27.4#

R-ID6: Perhaps tomorrow in 2020, we can install another condition of development which is to have a heating network. If your area is organised with passive energy, it can be a possibility. It's a possibility in the city center but when you are in little communes, it's more difficult. So, it can be a condition... #01:09:04.4#

I-EDUARDO OLIVEIRA WSL: For some specific area in the city. #01:09:06.6#

R-ID6: Yes, but if it's a condition for all, it can't be. #01:09:10.1#

I-EDUARDO OLIVEIRA WSL: So, you mean for the heating network to be supplied

with energy from natural resources, like wind or solar? #01:09:21.8#

R-ID6: Yes, yes. We have to work with our territories, around our territories, because the (? #01:09:38.2#) and so on is at 90% in rural areas. Here, we don't have energy (? #01:09:53.8#), we don't have it. We can have it with the river but the real energy (? #01:10:02.2#) is here. It's here. So, you can have in this big metropolitan area... it's not 50 kilometers from 50 but it will be 100 for 100 kilometers. The area will project energy and the customer... #01:10:23.0#

Commented [Rev66]: Renewable energy. In Lyon there is not renewable energy only in the surroundings.

I-EDUARDO OLIVEIRA WSL: They will produce and then to supply. #01:10:25.7#

R-ID6: We have to reflect an organisation of the energy. It's the same for energy and it's the same for water because if Lyon is okay, if you don't have water in all of the city, it's because you have in the river before barrage. So, you have to speak with these people. We have to say 'thank you' because if you don't have any water here, it's because they protect our city before. Do you see? Do you understand? #01:11:09.7#

Commented [Rev67]: dam

I-EDUARDO OLIVEIRA WSL: Yes. #01:11:10.9#

R-ID6: So, you have to speak about... I think when I say (French #01:11:13.6#) ... #01:11:20.8#

I-EDUARDO OLIVEIRA WSL: Food? #01:11:22.0#

R-ID6: Food, because when you live in Lyon, you are not auto-sufficient. #01:11:29.1#

I-EDUARDO OLIVEIRA WSL: You don't have your stuff then to cultivate your salad. #01:11:33.2#

R-ID6: We try to find an indicator to be sufficient but each family in France, or in the world I think, for one family you need to have one hectare of agriculture to be sufficient. #01:11:51.1#

I-EDUARDO OLIVEIRA WSL: Mhm, to produce their food. #01:11:52.3#

R-ID6: To produce the food you need and to produce the food eaten for the (? #01:11:58.4#) and after you eat the (? #01:12:02.9#). So, you need one hectare for one family, and when you take the Sepal, the SCOT, we don't have sufficient agriculture, so to be sufficient in agriculture, the territory of the Rhone-Alpes is okay. It's okay. As for the water, as for the energy, we have to speak with other areas to organise our elementary system. #01:12:37.7#

I-EDUARDO OLIVEIRA WSL: So, in the future, this is also my vision taking your words, you might have an inter-SCOT, an inter-regional SCOT. #01:12:49.5#

R-ID6: We are already in the inter-SCOT organisation. It's already the case since 10 years that we speak with other SCOT in our area because look... #01:13:09.4#

I-EDUARDO OLIVEIRA WSL: In the Rhone-Alpes area? #01:13:12.6#

R-ID6: Yes. When we speak about the organisation of our economic development, we make some maps at our scale but before we make maps, we speak. It's a different scale here. This scale is 100 kilometers to 100 kilometers and we speak with, for example, Saint-Étienne and we try to make maps to organise... here is the economic development where there is a big activity area and we make a category. So, all our orientations are based on maps, elaborated before at this scale. It's the same for each part. When we say we have to welcome 150,000 inhabitants, before we make discussions with the SCOT, the other SCOT to organise, look here is our SCOT and we make a discussion with the other SCOT; how many inhabitants do you want, and it's the same, look the next one, for organisation of environment. #01:14:52.3#

I-EDUARDO OLIVEIRA WSL: Yes, this goes to a different scale. #01:14:53.8#

R-ID6: So, we try to make a reflection about that but it's a first step. #01:15:01.3#

I-EDUARDO OLIVEIRA WSL: Yes. #01:15:03.7#

R-ID6: But we have to make discussions more operational. It's not an obligation, it's cool. It's really a good opportunity to have a discussion with our (? #01:15:18.0#). #01:15:22.0#

Commented [Rev68]: border territories/neighbourhood municipalities

I-EDUARDO OLIVEIRA WSL: With border territories/neighbourhood. #01:15:23.7#

R-ID6: We have to make more. We have to do more. #01:15:26.5#

I-EDUARDO OLIVEIRA WSL: Make it more operational. #01:15:29.0#

R-ID6: We have an informal organisation. The name is Inter-SCOT and twice each year, the different presidents of SCOT are together and they speak about the big scale, the metropolitan area scale, and this scale is 100 kilometres squared. Our scale to us is 50 x 50 kilometres. The SCOT of (? #01:16:10.9#) and the other SCOT, and you know the SCOT of (? #01:16:17.7#). #01:16:19.3#

Commented [Rev69]: SCOT Lyon

I-EDUARDO OLIVEIRA WSL: Yes. #01:16:19.6#

R-ID6: It's always 50% of all. If we have one million inhabitants then the SCOT is (? #01:16:30.5#). It's the same here. #01:16:39.5#

Commented [Rev70]: SCOT Lyon is always 50%

I-EDUARDO OLIVEIRA WSL: So, the SCOT of Lyon will be 50% of the all Inter-SCOT? #01:16:45.4#

R-ID6: Yes, of all the Inter-SCOT. It's the same for economics. We have 700,000 jobs and the jobs is 1,400,000 jobs. So, we represent 50% of this big area except for the land cover. We are not 50% of the land cover but we have a reflection. It's not official. It's not another administrative parameter, it's just a discussion, but I think in the future when my president says, "Emanuel, you have to change all the SCOT", we will have a new part with the research. #01:17:38.9#

I-EDUARDO OLIVEIRA WSL: Can you define 'other areas' researchers and this?

#01:17:46.6#

R-ID6: No, because I think for economy, it will be the same. Commerce, shopping, it will change because we are more and more in the city center. No, the big new parts, it will be... #01:18:03.8#

I-EDUARDO OLIVEIRA WSL: Researchers, and do you already have a perspective of reformulating the SCOT? It's already on the agenda or...? #01:18:12.4#

R-ID6: The law says that you have to make an evaluation six years after the adoption, so we are in 2016 in a year of evaluation. At the end of the year, I have to read an evaluation, so it's difficult to say six years after that the SCOT is efficient because the SCOT is efficient when all the PLUs are okay with the SCOT. Do you understand? #01:18:49.0#

I-EDUARDO OLIVEIRA WSL: Yes, I understand. #01:18:50.0#

R-ID6: So, six years after, all the PLU are not in combination with the SCOT. #01:18:56.9#

I-EDUARDO OLIVEIRA WSL: So, they have to... #01:18:58.9#

R-ID6: Some PLUs are okay, other ones need time because you need three or four years to build a PLU. So, some communes don't begin a PLU after 2010. They begin in 2014. #01:19:18.8#

[Brief Interruption – phone call].

R-ID6: So, I have to make an evaluation and the law doesn't say when you have to make a revision. You can stay with your SCOT 20 years but I have president Gérard Collomb who reflects... #01:19:46.6#

I-EDUARDO OLIVEIRA WSL: Quickly? #01:19:47.8#

R-ID6: ...quickly and he wants to change because we have a problem in the city with

a big cantonment of the city, the motorway, and since 20 years, we say that a new big motorway... #01:20:06.0#

I-EDUARDO OLIVEIRA WSL: For this ring? #01:20:07.2#

R-ID6: Yes, either to come from the West of the area but all the inhabitants don't want this motorway, so we say that perhaps the big cantonment has to pass here, you see. #01:20:22.5#

Commented [Rev71]: Motorway. Sort of ring around the city.

I-EDUARDO OLIVEIRA WSL: I see. #01:20:23.3#

R-ID6: Just a little here, so if you want to change the organisation of the roads, you have to make a revision about your document. So, I think that perhaps next year or in two years, if they say to me, "We have to change this map", so it's sufficient. It's a (French #01:20:55.6#). #01:21:03.7#

Commented [Rev72]: The need to change the maps to contemplate the motorway is enough for a revision.

I-EDUARDO OLIVEIRA WSL: So, at this moment, what do you have to do? In practice you have to make sure that the PLUs are in line with this and do these reflections? #01:21:18.4#

R-ID6: We have to look at 74 PLUs. It's a good job for four persons. #01:21:23.2#

I-EDUARDO OLIVEIRA WSL: I imagine! #01:21:25.0#

R-ID6: We have indicators, 51 indicators; 10 indicators about build, 10 about economic, 10 about agriculture, 10 about environment, and 10 about transport. The five subjects of most importance, so each year, we make a common agency to have the new indicators and at the end of the year based on these indicators, I can make my evaluation. Now, we are just four persons. PLUs, take the whole attention of the SCOT to make their own project in the communes but we need other people who can be (French #01:22:27.0#). I like this word (French #01:22:34.4#). Buyers - the person who can take the orientation of the SCOT and they say, "It's my orientation". For example, we have some administration who have to reflect about the organisation of the school, where they have to build a college. We say something

Commented [Rev73]: A sort of leader of the project .

Commented [Rev74]: A sort of leader of the project .

about the college and I work with the administration so we reflect about that and I say, "Pay attention – We say something about your job, please take it", and it's a victory for me when this person takes "my SCOT", okay, because this document is well known but not well known with all people. Some professional people discover today the SCOT, "Oh, the SCOT, what is it?" A lot of people don't know the SCOT, even they work in our job and they make decisions... #01:24:06.3#

I-EDUARDO OLIVEIRA WSL: On the matters of SCOT? #01:24:09.6#

R-ID6: Yes. So, I am a (? #01:24:11.7#), I'm a commercial, and I come with my SCOT. #01:24:16.3#

Commented [Rev75]: "commercial" or "public relations" to share SCOT

I-EDUARDO OLIVEIRA WSL: Public relations. You are doing the public relations for the SCOT. #01:24:18.5#

R-ID6: This is our job. #01:24:21.4#

I-EDUARDO OLIVEIRA WSL: You want more people to do this? #01:24:23.3#

R-ID6: Yes. Another thing we don't have to do because we needed at 2010 to validate the SCOT, and we say that some sectors of the agglomeration area needs more studies, more precision, and we say, for example, along the airports, we say a lot of things about the organisation of the airports in the SCOT but we need more reflection. So, we validate the SCOT but after the validation, we continue the reflection about the organisation in this part of the territory. It's the same with this big part because we say that this part of the agglomeration will be tomorrow, the gravity center of the agglomeration but we can't say 'all' in the SCOT. We can't say all. At the moment, we need to stop the SCOT, so we say in 2010, we continue the reflection in this part of the agglomeration. #01:25:43.4#

I-EDUARDO OLIVEIRA WSL: I understand. #01:25:44.6#

R-ID6: So, each year, I come on some studies to make a reflection about this part. We say in France (French #01:25:54.8#) where there are a lot of things to do.

Commented [Rev76]: Territory where there are a lot of things to do.

#01:26:01.8#

I-EDUARDO OLIVEIRA WSL: Do you have any example of the impacts of the SCOT in land use? What I mean by this is there something that identifies one of these maps as a protection area for a green space, or for commercial, do we have examples these days, so 2016, that they actually follow the plan and then what you see as the result of what you defined in the plan? Do you understand what I'm saying? So, you define a logistics center when you identify for this certain area. It's not a good example? #01:26:43.2#

R-ID6: No, I have two examples about the activity area. Before, the activity area, you didn't have any organisation. The buildings were not good, not with the environment aspect, so we had a big orientation to respect the organisation of area activity. Now, since six years when we validated the SCOT, we have two new activity areas who respect all the orientation in organisation of the area to welcome the (? #01:27:42.9#). They built buildings with environmentally friendly energy. They make restaurants, common restaurants. They organise for baby services. #01:28:01.7#

Commented [Rev77]: Trucks.

I-EDUARDO OLIVEIRA WSL: Ah, it goes into that detail? #01:28:04.0#

R-ID6: Yes, but it was just an orientation for all and the promotor, the promotor called a SCOT and they asked us what are you waiting... what is your specification, what do you want about the new activity area, and they built effectively the area we want. #01:28:38.3#

I-EDUARDO OLIVEIRA WSL: Alright. #01:28:39.0#

R-ID6: Another example, and this is the last. I don't know if when you go to Belgium, they control your bags and I don't know how... #01:28:51.9#

I-EDUARDO OLIVEIRA WSL: Yes, yes. It's better if you leave. I don't want you to wait if it's an important meeting you have to go. #01:28:58.8#

R-ID6: This map, we say that this part, all of this part, is where the agriculture has to

be saved. Not all the PLUs are okay today but the **PLU** I saw respects the letter on the good line. They make a loop, they zoom, and say, "Okay, no problem. We'll respect this". #01:29:41.2#

Commented [Rev78]: Local Plan of Urbanism

I-EDUARDO OLIVEIRA WSL: Alright. Well, thank you so much for your time. #01:29:44.4#

R-ID6: We can speak on the phone. You can call me again if you have some questions, no problem. #01:29:52.5#

I-EDUARDO OLIVEIRA WSL: Yes, I will definitely do it. Now I'm interviewing more people here in Lyon at the university and then next month in and Vienna. First it's interviews and then I do my writing and prepare the things together and do comparison. So, in Lyon, it works like this and in other cities, it works in a different... #01:30:13.4#

R-ID6: I tried to give you what we are... it will be longer but what we speak in Brussels, I think it can be good for you because we try to... #01:30:26.1#

I-EDUARDO OLIVEIRA WSL: It's a metropolitan project? #01:30:27.6#

R-ID6: Yes. It's how to organise the governance of the metropolitan area when you have some... because what you... #01:30:37.9#

I-EDUARDO OLIVEIRA WSL: Here's my official card just for reference. #01:30:41.0#

ID6 Lyon 27 June

ID7 Lyon 27 June

(General chat) #00:00:44.8#

I-EDUARDO OLIVEIRA WSL: We can start on the part you prefer as well, but then... #00:00:44.6#

R-ID7: Just to (? #00:00:52.3#) ... I'm not sure. I can explain a lot of things on other actors. I worked on economical actors. #00:01:02.3#

I-EDUARDO OLIVEIRA WSL: I understood that. #00:01:13.1#

R-ID7: You read in the articles that it is my main subject. So, I can explain again what I explained in the article; that Lyon is a city, there are not a lot of cities like Lyon in France. Lyon is a special case because France is a country with a very strong state. #00:01:53.1#

I-EDUARDO OLIVEIRA WSL: A central state. #00:01:55.5#

R-ID7: A central state. Lyon is part of the French cities that try to catch the power very early. In France, we had a decentralization in the 80's. In Lyon, the political actors, with the economy collectors, took the power, if we can speak like that, in the 70's. So, that is why when we speak of strategy, special planning and stuff like that, I think we can see that during the 70's the actors were getting organized to make the plan even when they have no power to do it. #00:03:10.8#

I-EDUARDO OLIVEIRA WSL: They take the initiative of working together. #00:03:14.9#

R-ID7: Yes. #00:03:16.2#

I-EDUARDO OLIVEIRA WSL: You are telling me that in Lyon it is a very traditional way of acting? #00:03:21.2#

R-ID7: Yes, and it is very strong because in the earlier 70's the central state decided to make plans with the (? #00:03:39.8#). I don't know if you read about this; (? #00:03:45.1#), it is an organization, a regional organization, (? #00:03:55.4#) to serve the Metropolitan. #00:03:58.8#

Commented [E01]: organisme régional pour les études de l'aire métropolitaine (OREAM).

I-EDUARDO OLIVEIRA WSL: Okay. #00:04:00.0#

R-ID7: These are state missions, but this organization... so, you have an (? #00:04:13.2#) in Le Metropolitan de Lyon; Lyon, Saint-Étienne and Grenoble. One (? #00:04:20.2#). You have an (? #00:04:22.2#) in Marseille, Aix-En-Provence. #00:04:25.7#

Commented [E02]: Les Organismes régionaux d'étude et d'aménagement d'aire métropolitaine (OREAM) étaient des institutions françaises mises en places en 1967 dans le cadre de la politique des métropoles d'équilibre à Lille-Roubaix-Tourcoing, Marseille, Lyon, Nancy-Metz et Nantes-Saint-Nazaire.

See
<http://www.agur-dunkerque.org/ressources/Lists/Ouvrage/Search-DispForm.aspx?ID=158>

I-EDUARDO OLIVEIRA WSL: Aix-En-Provence. #00:04:25.7#

R-ID7: You have one other (? #00:04:28.2#) in Lille, (? #00:04:31.3#), in the north of France. #00:04:33.6#

I-EDUARDO OLIVEIRA WSL: Yes Lille (? #00:04:33.7#). #00:04:33.7#

R-ID7: In Bordeaux, in Toulouse... So, you had these organizations in the 60's and their mission was to prepare Le Schema, d' Aménagement les (? #00:04:51.1#). This prepared for the development of the Metropolitan. #00:05:05.0#

Commented [E03]: schéma d'aménagement régional

<http://www.reunion.developpement-durable.gouv.fr/schema-d-amenagement-regional-sar-r76.html>

see
Planification territoriale

Les documents de planification territoriale doivent répondre à trois objectifs de développement durable :
assurer un équilibre entre le développement des territoires et la préservation des espaces sensibles
maintenir ou rééquilibrer la diversité des fonctions urbaines et la mixité sociale
préserver l'environnement et la qualité des ressources naturelles.

Les différents documents d'urbanisme sont :
Le SCoT (Schéma de Cohérence Territoriale)
Le PLU (Plan Local d'Urbanisme)
Le POS (Plan d'Occupation des Sols)
<http://www.reunion.developpement-durable.gouv.fr/planification-territoriale-r54.html>

I-EDUARDO OLIVEIRA WSL: Okay. #00:05:05.5#

R-ID7: It was... In France, France was special in the occidental countries during this period of 'the glorious times', because we were a country of market economy, but with a strong plan. Planning of economy and planning of spatial development. #00:05:37.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:05:38.8#

R-ID7: So, it was the state who think in this way. #00:05:45.0#

I-EDUARDO OLIVEIRA WSL: In this way... so this is coming from the top?
#00:05:46.4#

R-ID7: In Lyon, and in Marseille too, but it wasn't with the same actors as in Lyon. In the earlier 70's, at the moment when the (? #00:06:04.6#) made the (? #00:06:06.9#) the economic actors thought that the (? #00:06:18.4#), the orientation in (? #00:06:24.4#) were not in their interest. #00:06:27.5#

I-EDUARDO OLIVEIRA WSL: What? I don't understand. #00:06:29.4#

R-ID7: It is what I explained in my thesis. #00:06:32.0#

I-EDUARDO OLIVEIRA WSL: Yes. The economic actors were not so satisfied with SDAM, yes? #00:06:37.3#

R-ID7: Exactly. That's it, because they were consulted, but not a lot. The central State was very attentive to the big societies, the great firms, the international firms and some of the economic interests in Lyon, local, were not in the same interest. So, the Schema was implemented in the agglomeration of Lyon. Did the person you saw this morning tell you about the DOG? #00:07:39.7#

I-EDUARDO OLIVEIRA WSL: Yes. #00:07:40.5#

R-ID7: DOG was what was before the SCOT. #00:07:43.2#

I-EDUARDO OLIVEIRA WSL: Before the SCOT, precisely. #00:07:44.4#

R-ID7: It was when the central state made the planning documents. It was the first document like SCOT in Lyon. It was made from the great orientation of that, and the problem was that this document proposed to bring the industrial activities out of the agglomeration in the Great Metropole area of Lyon, but not in the community, the urban community of Lyon, and that is why in the earlier 70's when this document was in study, the local economic interest actors got organized to protest, but not very openly. #00:08:55.3#

Commented [E04]: organisme régional pour les études de l'aire métropolitaine (OREAM).

Commented [E05]: Schéma d'Aménagement de l'Aire Métropolitaine Lyon – Saint-Etienne – Grenoble (SDAM), 1966-1970

http://theses.univ-lyon2.fr/documents/getpart.php?id=lyon2.2007.rabilloud_s&part=203893

Commented [E06]: SDAM

Commented [E07]: SDU

Commented [E08]: SDU

I-EDUARDO OLIVEIRA WSL: Yes. #00:08:55.9#

R-ID7: It was a game of actors. #00:08:59.4#

I-EDUARDO OLIVEIRA WSL: Alright, I understand. #00:09:00.6#

R-ID7: To change the system of decision, but it is very hard to explain because if you look in the books, if you look at how we present the history of planning in Lyon, you see that before the 80's it was the central state who decided the orientation of the economy for Lyon. #00:09:34.6#

I-EDUARDO OLIVEIRA WSL: For Lyon. #00:09:34.6#

R-ID7: In fact... #00:09:36.0#

I-EDUARDO OLIVEIRA WSL: Many things happened in... #00:09:37.3#

R-ID7: Yes. Many things happened. #00:09:39.0#

I-EDUARDO OLIVEIRA WSL: Those things are more interesting, those elements. #00:09:41.4#

R-ID7: I don't know if I told you about the part of my PHD which explains this? I can show you, but you can find it. #00:09:56.0#

Commented [E09]: Section 2 and 3 of second part

I-EDUARDO OLIVEIRA WSL: Yes, you can tell me the pages. #00:09:57.9#

R-ID7: Yes. The pages are difficult because the version you can find on the web, you don't have the page, but you have the plan. #00:10:11.7#

I-EDUARDO OLIVEIRA WSL: The plan, yes, the index, I see. #00:10:13.1#

R-ID7: The index. So, I can show you the good parts you can read because it is big. So, I explain the problem of the central economic planning in France. You can read it if you want, but what is very interesting for you I think is section two of the second part. #00:11:06.5#

I-EDUARDO OLIVEIRA WSL: Okay. #00:11:06.8#

R-ID7: Okay, and section three. Sections two and three of the second part. #00:11:15.2#

I-EDUARDO OLIVEIRA WSL: Okay. #00:11:16.1#

R-ID7: So, you have the history of that. What I called a (? #00:11:22.6#). They made a (? #00:11:24.6#). The economic actors of Lyon via the industry and trade chamber, (? #00:11:43.4#) and via the patronal syndicate. Do you understand? #00:11:50.2#

Commented [E010]: Push (maybe a pull)

Commented [E011]: They pull it

Commented [E012]: Chambre de commerce et d'industrie de Lyon
http://www.lyon.cci.fr/icms/home-j_6.html

I-EDUARDO OLIVEIRA WSL: Yes. I understand, no problem. #00:11:52.6#

R-ID7: They made a plan to propose another plan, other than this one. #00:12:01.7#

I-EDUARDO OLIVEIRA WSL: Alright. #00:12:02.9#

R-ID7: If you look in the books, you won't see that because they had a strategy to make a revolution, but nobody knew that they were doing that. #00:12:23.4#

I-EDUARDO OLIVEIRA WSL: Doing that, yes. #00:12:23.9#

R-ID7: It was in good intelligence with the politically responsible in the community of Lyon. #00:12:34.3#

I-EDUARDO OLIVEIRA WSL: How did they come together? You said they organise themselves and they act via the... #00:12:40.1#

R-ID7: They were organised. #00:12:41.1#

I-EDUARDO OLIVEIRA WSL: Informal? #00:12:43.6#

R-ID7: No, formal. #00:12:44.6#

I-EDUARDO OLIVEIRA WSL: Formal. #00:12:44.6#

R-ID7: What is also special in Lyon is that Lyon is a very strong economical city in France. #00:12:59.2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:12:59.9#

R-ID7: It was put a little bit down by Paris and the central system, but if you read about the history of Lyon you will see that in the 16th-17th century Lyon was a very big financial place, and in the early 20th century, Lyon was very powerful, economically powerful, very strong. So, you have the organisation of economic interest which is very old in Lyon. The Chambre de Commerce, on industry... #00:13:59.0#

Commented [E013]: Chambre de commerce

I-EDUARDO OLIVEIRA WSL: Was always strong. #00:13:59.7#

R-ID7: It was strong and old. It is not the oldest in France. The oldest is the Chambre de Commerce de Marseilles, but Lyon is one of the oldest. It explains that when the central state, after the second world war, took the power of the planning in France, some of the cities in France were not very happy about the situation. It was not a problem for the politicians, but it was a problem for economical actors. #00:14:44.5#

I-EDUARDO OLIVEIRA WSL: Alright. #00:14:44.9#

R-ID7: In Lyon, it is very important to know that. #00:14:47.2#

I-EDUARDO OLIVEIRA WSL: That they didn't like much, here in Lyon?
#00:14:49.4#

R-ID7: No. #00:14:50.3#

I-EDUARDO OLIVEIRA WSL: After the second world war? #00:14:50.5#

R-ID7: Yes. It is in Lyon... In France, we have a big patronal syndicate, which is the Medef today, and the (? #00:15:09.1#) ... Before the Medef in France was the CNBF and it was created by a firm in Lyon. I don't know how to say that in English.
#00:15:27.9#

I-EDUARDO OLIVEIRA WSL: I understood. #00:15:31.0#

R-ID7: Yes. That is why I think it is very important to know that Lyon is not like other cities in France, because it is the second economical centre after Paris, and because of this economical history which explains that the economical actors are very important in the urban policies in Lyon. #00:16:01.5#

I-EDUARDO OLIVEIRA WSL: Yes, but because we talked a bit about the process of planning quite a long time ago, then I got the idea that the economic actors have always been important in the planning, the special planning in Lyon. #00:16:21.6#

R-ID7: Yes. #00:16:22.2#

I-EDUARDO OLIVEIRA WSL: Yes. So, let's say that we bring our talk now to post-second world war and also your experience, also in line with your work after the second world war until now, because it is also interesting for me to know how the things happen today. #00:16:42.4#

R-ID7: Yes. Today. If you look at the official papers on the planning in Lyon today, you don't see economical actors. You don't see them directly. They don't appear. You see the Metropole, or the urban community, you see the Sepal, L'Agence d'Urbanism, you see institutional public actors. I think this morning the man you saw

Commented [E014]: The MEDEF's only objective is to make France a winner and its only obsession is employment. That is why the MEDEF and the enterprises of France are proposing, loudly and clearly, a real ambition for our country. An ambition which gives meaning to the efforts and reforms needed in the next few years. The ambition to create 1 million jobs in 5 years.
<http://www.medeflyonrhone.fr/> <http://eng.medef.com/>

told you about the Le Schema Directeur, Lyon 2010, which was made during the 80's. #00:17:32.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:17:33.1#

R-ID7: If you look at this document, you don't see economical actors. You see that in all the document we speak about the economical Metropole. The economy is present, it is very present, but you don't see the actors. To understand why this document is strategic like this, you must know that because a few years ago, before they made the **Le Schema Directeur, Lyon 2010**, and now the SCOT, because the actual SCOT is, for me, the repetition of what was already made in the 80's. To understand what they made in the 80's you must know that the economical actors took the power, but not on the front line, in the background, in the 70's. #00:18:42.7#

I-EDUARDO OLIVEIRA WSL: You mean to prepare these documents? #00:18:47.3#

R-ID7: Yes. To prepare these documents. **L'Agence D'Urbanism** and the urban community. #00:18:52.3#

I-EDUARDO OLIVEIRA WSL: Yes, but it was prepared before? #00:18:57.4#

R-ID7: It was prepared... They started with an international clock in 1984 and after this clock they began to make this document in 1986. #00:19:19.3#

I-EDUARDO OLIVEIRA WSL: To make the discussions? #00:19:20.9#

R-ID7: Yes. It was long... at the end, because there was a juridical problem, but the core of the document was already made in 1988, and the last four years until 1992, it is because there was a juridical problem. #00:20:00.4#

I-EDUARDO OLIVEIRA WSL: Alright. #00:20:00.7#

Commented [E015]: Le schéma directeur de l'agglomération lyonnaise « Lyon 2010 » (1992) La planification stratégique permet à l'agglomération lyonnaise de prendre son avenir en main.
http://www.scot-agglolyon.fr/dynamique/documentation/fichiers/EvaluationSDAL_partie1.pdf

En 1988 l'agglomération lyonnaise adopte son projet d'agglomération intitulé "Lyon 2010, un projet d'agglomération pour une métropole européenne" qui devient en 1992 le schéma directeur de l'agglomération lyonnaise.

Ce schéma, qui marque une rupture avec la planification des années 1970 ouvre une période nouvelle pour les ambitions lyonnaises. Il allait entraîner des modifications profondes dans la gouvernance de l'agglomération...

Aujourd'hui, soit près de quinze ans après, c'est tout le territoire de la métropole - et non plus l'agglomération au sens strict - qui renouvelle son appareil de planification.

Dans le même temps, la réactualisation des perspectives de développement de l'ensemble métropolitain conduit un grand nombre d'acteurs à engager l'élaboration de schémas de cohérence territoriale se substituant aux anciens schémas directeurs. Cet exercice quasi simultané de planification est une occasion unique d'élaboration de nouveaux projets de territoires, de réinterrogation des politiques sectorielles de planification (PDU, PLH, PLU).

Commented [E016]: <http://www.urbalyon.org/site/Accueil>

R-ID7: With the procedural system for them to improve the document. It was not a major problem, but it was a formal problem. So, this one was made between 1985 and 1988. An important actor who is not written on the front page is the (? #00:20:37.0#), which is the agency. At first it was an association, but they changed the name because agency sounds better than association, especially when you speak with these economical actors. So, it was agency for the development, economic development of the region of Lyon. This thing is the result of the work in the background, which was done in the early 70's. This one was created in 1974 and this agency made the economic development strategy of the agglomeration of Lyon from this date to... and they were the brain of the economic development and of the planning until the early 2000s. #00:22:02.7#

Commented [E017]: The agency for the economic development of the Lyon (1997). <https://www.linkedin.com/company/aderly>
Aderly is the Lyon Area Economic Development Agency. Our vocation is to research, advise and accompany businesses in their plans to set up in Lyon or its surrounding area.

I-EDUARDO OLIVEIRA WSL: 2000. #00:22:07.9#

R-ID7: What is special in Lyon is that you never say openly what is really the system of making decisions. #00:22:22.0#

I-EDUARDO OLIVEIRA WSL: Can you give me examples of actors involved with this? #00:22:26.3#

R-ID7: (? #00:22:28.0#) is an association, as I told you, of the urban community of Lyon. So, you had the political power. CC and Medef, CNPF, the syndicate of firms. I think a year after the department of Rhône entered the association. #00:23:03.7#

Commented [E018]: Aderly

Commented [E019]: CCI Lyon or http://www.lyon.cci.fr/jcms/home-j_6.html

I-EDUARDO OLIVEIRA WSL: Do these economical actors and we talk about firms, firms of what kind? #00:23:10.3#

R-ID7: Industrial. #00:23:11.9#

I-EDUARDO OLIVEIRA WSL: In industry. #00:23:12.0#

R-ID7: Also all firms. All members of CCI Lyon were represented in CC. So, they were part of the (? #00:23:25.6#), and there the elite was the actor who led the economic policy in Lyon. #00:23:35.3#

I-EDUARDO OLIVEIRA WSL: Okay. #00:23:38.6#

R-ID7: Until the urban community had the confidence and the skill to do it. Do you understand? #00:23:47.2#

I-EDUARDO OLIVEIRA WSL: Yes. So, they were in charge of the economic development of Lyon, but what... #00:23:53.4#

R-ID7: Yes. They made the strategy for all of the development. #00:23:56.3#

I-EDUARDO OLIVEIRA WSL: Alright. So, they played an important role. #00:23:58.9#

R-ID7: Yes, I explained that, but it is very long to read. #00:24:04.5#

I-EDUARDO OLIVEIRA WSL: You explain in detail. #00:24:05.1#

R-ID7: Yes, because if you want... the Mayor of Lyon... #00:24:13.7#

I-EDUARDO OLIVEIRA WSL: Yes, the Mayor of Lyon. #00:24:14.4#

R-ID7: The Mayor of Lyon in the 1970s was responsible of a chemical firm and you had all the systems of economical actors very close to the political responsibility, although part of them, they were the same people. It is very... we know that in Italy or in other countries, things like that are public. Everybody knows the links between them. In France, we have difficulty in showing this, and in Lyon I can say that it is in the local culture not to show that. #00:25:15.7#

I-EDUARDO OLIVEIRA WSL: Yes. I understand that. So, they have been involved with, for example, the Schema being active in the background, in the preparation of it, but it is not possible to understand that when we are reading these. #00:25:29.2#

R-ID7: If you know, you can understand. You read what corresponds to the strategy of economical actors and what is the implementation of that in urbanistic terms, or in environmental, not very environmental at this time, but in culture policies and things like that which were quite new for the moment. #00:26:08.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:26:08.9#

R-ID7: To speak of culture, to speak of quality of public spaces and stuff like that was new in the earlier 1990s. #00:26:24.5#

I-EDUARDO OLIVEIRA WSL: Yes. #00:26:23.2#

R-ID7: Do you understand? #00:26:24.2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:26:24.2#

R-ID7: It was an element, one of the elements of the positional strategy of economic development of Lyon and it is very important to understand that because I'm not sure that you can find the same example in another county, in France. I worked on the case of Marseille and in Marseille it is not the same because the economical actors in the period of the 60's, 70's, 80's were damned by the evolution of the economic system, of the global system, which is now very good for services, innovation and certain parts of industry. Lyon was in the good wave. #00:27:22.2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:27:22.5#

R-ID7: In Marseille, because of the decolonisation and all the problems of politics and economics, the situation was that the economical actors lost their power. In Lyon, they were strong. Lyon was, and has always, specialised in chemicals and chemicals is always a very strategical part of the economy for innovation, biotechnologies etc. You have the same thing with the motors etc. In Lyon, you have a Renault, you have a specialisation in trucks fabrication. #00:28:18.4#

I-EDUARDO OLIVEIRA WSL: Yes. I understand. Renault trucks. #00:28:21.0#

R-ID7: Yes. That is why, because Lyon was a good place for motors etc. in economic history and even now it is a strong place for that. #00:28:39.3#

I-EDUARDO OLIVEIRA WSL: Alright. #00:28:40.4#

R-ID7: So, it explains that the economical actors are even now very strong, but they are not very visible. They make up an important part of the planning. #00:29:02.9#

I-EDUARDO OLIVEIRA WSL: Of the planning. #00:29:05.0#

R-ID7: If you speak with people in the **Agence Urbanism**, Sepal, I'm not sure that they'd tell you that because they are in the making of documents which are very technical. We make plans etc., and you can think that there is no interest behind this, but the great orientation is told by economical interest. #00:29:40.5#

Commented [EO20]: L'Agence d'urbanisme de l'aire métropolitaine lyonnaise

I-EDUARDO OLIVEIRA WSL: Yes. That is an important element and we can focus on that, and then it depends if you have experience or not, we could talk about a bit of history and we can do this jump to the on-going plan. So, we have the new SCOT. Can you tell me a bit also about this participation? The interest groups involved in the current planning of... #00:30:05.7#

R-ID7: They don't participate directly, but if you look at what makes the great orientation of public policy of Metropole de Lyon you must know that there is a scene that exists from 25 years until this date. After (? #00:30:51.5#), in the earlier 2000s, there was a new form of association between public power and institutional power, and economical actors, which is named GLEE, which means **Grand Lyon L'Esprit d'Entreprise**. Have you heard about it? #00:31:26.0#

Commented [EO21]: Grand Lyon, l'esprit d'entreprise " est le résultat d'une démarche de coopération institutionnelle entreprise pour renforcer cette compétitivité. <http://www.opale-lyon.com/AffichePDF/Resultats de l-enquete -Grand Lyon- l-esprit d-entreprise--3320> or

I-EDUARDO OLIVEIRA WSL: No, this morning, we didn't talk about it. #00:31:28.4#

Grand Lyon, l'Esprit d'Entreprise : soutien à la candidature de Lyon au label "Métropole French Tech" en octobre 2014
<http://www.economie.grandlyon.com/actualites/grand-lyon-lesprit-dentreprise-soutien-a-la-candidature-de-lyon-au-label-metropole-french-tech-en-octobre-2014-1780.html>

R-ID7: This is what we call, in English or in French, an economical system of governance. It is an association with a signed convention between Grand Lyon, now

Metropole de Lyon, **Chambre de Commerce**, Chambre de (? #00:31:55.4#), it is the same but for artisan... #00:31:59.2#

Commented [E022]: Chambres de Commerce et d'Industrie

I-EDUARDO OLIVEIRA WSL: Hand crafted? #00:32:00.3#

R-ID7: It covers (? #00:32:07.8#), but also electronics, all the things... #00:32:13.7#

Commented [E023]: hair cut

I-EDUARDO OLIVEIRA WSL: Services #00:32:21.4#

R-ID7: Yes, in France it is all of these parts of economics which covers when you have a problem with your water at home. #00:32:34.8#

I-EDUARDO OLIVEIRA WSL: Okay. Service to customers, but then we have to use our hands. #00:32:41.4#

R-ID7: It is what we call in France the **Chambre de Metiers**, les artisan de metiers. You know Metier? #00:32:49.5#

Commented [E024]: Chambre de Métiers et de l'Artisanat du Rhône <http://www.cma-lyon.fr/index.php>

I-EDUARDO OLIVEIRA WSL: Yes. #00:32:50.0#

R-ID7: The artisan. It is equal to Chambres de Commerce et d'Industrie, but for small activities and residential activities. #00:33:03.2#

I-EDUARDO OLIVEIRA WSL: You mean housing. The real estate agents. The housing... #00:33:09.0#

R-ID7: No. I think the real estate agencies depends on the Chambre de Commerce. #00:33:17.3#

I-EDUARDO OLIVEIRA WSL: Chambre de Commerce, yes, most likely. #00:33:19.3#

R-ID7: In France, we do not do it simply. You have industry and trade in CCs. So, you have service industries, but it is bigger firms than in Chambre de Métiers et de

l'Artisanat du Rhône. In Chambre de Métiers et de l'Artisanat du Rhône, you will find people who work alone, for their own. #00:33:55.8#

I-EDUARDO OLIVEIRA WSL: Yes. Their own business, so to speak. #00:34:03.8#

R-ID7: So, you have these two types of chambers, and you have the same great syndicate, and you have the equal of... In fact, you have the **syndicate of petites et moyennes entreprises**, what we call in France PME which means petites et moyennes entreprises, because the other syndicate represents great firms, bigger firms. #00:34:36.7#

Commented [E025]: La Confédération générale des petites et moyennes entreprises (CGPME)

I-EDUARDO OLIVEIRA WSL: Big forms and small firms. #00:34:37.4#

R-ID7: So, they are the same. #00:34:39.0#

I-EDUARDO OLIVEIRA WSL: With the same purpose? #00:34:42.3#

R-ID7: For the first time, in 2005 it is public. Everybody knows that there's a GLEE. Everybody, we must say that quickly because I know that, but if you ask other inhabitants of Lyon, a great majority don't know that. It is a real governance system because they plan and they contract to say, 'I pay that, you do that', and we are all in the same action logic to make Lyon a great economical metropolis etc. #00:35:38.4#

I-EDUARDO OLIVEIRA WSL: Yes. #00:35:39.4#

R-ID7: So, it is a very important thing to know and which explained in the SCOT that you have an economical project. #00:35:51.9#

I-EDUARDO OLIVEIRA WSL: Yes. In the morning, they showed me the maps with the location of all of the new firms, shopping or for trade. #00:36:04.5#

R-ID7: It is elaborated with the economical actors in this area, in this scene. #00:36:18.3#

I-EDUARDO OLIVEIRA WSL: So, to try to understand, let's see, because in the morning when I had the conversation, when I asked about the participation, then he mentioned that they talked with some actors in Lyon. Are you familiar with their participation of the deliberation of the SCOT? #00:36:45.8#

R-ID7: They don't directly participate. #00:36:48.1#

I-EDUARDO OLIVEIRA WSL: They propose some written measures, or they suggest interventions? #00:36:56.7#

R-ID7: Yes. I think the other actors, I don't know if we call it actor, who can express wills on the plan are the 'Conseil de développement de la Métropole de Lyon'. Did they tell you about the Conseil de développement de la Métropole de Lyon? It is an assembly which can make some suggestions on things about this document or others, but I talk about it at the end of this article. They are not only economical actors, there are several colleges in the conseil de development. #00:38:16.8#

Commented [E026]: <http://cdd.millenaire3.com/>

I-EDUARDO OLIVEIRA WSL: Yes. #00:38:17.3#

R-ID7: You have an economical college, but they only say, 'we think that, or it could be like this or like that', and that is all. #00:38:27.3#

I-EDUARDO OLIVEIRA WSL: That is all. #00:38:27.9#

R-ID7: I don't know if they are associated during all of the elaboration, I'm not sure. #00:38:35.3#

I-EDUARDO OLIVEIRA WSL: Yes. #00:38:35.9#

R-ID7: They make some ideas before, during, but in parallel. It is not really for the SCOT. They are making some ideas, they are producing reflections and stuff like that. You can read some of them on the web. It is a platform of reflections of the third millennium in Lyon, which was launched at the end of the 90's, and in this thing

you have a proposition of economical actors, but it is prospective, you see.
#00:39:55.8#

I-EDUARDO OLIVEIRA WSL: Prospective. A vision for the future. #00:40:00.5#

R-ID7: That's it. For vision and for different features, for economy, but for other subjects. So, you have in this thing some proposition, but it is not in the SCOT processes, it is parallel. That's why, I'm not sure, but for the SCOT you don't have a real participation of economical actors. They only participate before with that which is... first it was made for the implementation of economic strategy, but when you understand that economic strategy is the first point for the urban developmental of Lyon. #00:41:08.6#

I-EDUARDO OLIVEIRA WSL: Yes is the engine. #00:41:09.9#

R-ID7: Yes. That's it, and that is what is very hard to explain and to understand.
#00:41:16.2#

I-EDUARDO OLIVEIRA WSL: So, I see from your words, this critic to the plight which is also relevant for it. So, you think that these economic actors, they could have participated more in the planning? #00:41:29.9#

R-ID7: They don't have to participate. It is my point of view. They don't have to because they know that their interest is integrated before. They have the political power for them. I think in Lyon we have a gross coalition; it is my opinion. We have a gross coalition, but nobody says that. #00:42:13.2#

I-EDUARDO OLIVEIRA WSL: So, you're telling me that the economic actors, they are so strong to influence the politics. #00:42:20.2#

R-ID7: Yes. #00:42:22.2#

I-EDUARDO OLIVEIRA WSL: Then the questions are, because part of the question is on land use. Let me try to see if I can qualify. An economic actor, it doesn't matter

if he is from chemistry or not, he wants to build a new industry in some part of Lyon, but then we have the SCOT. How does it work if you are familiar with that? He goes to the politician and says, "Look, I want to build this factory, but it is not written on the plan, it is not on the construction". They will deal with... #00:42:59.9#

R-ID7: We can't change the plan, but plans are made with the global vision which allows what they call the **Grand (? #00:43:23.9#)**, I can't really translate it. These great firms local or international, and some of them are both, they are local, but now international, they can ask for what they want. We have a plan which allows them to make what they want. One example... #00:44:03.1#

I-EDUARDO OLIVEIRA WSL: Good. #00:44:04.0#

R-ID7: You have a vast area in the south of Lyon which is called 'the chemical valley'. It is when you arrive in Lyon by the highway. I don't know if you already came to Lyon by car? #00:44:24.4#

I-EDUARDO OLIVEIRA WSL: Not by car, no. #00:44:25.4#

R-ID7: So, when you go out of Lyon in the south. Do you have a map with the two rivers? #00:44:34.8#

I-EDUARDO OLIVEIRA WSL: Yes, I do. I have a map with the two rivers. #00:44:38.9#

R-ID7: Perfect. **So, the chemical valley is in this place.** You have here all the chemical industries and the refinery. In the SCOT and in the PLU, you can read in the **Projet d'Aménagement et de Développement Durable (PADD)** that the first objective is the *Développement Durable* etc. but in Lyon the big firms who provide a lot of economical tax for the metropole. #00:45:32.5#

I-EDUARDO OLIVEIRA WSL: As well as jobs. #00:45:33.5#

Commented [EO27]: In a larger scale.

Commented [EO28]: Identify on my map

Commented [EO29]: http://plu.grandlyon.com/data/pdf_generaux/PADD8.pdf

Le Projet d'Aménagement et de Développement Durables (PADD) du futur PLU-H exprime les objectifs poursuivis en matière d'aménagement du territoire et plus précisément, d'habitat, de déplacements, d'activités économiques, d'environnement, a fait l'objet d'un large consensus. Formalisant les intentions générales des élus sur ces grands défis, il marque le franchissement d'une étape importante dans la démarche de révision.

Fruit d'une phase d'analyse et de diagnostic du territoire mais aussi des échanges avec les communes, l'Etat et les personnes publiques associées, les orientations générales du PADD sont organisées autour de quatre grands défis :

- le défi métropolitain : développer l'attractivité de l'agglomération pour construire une métropole responsable ;
- le défi économique : soutenir le dynamisme économique de l'agglomération pour assurer la création de richesses et d'emplois ;
- le défi de la solidarité : développer une agglomération accueillante, solidaire et équilibrée pour répondre aux besoins en logements de tous ses habitants ;
- le défi environnemental : répondre aux enjeux environnementaux et améliorer le cadre de vie pour la santé et le bien-être des habitants.

Dès le mois de juillet 2013 et jusqu'à fin décembre 2013, ces orientations vont faire l'objet de débats sans vote au sein des conseils municipaux et d'arrondissements de toutes les communes du Grand Lyon. Les dossiers de concertation « communes » seront constitués et enrichis jusqu'en mars 2015.

Parallèlement, l'élaboration du PADD d'agglomération se poursuivra, se nourrissant en permanence des débats et des échanges jusqu'à l'arrêt du projet prévu pour 2015. Il sera alors décliné aux échelles « bassins de vie » et « communes ». L'ambition de la démarche étant de faire émerger un projet de territoire partagé et cohérent.

Le site internet et la newsletter dédiés à la révision du PLU-H permettront de suivre l'avancement de la démarche. <http://blogs.grandlyon.com/mavilleavenir/2013/07/18/les-orientations-generales-du-padd-debattues-en-conseil-de-communautaire-le-24-juin/>

R-ID7: Jobs, of course, but also taxes; so money for the public environment. They are located here because you have the refinery of Total, the big French firm, Total. You have the big chemical firms which are here and for that it is negotiated for a long time with these big firms that we will do a plan with sustainable development etc. but we will never go against... #00:46:26.5#

I-EDUARDO OLIVEIRA WSL: Your interests. #00:46:25.4#

R-ID7: Your interests and your implantation in this organization, and that's why you don't have to play the game of participation. #00:46:39.7#

I-EDUARDO OLIVEIRA WSL: You know that they will secure your interests. #00:46:43.4#

R-ID7: Yes, and it is a little bit like that in other places in France because you have in France a real system of partnership between public power, government, local now but before it was with the state. Again, now the state and that's why there are conflicts in France with laws etc. it is a part of it. It is not all of that, but in Lyon you have this system that everything is negotiated in the dark. #00:47:34.2#

I-EDUARDO OLIVEIRA WSL: The back office. #00:47:35.6#

R-ID7: In the back office, that's it, and that is why you can see that in the SCOT you will have... and it is very funny that you have an economic seat and you can see... and a lot of places in the east and in the south are dedicated for economy, and there is a priority for economy. So, they don't have to participate in the process. #00:48:21.0#

I-EDUARDO OLIVEIRA WSL: It will be secured. #00:48:22.3#

R-ID7: They know that it is secured, exactly, but what is difficult is it's very hard to find someone to...I tell you that because I did a lot of studies to understand things. #00:48:43.7#

I-EDUARDO OLIVEIRA WSL: Probably once I talk with other people who also did interviews. #00:48:49.0#

R-ID7: Yes, there are other people, I can give you a name of a colleague in political science who made a PhD which explained these things on the. It can help you to understand and you can read her PhD if you want. So, it explains that you don't have to have flexible documents because they are already flexible. #00:49:30.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:49:30.6#

R-ID7: There are a lot of places which are pointed, and it is the case, pointed to say, if one day you want to get bigger, or develop a new implementation, you can do it. #00:49:48.4#

I-EDUARDO OLIVEIRA WSL: You can because the document does. #00:49:49.1#

R-ID7: Also, with the new argument of intensification, of densification, you can do it. #00:49:58.2#

I-EDUARDO OLIVEIRA WSL: Do you mean in the housing, building flats? #00:50:01.0#

R-ID7: At first we think of housing when we speak of densification and intensification. #00:50:08.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:50:08.5#

R-ID7: It works two ways, economically with economics. So, in a way, certainly with the SCOT, even more with the SCOT, you can... it is not very strong and not very pointed. #00:50:33.0#

I-EDUARDO OLIVEIRA WSL: Yes. #00:50:33.0#

R-ID7: So, you can develop what you want if you have a firm who wants to implement its plans to expand, you understand? #00:50:45.3#

I-EDUARDO OLIVEIRA WSL: Expand and intensify #00:50:45.6#.

R-ID7: It is the same thing in a way with service, in high service, with Gare de la Part-Dieu and all the great operations that are made in the centre or in the first ring. #00:51:06.8#

Commented [E030]: <http://www.gares-sncf.com/fr/gare/frlpd/lyon-part-dieu>

I-EDUARDO OLIVEIRA WSL: Yes. It's the more service activities in this area than in the south with the chemistry... #00:51:13.2#

R-ID7: It is the same thing. They know that they have a real estate market for them. They know that there are places reserved for them. #00:51:28.7#

I-EDUARDO OLIVEIRA WSL: Yes. I understand. #00:51:30.2#

R-ID7: So, in a way they don't have to make agreed acting in the process. #00:51:37.7#

I-EDUARDO OLIVEIRA WSL: Also, two questions that I want to ask here are about the transportation, or train, or roads to cover this economic interest. So, if they are in need of connecting their industry to the train system, the political part supports that potential intervention, or the plan responds to the needs? #00:52:05.7#

R-ID7: I don't know. In the transportation questions I am not sure, but what I can say is that there is a project which I think is called 'what is the matter (? #00:52:21.1#) with that'. #00:52:21.0#

I-EDUARDO OLIVEIRA WSL: Yes. In the morning... #00:52:22.0#

R-ID7: I know the science. #00:52:23.6#

I-EDUARDO OLIVEIRA WSL: In the morning, Mr. Emerald mentioned about this

future. Their priority are not the roads, but it is more the trains, connecting the trains, but then they probably have a potential ring with this highway here because...
#00:52:41.8#

R-ID7: There are two rings in the project. This one, which is a road, and this one, which is a highway. I call it a road because it is peripheral (between road and highway road). It is between a highway and between a road. What is important to have in mind is that in France the local government cannot really decide for the rail. The only part which is controlled at the regional level is the person's transport, transportation. When you speak about freight; the transportation of merchandise and stuff, it is not at the local level, it is not regional and not at metropolitan level. It is government central freight. #00:53:47.1#

I-EDUARDO OLIVEIRA WSL: Central decision regarding train #00:53:48.7#

R-ID7: That is why I am not sure that they can decide a lot of things on transportation of materials. #00:53:58.6#

I-EDUARDO OLIVEIRA WSL: In this process, also about the economic actors, because you are more familiar, I have questions about the leadership. So, when sometimes only one person, a leader, has a strong position and can actually influence the plan or influence land use, is that the case in Lyon? You mentioned associations. #00:54:20.0#

R-ID7: No. #00:54:20.1#

I-EDUARDO OLIVEIRA WSL: Is it just a person that goes with the idea?
#00:54:22.9#

R-ID7: It is not one person. You have the Mayor of Lyon, who is also the President of the Metropole, so he has a lot of power and he is friends with some of the great Chiefs of industry and big societies. One of the examples are the very strong links between Gérard Collomb, our mayor, and Jean-Michel Aulas. He owns a great numerics firm called CEGID, and he is also known in the football world because he is

Commented [E031]: https://en.wikipedia.org/wiki/G%C3%A9rard_Collomb

Commented [E032]: https://en.wikipedia.org/wiki/Jean-Michel_Aulas

Commented [E033]: Computers

Commented [E034]: <http://www.cegid.com/>

the owner of OL, **Olympique Lyonnais**. So, when I told you that there were very strong links between some great economical actors and political actors, there are friendships and... #00:55:53.0#

Commented [E035]: <http://www.olweb.fr/en/>

I-EDUARDO OLIVEIRA WSL: Yes, strong links. #00:55:54.6#

R-ID7: You have Gérard Collomb, before him was **Raymond Barre**. Other mayors also had a lot of power. In Lyon, what is very important are the economical actors and their organizations. #00:56:19.7#

Commented [E036]: https://en.wikipedia.org/wiki/Raymond_Barre

I-EDUARDO OLIVEIRA WSL: Yes, those that are organized, that they dominate associations. #00:56:22.8#

R-ID7: Is somewhere between political responsibility and economic responsibility, but what is very hard to understand is that they are very hidden. #00:56:45.9#

I-EDUARDO OLIVEIRA WSL: Very hidden? #00:56:47.2#

R-ID7: You have some papers who explain these relationships, but it is always not very certain, it is not very clear and not totally hidden, it is somewhere in between. #00:57:10.1#

I-EDUARDO OLIVEIRA WSL: In between. The things happen, but sometimes it is not too clear who is playing the role in between. When you mentioned this company, numerics, numerics in French is computers, right? #00:57:25.1#

R-ID7: Yes. It is a company which makes software for firms. You know that you get games software? #00:57:47.1#

I-EDUARDO OLIVEIRA WSL: Yes. #00:57:47.9#

R-ID7: There are some firms in Lyon who are making games, but this firm is not in gaming, it is for firms. So, budget programs and... #00:58:05.7#

I-EDUARDO OLIVEIRA WSL: Okay, I see. There are some big companies, yes, I see that. #00:58:09.6#

R-ID7: This company, which is called CEGID, is one of the world leaders in making programs for firms. The man who owns this society is also the owner of the football club of Lyon and he is the man who built the new stadium. We have a new private stadium for yesterday's football match, France, which was in this new stadium. It is for the little history. That is why you don't have one leadership, but you have a very strong institutional leadership, which is the Metropole of Lyon, and before that it was the Grand Lyon, the Urban Community of Lyon. Now, the real leadership is the leadership of the Metropole of Lyon because it is the institution who has the bigger budget. #00:59:33.5#

I-EDUARDO OLIVEIRA WSL: Alright. #00:59:35.0#

R-ID7: That's important too when you have to... #00:59:38.3#

I-EDUARDO OLIVEIRA WSL: Yes, to get the things done and make projects. #00:59:40.8#

R-ID7: It is stronger now because the Metropole of Lyon is the only one in France who hate the department of Rhône. It is quite difficult to explain because it is very French. #01:00:00.9#

I-EDUARDO OLIVEIRA WSL: It is a very French thing. #01:00:02.6#

R-ID7: Yes, and it's a very Lyon... it is only in Lyon that the reorganization was done like that, because before you had the Urban Community of Lyon, and before we had Rhône. #01:00:21.1#

I-EDUARDO OLIVEIRA WSL: Metropolitan of Lyon. #01:00:22.6#

R-ID7: The Urban Community of Lyon and the Department of Rhône. #01:00:27.8#

I-EDUARDO OLIVEIRA WSL: Of Rhône. #01:00:29.2#

R-ID7: Now, it is the same with the Metropole, but in this area of the Metropole, there is no longer the department. The department of Rhône is now integrated in the Metropole. It means that before the Urban Community of Lyon, the budget was approximately €2.5 billion. Now, it is that plus the part of the budget for this area. So, now I think we are somewhere between €4 billion. So, it means that when you have to pay for agreed equipment, a big road, or the participation for a new highway, but for the rail it is different. As I explained, it is regional and national, but for other transportation systems, you have a great power when you are... because if you want a comparison, the new region... In France, the regions have been integrated between Rhône-Alpes, which is our region and Auvergne-Rhône-Alpes. So, it is bigger, but even though it is bigger, its budget is lower than that. So, now you have the Metropole of Lyon, which is more powerful than the region. It is really more powerful than the department. So, there is this particularity to have in mind, that there are different faces of the leadership and the power of the Metropole. There is the financial face, you have the economical face too because of this, which means that the Metropole is the partner of the economical local system. Then, you have a very good power for every urban project and special plan. That's why the document, the SCOT is not the place where the decisions are made. It is just a formal document that shows what we can do, but in a way it is all decided in other arenas. #01:04:30.1#

I-EDUARDO OLIVEIRA WSL: Arenas, alright. #01:04:31.6#

R-ID7: Do you understand? #01:04:32.2#

I-EDUARDO OLIVEIRA WSL: I understand. #01:04:32.8#

R-ID7: It is not decided when you make the document, it is decided for the economic problems by the economical actors, and it is decided for transportation or other things in other arenas. Do you understand? #01:04:54.7#

I-EDUARDO OLIVEIRA WSL: I understand. So, in terms of governance and

government structures, I see Metropolitan Lyon as... there is no regional entity with the same power as Lyon. Metropolitan Lyon has the main power and then deals with these associations of economic actors. They are powerful, as you already mentioned. So, somehow I understood that in other cases of Europe, so we have a regional entity and then municipalities, but in Lyon it is the Metropolitan Lyon?
#01:05:25.8#

R-ID7: Yes. At the municipal level, Le Commune, they know they have no power.
#01:05:33.4#

I-EDUARDO OLIVEIRA WSL: Not much power, but they have to do the PLU?
#01:05:37.5#

R-ID7: No. In Lyon, the PLU is communal. That means that since the early 90's, I think, the PLU, before it was the POS, which is the same thing. The difference was that there were no PADD, but it's the same. Since now, the PLU is made at the scale of the Urban Community, and now the Metropole. Municipalities can negotiate some things at the Metropolitan level, but not really, because the power in these questions of urban development is the Metropole power. So, there is no real power for municipalities in Lyon. It is hard to say that because they still exist, there are municipalities, but the city of Lyon and the Metropole, it is the same person who leads both, Gérard Collomb. It is always the Mayor of the city of Lyon who is the President of the Metropolitan Lyon. #01:07:25.6# So, there is no real power for municipalities. This is a special situation in France. That's why I told you at first that Lyon is special in the French... #01:07:48.7#

I-EDUARDO OLIVEIRA WSL: The French scene of planning. #01:07:51.6#

R-ID7: Yes. That's it. #01:07:52.2#

I-EDUARDO OLIVEIRA WSL: Then, what is your opinion as an academic, can we tell that Lyon is a good case or not good, or we can't tell if it is good or not?
#01:08:04.0#

R-ID7: It depends. So, what is your opinion? #01:08:06.0#

I-EDUARDO OLIVEIRA WSL: The perspective of good or not, in terms of land use and the organization between... #01:08:11.8#

R-ID7: It is very integrated. #01:08:12.8#

I-EDUARDO OLIVEIRA WSL: Daily life, I mean transportation and jobs and housing, do the things work well or could they be better? #01:08:21.5#

R-ID7: I think the problem in France is that we have great local power with urbanism and some of the equipment. We spoke about some of the roads or the great equipment of campuses or hospitals, but in France you also have a great power of state, central state. So, in economics, the only thing that can decide the metropolitan level, the local level, because the regions have power too in economics, is about going with the interest and making sure that the land use allows the development or the territory is attractive. The "economic regulations" with laws of other things; labor laws. It is the state or its Europe also (EU). So, in my opinion on economics, they can't change the economic system at the local level, but they can help the... #01:10:14.9#

I-EDUARDO OLIVEIRA WSL: They can influence? #01:10:16.1#

R-ID7: They can influence and they can help the development. They can be proactive, but they can't change the rules. They can't influence the way the economic system works. We can't do that, but it is the same in other European countries. #01:10:44.2#

I-EDUARDO OLIVEIRA WSL: Yes, yes. #01:10:45.2#

R-ID7: That is why the economy is special. On other themes of local policies, if we speak about transportation, you have seen that local power can change and it is the place you give to new equipment, new infrastructures. #01:11:22.4#

I-EDUARDO OLIVEIRA WSL: Infrastructures, green open spaces... #01:11:25.9#

R-ID7: That's it. So, that's why in planning it is difficult for me to say if there is leadership or power, because it depends on what we speak about. If you speak about the economy, that's what I explained to you, there is a great power to help and to go with the development or to attract and do things like that, but there is no power to change the economy. It is not a problem. #01:12:13.7#

I-EDUARDO OLIVEIRA WSL: Yes, I think it works. #01:12:16.1#

R-ID7: There is a great leadership for quality of city space and things like that, because it is decided at the local level. #01:12:30.8#

I-EDUARDO OLIVEIRA WSL: At the local level, and then, because you also talk in this document a bit about the... we have already talked about it, but there is civic participation, the participation of the citizens. Are you familiar with the participation of citizens in the planning process or even before, or in the current day? #01:12:53.8#

R-ID7: Before, it is what we talk about in this document, they tried to make the public, the inhabitants and the citizens participate in the process. Since now, we have new laws in France which 'obliger'... #01:13:31.1#

Commented [E037]: obligatoire

I-EDUARDO OLIVEIRA WSL: They make it compulsory to follow? #01:13:37.5#

Commented [E038]: referring to obligatoire

R-ID7: Yes, that's it. Now, you can't do a new PLU or a new SCOT without consulting the citizens, but you could do that before. You could do that during the process, and you must do that when the process is finished. It is what we call the (? #01:14:08.9#) Public, it means that you have two or three months where you must show... #01:14:21.4#

Commented [E039]: public consultation

I-EDUARDO OLIVEIRA WSL: Public consultation. #01:14:22.6#

R-ID7: Yes, that's it. It is public consultation, and you must show the document and collect all the suggestions or contestations of the proposition of the comment. In

France, we are not very... it is not in our political tradition to consult the citizens, because we are in a system which is called a Representative Democracy. It means that you elect someone to make the decisions for you, you don't have to say, "Oh, I am not sure that that's a good decision". We are progressing with that, but in France we are not very participative. When I say 'we are not', the constitutional system was not made first for the participation, but now, for 20-30 years, it has got better and better. So, that's why you don't have a great system of participation. In other cities in France you have things like that. I think about Grenoble, which is not very far from here, where the urbanist (? #01:16:01.6#) made what they call the Metropolitan Fabric, the making of a Metropolis. They made a similar system in Bordeaux, in France. I think also in Nantes, the city of Nantes, the Metropole of Nantes made a system like that. In Lyon, in part because of what I explained about the system of governance in Lyon, which is a little bit closed, it is not visibly a closed system, but it is closed because it is kept by economic interests, as I told you. In Lyon, we are not very participative in the elaboration of SCOT or with Schéma Directeur #01:17:07.7#, but in France, as we said, work is progressing. #01:17:13.4#

Commented [E040]: agency

Commented [E041]: or blueprint

I-EDUARDO OLIVEIRA WSL: I am already about to finish. #01:17:20.8#

R-ID7: You can go. I have a little bit of time. #01:17:25.2#

I-EDUARDO OLIVEIRA WSL: A little bit of time. The universities, they also participate, because there are some research centers at the University of Lyon. To what extent are they participating in the plan? #01:17:43.7#

R-ID7: Not for the SCOT. It is what we said in this article with Lila. What we saw is that the Universities, the researchers from the University were more involved in the 80's than now. #01:18:08.4#

I-EDUARDO OLIVEIRA WSL: Than now? #01:18:09.0#

R-ID7: Between the 80's and 2000's, Grand Lyon became Grand Lyon and took power with all the systems, the economic systems... and maybe it's wrong and it's a paradox, but there was more participation of researchers in Universities in the 80's

than now. A lot of people, and one of my colleagues, I think they can tell you the same thing, the SCOT is very technical. It was made to be technical. Before, when they made the **Schéma Directeur #**, Lyon (? #01:19:29.5#), it was very much more innovative. In this way, there were more consultants, researchers... #01:19:42.4#

Commented [E042]: or blueprint

I-EDUARDO OLIVEIRA WSL: Taking part in the process? #01:19:45.4#

R-ID7: Yes, and people from economical systems were taking part in the system. #01:19:52.4#

I-EDUARDO OLIVEIRA WSL: More on this one than on the actual SCOT? #01:19:55.6#

R-ID7: Yes, and as I told you, all the strategic things were already decided. In a way, there is no need to make participation, to make other actors than citizens participate. So, you now have a little bit of citizens who told what they were thinking about the proposition, but no one participated in the elaboration, and when I say no one, no citizens and no economic actors, because citizens cannot participate more than what the law allows them to do. #01:20:54.1#

I-EDUARDO OLIVEIRA WSL: Yes, to do some statements and write some... #01:20:56.6#

R-ID7: When you take the economic actors, they don't have to because they know that their interests are already integrated in the making of the plan. I think it is something like that. It can explain that in Lyon we really made a participative system of planning between the 70's and the 80's. Other places in France were not in this process, but in Lyon it was very innovative, as I told you, but now we make a SCOT which is very technical, not very political. We could think that there is no risk. It is only a formal plan because we must make a SCOT. The law tells us that we must do a SCOT, but it explains that the Lyon 2010 was operating, was good in the 2010. #01:22:53.2#

I-EDUARDO OLIVEIRA WSL: I see. You think that the SCOT should be more

operational? #01:22:58.0#

R-ID7: No, it is operational. But there was no need in Lyon to do a SCOT because we had a Schema Directeur (2010) which was very strategic, which contained all we needed for making a real development, a real economic development, and a system of urban development which was very integrated with economic development. It explains that in Lyon we didn't need to make a SCOT, but the law told Lyon and other cities that you must do a SCOT. So, finally we made a SCOT in Lyon, but it was not a strategic... it wasn't a real need. #01:24:04.9#

I-EDUARDO OLIVEIRA WSL: You told me that this one was responding to that. #01:24:08.9#

R-ID7: Yes. So, in my opinion, it explained that the SCOT is not... you see, when you looked and you told me about comparisons with other great Metropolises in Europe, strategic planning is very important to find a path and make your urban policies and things like that. #01:24:37.1#

I-EDUARDO OLIVEIRA WSL: Towards the future? #01:24:38.3#

R-ID7: That's it. In Lyon, we've had it since the early 90's. Do you understand? So, the SCOT, when you look at the SCOT and you look at the map of the Schema Directeur. #01:24:56.0#

I-EDUARDO OLIVEIRA WSL: Yes, we also have the maps. #01:24:56.8#

R-ID7: It's not very different. In a way, it is less strategic here that what we had. #01:25:05.7#

I-EDUARDO OLIVEIRA WSL: Than the previous one. #01:25:06.8#

R-ID7: In a way, the **Schema Directeur of l'agglomération Lyonnais** was prefiguration and provision of what will be the SCOT in France. It stated in the law in France, invent the SCOT with the PADD, which means you must have a project, a strategic

Commented [E043]: Le schéma directeur de l'agglomération lyonnaise « Lyon 2010 » (1992)

plan etc. but it was, in a way, inspired by what we did in Lyon. That's why when you read all the literature about planning and strategic planning, you read about Lyon 2010, because in France it was an example (Lyon was an example) of how to make a strategic plan which can help to make land use and manage the spatial development and the special planning. So, when we made the SCOT, there was no real political need. #01:26:24.2#

I-EDUARDO OLIVEIRA WSL: I see. #01:26:25.5#

R-ID7: Do you understand? That's my opinion. #01:26:28.0#

I-EDUARDO OLIVEIRA WSL: Such as that they created this document instead of making a SCOT. We have a copy of this document because the *Agence d'urbanisme pour le développement de l'agglomération Lyonnaise*, they sent us the document so we could take copies of the document. So, we have this one and then all of this. #01:26:51.9#

R-ID7: I think it is a need to know this document and to understand, because you need to see that they are very close. If you compare the orientation, in a way it is normal because it is the same territory, it is the same area, but it was already planned. Nearly all of things you find in this document were already planned in this one, in that one. I am not sure it responds to your questions, but I think it's important to have that in mind, to understand the case of it. #01:27:42.4#

I-EDUARDO OLIVEIRA WSL: Yes. I am not sure if you have been talking with the economic actors recently, are they satisfied with the planning in Lyon, or would they like the change some things? #01:27:58.0#

R-ID7: No, I think if they were not satisfied, they would have found a way, like they did before, to make sure that the plan would be in their interests. So, it is what I told you. I think they knew before the document that the document would be good for them, because they negotiated it a long time ago. #01:28:32.5#

I-EDUARDO OLIVEIRA WSL: So, to characterize some of these questions, we can

call these a governance arrangement. You said economic governance. Are... probably no, because we already talked about a lot of things, there are not any other governance arrangements similar to this, are you familiar with? #01:28:57.7#

R-ID7: In other sectors? Not in economy, do you mean? #01:28:57.7#

I-EDUARDO OLIVEIRA WSL: In economy, I understood that this... #01:29:03.2#

R-ID7: In economy, it's the only one because it involves everything. #01:29:08.1#

I-EDUARDO OLIVEIRA WSL: It involves a lot of activities. Any other governance arrangements that were created, formal or informal? #01:29:15.0#

R-ID7: In this model? No. #01:29:20.5#

I-EDUARDO OLIVEIRA WSL: In this model, no, because this one is the formal one, so it is... for example, among universities in Lyon... #01:29:29.6#

R-ID7: Ah, university integrated GLEE - Grand Lyon, l'Esprit d'Entreprise in 2007. #01:29:38.5#

I-EDUARDO OLIVEIRA WSL: Okay. #01:29:39.7#

R-ID7: The University of Lyon... you have several establishments, universities; Lyon 1, Lyon 2, Lyon 3 and several big schools which we call the high school. #01:29:54.3#

I-EDUARDO OLIVEIRA WSL: Like the college? #01:29:58.3#

R-ID7: It only exists in France. It is like a university, but they... #01:30:06.3#

I-EDUARDO OLIVEIRA WSL: Like a polytechnic? #01:30:07.1#

R-ID7: Yes, like polytechnics. That's a better example. They are not in Lyon, but we

have things like that in Lyon. Smaller high schools. They are associated in what we call the University of Lyon. The University of Lyon integrated GLEE - Grand Lyon, l'Esprit d'Entreprise in 2007. So, they are part of this economy counterbalance. When I say it's very powerful, it's not very visible, but it is very powerful. #01:30:52.0#

I-EDUARDO OLIVEIRA WSL: I would like it if you could write that for me in French, the name GL, because its important. Then, I will go onto find some information when I am characterizing, because I was looking... #01:31:04.6#

R-ID7: It is enterprise spirit in English. #01:31:07.1#

I-EDUARDO OLIVEIRA WSL: Enterprise spirit? #01:31:07.1#

R-ID7: Enterprise is not a very good English... well, it's the firm spirit of Grand Lyon. I don't know how they translate it. I am not sure they translate it. #01:31:25.7#

I-EDUARDO OLIVEIRA WSL: The spirit of enterprise. That's an interesting name, definitely. #01:31:29.8#

R-ID7: What I find symptomatic is nobody told you about that. #01:31:36.0#

I-EDUARDO OLIVEIRA WSL: No. #01:31:37.2#

R-ID7: The man you saw this morning didn't tell you about that. #01:31:40.3#

I-EDUARDO OLIVEIRA WSL: No, he didn't tell me about the GL, and I would remember, of course. #01:31:45.1#

R-ID7: In a way, it is normal because they don't participate in the process of planning, but they are here before. They are with the Metropole, they are with the political powers, the institutional powers of Grand Lyon. They are integrated and we know that in France, but it is the same in other countries, in the big cities, we know that for several decades the economic issues are very important. They are leading

the urban issues. The urban development in great multiples in Europe and all over the world are first determined by the economic issues. That is why it is very important to understand that. In Lyon, first you have a system of economical governance with the limits I told you, they can't change the rules, but all they can influence, they will influence and it begins with the land use. #01:33:04.4#

I-EDUARDO OLIVEIRA WSL: Yes. They can influence land use? #01:33:08.6#

R-ID7: Yes, they can, but you can't see that. If you look in the documents, if you go to see the Sepal, they will not tell you, "You must know that before we begin to make the technical plan", there were negotiations and agreements between our responsible politics and the economic system. There were agreements before among the system. #01:33:41.8#

I-EDUARDO OLIVEIRA WSL: Now, you have told me that, for example, 74 municipalities are part of the Metropolitan Lyon, but not all of them come together to discuss, not 74, I think only 26 take part in this consultation, **Le Conseil syndical**. So, the council that approves the SCOT. #01:34:16.8#

Commented [E044]: <http://www.scot-agglolyon.fr/fonctionnement.php>

R-ID7: Yes, but when you say 26, it is municipalities, or municipalities and inter-communalities. In France, we have, like Metropole of Lyon, which is now even higher than an inter-communality, because we have a system of cooperation between municipalities. For the Sepal, you have the Metropole of Lyon and, I think, four other communities. #01:34:58.2#

I-EDUARDO OLIVEIRA WSL: Yes. Two communities. #01:35:02.2#

R-ID7: Two, only two. South and East. Yes, that's it. #01:35:05.5#

I-EDUARDO OLIVEIRA WSL: Is that where Saint-Étienne is located? #01:35:07.5#

R-ID7: No, Saint-Étienne is not in the same... #01:35:11.5#

I-EDUARDO OLIVEIRA WSL: No, Saint-Étienne is the other one, the intra...

#01:35:14.1#

R-ID7: InterSCOT. #01:35:14.6#

I-EDUARDO OLIVEIRA WSL: InterSCOT, yes. So, we have two other communities here and then it makes the total of 74. Mr. Giraud has explained to me this also. #01:35:27.2#

R-ID7: The 26 are municipalities and communities. I am surprised that there are municipalities who came to discuss in the Le Conseil syndical of SEPAL. In my understanding of the system, the Sepal is a syndical mix, which means that it puts together communities, so Metropole of Lyon and the community of East Lyon and the community of the south. I don't remember the name. #01:36:02.3#

I-EDUARDO OLIVEIRA WSL: It is not written here. #01:36:08.6#

R-ID7: Also, the region, no? Maybe there is the Department of Rhône. I think the Department of Rhône is part of the Sepal, but I am not sure. No, you don't have all the documents, because I think you have a page where it is explained. #01:36:29.8#

I-EDUARDO OLIVEIRA WSL: He gave me all the SCOT documents. #01:36:34.8#

R-ID7: So, I spoke a lot about the Metropole of Lyon, but in fact, at the scale of the Sepal, you have other... you have the L'Isle-d'Abeau (a commune in the department of Isère in southeastern France) as well. It's a very old document because before... #01:36:57.4#

I-EDUARDO OLIVEIRA WSL: Yes, we are writing the whole document. #01:37:00.4#

R-ID7: You must know that this one, the L'Isle-d'Abeau, I don't have the whole name, is now an agglomeration community. It has changed statute. #01:37:13.5#

I-EDUARDO OLIVEIRA WSL: Yes, but this regarding the 1990... #01:37:17.3#

R-ID7: You can see that we didn't change the territory from that to that. It is very symptomatic again of the fact that we have a system also in the special perimeter.
#01:37:38.5#

I-EDUARDO OLIVEIRA WSL: Yes, because this is the map from '92 and this is the map of the new one, the differences are not... #01:37:43.7#

R-ID7: You find that in a way it is logical, but if you see the project in its totality, you see that a lot of things... the only new thing in the new document is that.
#01:38:03.5#

I-EDUARDO OLIVEIRA WSL: The sustainable development structure?
#01:38:06.9#

R-ID7: Yes, because it did not exist. The concept was not public, or it was just born when we had these documents. So, for the system of decision in the Sepal, you have other territories, L'Isle-d'Abeau and some of the little communities here, but as I told you, because of this I think they can't do what they want. They must listen and accept a lot of decisions which are decided or taken by the central government of the Metropole. There is a point where there are conflicts, which are the international airports, because around these big infrastructures there are conflicts of power. The airport owns the commercial and industrial field, and since the late 90's the Grand Lyon and now the Metropole want to take the ownership of the airport. It explains the fact that the perimeter of the Schema Directeur and now the SCOT is not just the Metropole or the urban community before, it goes too to take the airport because it is a big issue for the strategic development and the economic development. As I told you first, it is because of the interest of the economical actors to have a great airport that corresponds with what they need. #01:40:40.6#

I-EDUARDO OLIVEIRA WSL: Yes. #01:40:40.2#

R-ID7: In France, we have the high speed railway and it is very strategic, and it explains the fact that... when we spoke about transportation, I forgot to tell you that

on this subject of the TGV, it is very important. I think the two things on what the economic interests are very attentive are the airports and the TGV. We have had the TGV in Lyon for a long time. It was the first one developed in France. Now, you have the connection with the airport, the TGV arrives in the city, in the Part Dieu, and in the airport. It connects with the south and east, and there is a new line of high speed railway to Turin. They started the work, but it is very conflicted in the Alps. #01:42:17.0#

I-EDUARDO OLIVEIRA WSL: In the Alps, yes. #01:42:18.6#

R-ID7: So, I think with the SCOT, what was made is to make sure that the land needed for the extension of the airport and the line of the Lyon-Turin TGV is okay, but you see, because we have a very small perimeter for the SCOT, we can't do a lot of things in this perimeter. So, you have just the big infrastructures that are marked on the plan, but the difficulties are in the Alps, of course. #01:43:06.9#

I-EDUARDO OLIVEIRA WSL: Well, alright, I think... #01:43:11.4#

R-ID7: I am not sure you have all of the responses you need, but... #01:43:18.3#

I-EDUARDO OLIVEIRA WSL: Yes, quite a lot, which I will complement with a talk I had in the morning. #01:43:22.5#

R-ID7: Yes. So, I told you about a PhD? #01:43:27.6#

I-EDUARDO OLIVEIRA WSL: Yes, I can go and... #01:43:28.2#

R-ID7: So, it's a colleague who now works in Saint-Étienne, but I think you can read his PhD thesis online. I am not sure. I will give you the name. #01:43:42.0#

I-EDUARDO OLIVEIRA WSL: If you just write the name and then I will Google it and find it. That's no problem. #01:43:51.2#

R-ID7: Maybe I have the name in my bibliography. I think I used an article of hers,

Commented [E045]: done

--

Liste des principales abréviations

Aderly	Agence pour le Développement de la Région LYonnaise
AICA	Association Industrielle Commerciale et Agricole
ANVAR	Agence Nationale pour la Valorisation de la Recherche
ARADEL	Association Rhône-Alpes des Développeurs Économiques
ATURVIL	ATelier d'Urbanisme de la Ville de Lyon
CCI	Chambre de Commerce et d'Industrie
CCIL	Chambre de Commerce et d'Industrie de Lyon
CESR	Conseil Économique et Social Régional
CGPF	Confédération Générale du Patronat Français
CGPME	Confédération Générale des Petites Moyennes Entreprises du Rhône
CIL	Comité Interprofessionnel Lyonnais
CNFPT	Centre National de la Fonction Publique Territoriale
CNPF	Conseil National du Patronat Français
CRCI	Chambre Régionale de Commerce et d'Industrie
CU	Communauté Urbaine
DAEI	Direction des Affaires Économiques et Internationales
DATAR	Délégation à l'Aménagement du Territoire et à l'Action Régionale
DGDEI	Délégation Générale au Développement Économique et International
DGDU	Délégation Générale au Développement Urbain
DGF	Dotation Générale de Fonctionnement
DPSA	Direction de la Prospective et de la Stratégie d'Agglomération
DRIRE	Direction Régionale de l'Industrie de la Recherche et de l'Environnement
DRRT	Direction Régionale de la Recherche et des Technologies
DSC	Dotation de Solidarité Communautaire
DTA	Directive Territoriale d'Aménagement
EM Lyon	École de Management de Lyon
ENE	Espace Numérique Entreprise
EPCI	Établissement Public de Coopération Intercommunale

ERAI	Entreprises Rhône-Alpes International
FNAU	Fédération Nationale des Agences d'Urbanisme
GIL	Groupement des Industriels Lyonnais
GLEE	Grand Lyon, l'Esprit d'Entreprise
IATP	Imposition Additionnelle à la Taxe Professionnelle
INSEE	Institut National de la Statistique et des Études Économiques
INTERACT	INTEgrated uRban governAnce for the City of Tomorrow
LMI	Lyon, Métropole Innovante
LYEN	club Lyon ENTreprise
Medef	Mouvement des Entreprises DE France
OPALE	Observatoire Partenarial Lyonnais en Économie
OREAM	Organismes Régionaux d'Études d'Aires Métropolitaines
PADOG	Plan d'Aménagement et D'Organisation Générale
PCRD	Programme Cadre Recherche et Développement
PCUL	Pôle de Compétence en Urbanisme de Lyon
PME	Petite et Moyenne Entreprise
PMI	Petite et Moyenne Industrie
PUCA	Plan Urbanisme Construction et Architecture
PUL	Pôle Universitaire Lyonnais
RA	Rhône-Alpes
RUL	Région Urbaine de Lyon
SDAU	Schéma de Développement et d'Aménagement Urbain
SDE	Schéma de Développement Économique
SEM	Société d'Economie Mixte
SGAR	Secrétariat Général aux Affaires Régionales
TIC	Technologies de l'Information et Communication
TP	Taxe Professionnelle
TPU	Taxe Professionnelle Unique
UIMM	Union des Industries Métallurgiques et Minières
UP	Union Patronale

ZAC

Zone d'Activité Concertée

ID7 Lyon 27 June

ID8 Stockholm 5 July

I-EDUARDO OLIVEIRA WSL: Thank you first for your time and as I explained, we can start to focus on the strategic spatial planning in Stockholm, the Stockholm urban region, and focus on the historical/institutional background, the driving forces behind the plan. We can read about the positioning strategies of the city in the international arena. Would be great to know the entities involved, the steering entities, the city council as a main player, any others and the relations between them. As well as the sources of inspiration for the plan, other plans from other cities, academic literature or some other elements, and which instruments you have been using to support the implementation of the plan (PART I of the interview guide). We can then focus on governance and further on land change (PART II and III of the interview guide). So, feel free to share your thoughts and then we can also recall other elements in between. #00:01:01.9#

Commented [E01]: OKAY

R-ID8: I can start with some very important sort of starting point is that within Sweden, due to the Planning and Building Act, the law is the Swedish municipalities have what we call planning monopoly. This is something very special. I think we have 290 municipalities in Sweden who have monopoly on planning, so the only intervention the state can do is, in some cases, go to what we call interest of the state, but 99% of the planning is decided by the city council in every municipality, so that's very important to start. I think it was in the late 80's, the Planning and Building Act stated that every municipality should have a comprehensive plan or a master plan for the city. So, the city of Stockholm made their first masterplan in 1990, the second one in 1999, and then the third one is the one called the walkable city adopted by the city council in 2010, and at this moment we are updating this. We are not doing a new plan because we think the main part of the strategy still works but we are updating the plan and it will be probably adopted by the city council in 2017/2018, so that's the history and background of comprehensive planning in Sweden. In Stockholm, that's what we have in steering documents. If you go back to Stockholm and the Stockholm region and the municipalities, you can imagine if every municipality have their planning monopoly and we are 26 municipalities within the Stockholm region, you can definitely raise the question; how does the RUFs affect that, because RUFs is the regional plan. #00:03:28.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:03:29.4#

R-ID8: RUFFS, the regional plan, is adopted by the county council. The county council is 26 municipalities and all of them have their own city plan. #00:03:43.1#

I-EDUARDO OLIVEIRA WSL: The whole city. #00:03:43.8#

R-ID8: Yes. I mean of course RUFFS can have a steering effect on the municipalities but legally it's every 26 of the comprehensive or strategic plan, whatever you call it, that is sort of the main point for every municipality. So, of course cooperation and I mean RUFFS is some sort of negotiation, cooperation plan where we get together with all our plans (laughing) which are stronger because they are adopted by the city council, and try to get together to find a common picture of the region. I mean in that way I think in Sweden, it's easier with the city plan because the city plan is within the municipality borders, set up by the city council, and no discussion but in RUFFS, it's more of a negotiation between all of us 26 municipalities to get together, to align, so it's hard work for the planners on the regional level because they have to deal with all us 26 municipalities, so that's a challenge I think they have in RUFFS. #00:05:00.5#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:05:00.9#

R-ID8: Really a challenge. I mean I think that's a big difference that tells part of the story. Within Stockholm if I go back to other municipalities, we have an overall vision and the yellow one you have, we have a new one now, which is 'Vision 2040'. It was adopted one year ago, so that's a new one. #00:05:32.1#

I-EDUARDO OLIVEIRA WSL: Yeah, with new information. #00:05:33.3#

R-ID8: Yeah, it's quite similar but it's still new because after the election, we have change in the majority and of course they will have their own vision for Stockholm so they made a new one but it's of course exactly as this plan is based upon the main sort of... yeah, the main core. It's said in other words. #00:06:04.3#

I-EDUARDO OLIVEIRA WSL: It follows the same objectives perhaps. #00:06:06.8#

R-ID8: Yeah, almost the same but the old one was a little bit more complicated I think but now they've gone back to a very easy one. Economic sustainability, environmental sustainability, social sustainability, and the fourth democratic sustainability. That's the four aims they have in the new vision. So, within Stockholm... in fact because we've got this (? #00:06:31.2#) I can point it out for you and you can take photos later. Within Stockholm, the city of Stockholm... #00:06:40.8#

Commented [E02]: We have the document here and later you can take this with you.

I-EDUARDO OLIVEIRA WSL: Yes. #00:06:41.8#

R-ID8: You have the vision 2040. That's the overall steering group on the top. On the side here, we've got Stockholm region and you've got RUFs so above that, sort of just affects that. Under the vision, we got a couple of important steering documents and the walkable city is one of them. #00:07:18.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:07:19.7#

R-ID8: We have also an environmental program and we've got the one you had... #00:07:39.1#

I-EDUARDO OLIVEIRA WSL: The mobility. #00:07:39.8#

R-ID8: It was about climate change. Yeah, the road map for fossil fuels... #00:07:44.9#

I-EDUARDO OLIVEIRA WSL: Fossil fuel free. #00:07:46.3#

R-ID8: We also have a mobility plan. You have that one? #00:07:58.0#

I-EDUARDO OLIVEIRA WSL: Yes, I have a mobility strategy. #00:07:59.1#

R-ID8: Yeah. So, we've got a couple of steering documents. This is about

planning, this is about climate change, mobility, and environment. So, you've got a couple of important steering documents. #00:08:13.0#

I-EDUARDO OLIVEIRA WSL: All of them the vision? #00:08:14.0#

R-ID8: Yeah, all of them connected to the vision and this is part of the city of Stockholm so this is very important and of course what the RUFSS is doing is communicating with this but they have the other 25 communes, and of course you've got some documents under this but this is the main documents we have which are all of them adopted by the city council then of course you can have documents which is adopted by lower level, but above this is city council documents. #00:08:51.7#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:08:51.3#

R-ID8: So, that's quite important and of course this one, communicate with the mobility plan of course and communicate with the climate change plan. #00:09:06.2#

I-EDUARDO OLIVEIRA WSL: They're interconnected. #00:09:07.2#

R-ID8: Yeah, interconnected. We made this and of course when the traffic department made a mobility plan, they had... I mean this was like a starting point for them. Now when we're updating the city plan, we just focus on city planning, we of course take a look at what's happened with the climate change plan and so on, so they are sort of communicating over time. #00:09:31.5#

I-EDUARDO OLIVEIRA WSL: Mhm, and then when some news emerged that is necessary to accomplish housing then I imagine that other departments will also follow the city plan and also the others. #00:09:50.0#

R-ID8: Yeah, because what you have at the level under the city plan is the detailed plans. So, this is not legally binding in Sweden. This is only advisory and provided for direction, but the detailed plan is legally binding, so in some ways this is legally binding because if you make a detailed plan for an area, it should be in the direction of the city plan. #00:10:16.1#

I-EDUARDO OLIVEIRA WSL: Yes. #00:10:18.4#

R-ID8: In an indirect way, it's legally binding. #00:10:22.6#

I-EDUARDO OLIVEIRA WSL: This is not so easy maybe to explain but why the city of Stockholm decided to create the vision and also develop these planning but at the same time complementary documents. The driving force behind is to make not only a sustainable city in different domains but become stronger, become more attractive. #00:10:54.6#

R-ID8: I think the background for the vision was... I mean before the vision 2030, the one you have there, Stockholm never had a vision for the city. We had a lot of steering documents within different areas and the story behind the vision 2030 is actually when we started this work back when we had the formal city plan from 1999. We started to have a revision on that one in 2002/2003 and within that work, we realised that we have a lot of aims and goals for city planning but the city doesn't have any overall goals and vision. So, within city planning, we proposed that the city should have an overall vision which should have a sort of steering effect on city planning and everything else, education and everything. #00:11:59.5#

I-EDUARDO OLIVEIRA WSL: Yes. #00:11:59.8#

R-ID8: That ended a couple of years later that the city made this Vision 2030 for the whole city, so that was the first overall vision for the city. #00:12:12.4#

I-EDUARDO OLIVEIRA WSL: To write something down about the potential. #00:12:14.3#

R-ID8: Yeah, to have a clear vision of where... what do we want to be in 2030 so that was something new and it was proposed from our city planners who work with updating the plan. #00:12:31.3#

I-EDUARDO OLIVEIRA WSL: Perhaps we can also, bearing in mind this document,

the governance process behind them. Can you please explain how you come to design the vision not so much in the technical part but the interactions you have with stakeholders, regional/city actors, key players? What kind of elements emerge here in Stockholm that maybe are different from other Nordic cities you are also more familiar, or with other examples of these governance elements that characterize all the planning system in Stockholm if you can call it a planning system that's built in this way? #00:13:21.4#

R-ID8: I think what's important to explain is that... which I think is good because within the Planning and Building Act in Sweden, it's very sort of stipulated how to make the process for a city plan. So you have two consultant periods which have to be at least two months. During the process, twice you have to go out and ask about... I mean consulting. #00:13:57.8#

I-EDUARDO OLIVEIRA WSL: Yes, consulting. #00:13:58.5#

R-ID8: You ask Stockholm-ers, you ask everyone and everyone is affected by the city plan. #00:14:05.5#

I-EDUARDO OLIVEIRA WSL: Enterprises? #00:14:06.5#

R-ID8: Enterprises, building companies, everything. #00:14:10.1#

I-EDUARDO OLIVEIRA WSL: Real estate agencies? #00:14:10.4#

R-ID8: Real estate, everything. We're going to have this period now in November/December this year for updating the new plan and I think the first phase is two consultant periods but the first period is the most important because you have a post-plan and you ask everyone, and we really put a lot of emphasis on doing this well, to have a lot of meetings really to invite everyone to have their say about the plan. #00:14:46.8#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:14:47.1#

R-ID8: This is stipulated within the Planning and Building Act. You've got to have these two consulting periods and then you come back after that consultant phase, you make maybe some provisions and then you go back to the politicians with the new proposal. If they say, "This is good", then we put it out for a second consulting period, then you go back to the politicians again and say, "We hear this and we will make some changes", and then finally they adopt it. So, it's quite a long process but it's very sort of democratic. It takes time because we have to ask twice about what we need. #00:15:34.8#

I-EDUARDO OLIVEIRA WSL: Yes. I'm taking here as relating these indicators that this proposal plan for the first consultant phase is a sort of working agenda where you want to listen about topics regarding some areas. So, you also bring different kinds of knowledge into the process, if I'm right, you talk more with experts, not necessarily planners, but you also talk with the population? #00:16:06.0#

R-ID8: Yes. #00:16:06.3#

I-EDUARDO OLIVEIRA WSL: What kind of mechanisms do they have to participate this, electronically, they write letters or...? #00:16:11.8#

R-ID8: Last time we were focused because it was in 2008. It was a huge focus on personal meeting. We had a lot of meetings out in different areas, neighbourhoods. This time of course we're trying to get a bit more modern and try electronic more so via the web and things like that, and really try to have sort of a complimentary way to discuss with the Stockholm-ers. On the other hand, I think it's important to have, for example, talks with building companies and things like that. It's better to invite them to a lot of meetings to have discussions about the plan, and they're very, very interesting because they really want to have the future pointed out because it's easier for them to know what to do and where to develop. #00:17:10.9#

I-EDUARDO OLIVEIRA WSL: Yes. Which are the main interest groups in Stockholm? You don't have to give me necessarily names of companies but real estate, people of different enterprises. What kind of enterprises can we find in Stockholm related with water, water management entities as well or not? I know

some of them but maybe you can tell me something more about it. #00:17:40.5#

R-ID8: I think the real estate and building sector is very important because the way the market works in Sweden, especially Stockholm, that is so important because the city doesn't build housing by themselves. Its market oriented so it's very important to have this relation, so that's one very important part. If you take a look at interest groups among Stockholm, I would say that groups which want to protect and preserve green areas. That's quite strong. I mean Stockholm is the green city so you could say that it's not a problem but I think that's because we are a green city and we have a sort of green identity. This green identity is very strong so we have a lot of interest conflicts where we're building. Sometimes like visitors like you who say, "It can't be a problem in Stockholm because it's so green and it's not very dense". Maybe that's because it's a problem because it's not dense and we're green. I think so and sometimes I think it's easier if you are a denser city, so there's a quite strong interest group among Stockholm to... #00:19:05.4#

I-EDUARDO OLIVEIRA WSL: The green protection areas. #00:19:06.6#

R-ID8: Yeah, yeah. #00:19:07.2#

I-EDUARDO OLIVEIRA WSL: That's a good example that it's a green city, it's very open and friendly because maybe someone has been developing some work in that regard and that it's possible to identify if we focus on the plan making phase and then the current stage of some of the implementation. It's possible to point out examples of interest groups from the green sector or the real estates that propose certain elements and then when you're back here in the office all together, you actually accomplish some of the aims or perspectives they share with you or then you adapt those perspectives. How do you deal with the interest groups sharing their perspectives towards the plan and then the making of the plan or the final document? Do you integrate them? Do you integrate them partially or...? #00:20:08.8#

R-ID8: I think when I look at the process for this plan, it was really... of course from the beginning it was quite strong strategies that most of the people agreed upon because I mean it was (? #00:20:27.9#) protest, but anyway of course we get

Commented [E03]: No big protest

influenced by different groups. One example is when we decided to point out a couple of strategic nodes to have like focus on strategic notes outside the inner city. For example, one real estate owner in one of those nodes which were very strong there and they have a lot of land and a lot of houses there, they were really involved in the process and invited us and our politicians to go there. The result was in the end that this area was one of the areas we pointed out as a strategic node and one of the first we start developing after adopting the plan because they'd shown strong interest within the plan and they really want to be part of implementing the plan. I mean that's one example when the communication between the real estate and the planners and our politicians was very strong so, yeah, just one example. #00:21:47.8#

I-EDUARDO OLIVEIRA WSL: Mhm. Just to make things clear here, so the main guiding document is this one here, the walkable city, the Stockholm city plan, so then with a RUFs, I imagine the discussions probably also develop participation but the city of Stockholm means focusing more on this document here, the walkable city. #00:22:11.6#

R-ID8: Yeah, because the walkable city is the one that is binding for the city because of the planning monopoly. #00:22:18.7#

I-EDUARDO OLIVEIRA WSL: Can I jump to something about the relation between the RUFs and the city plan also in terms of, not the technical part of it, the governance process? The city goes also to talk with the people from the RUFs? #00:22:34.0#

R-ID8: Yeah. Now we have a parallel process now where RUFs is also updating other (? #00:22:39.6#). #00:22:40.1#

Commented [E04]: They are making a new one.

I-EDUARDO OLIVEIRA WSL: Yes, under revision. #00:22:41.0#

R-ID8: So, what's happening is, for example, I'm the contact person for the city of Stockholm so I'm quite involved in a lot of meetings where I meet my colleagues from the other municipalities. At the moment, they have their consulting period so now

officially we have to answer because they have sent it out on consulting so the city of Stockholm officially has this proposal now so we are under discussion this morning with some of our colleagues because a lot of my colleagues are now involved but we can answer on the proposal. I've had a discussion with one of my colleagues and she's working with water and we were discussing how we can answer, is it good or do we have to add something. So, now it's all 26 municipalities are writing their answers during the summer and that's the official part. The other part is that we have a lot of meetings during this, and I used to say to my colleagues it's tough to be a regional planner because the planning monopoly in Sweden is so strong. I used to say that the regional planning is at its best during the process because during the process we had a lot of meetings. We have a lot of discussions. When we have the plan, the final plan, if you ask my politicians, as you said, they rely more on this than on their plan but during the process, you have this interaction so the best part should be never to do a plan, just have the process and the discussion (laughing) because I think this is the best part now of the RUFs process. #00:24:29.7#

I-EDUARDO OLIVEIRA WSL: So, needless to ask if the future RUFs will be in line with the city plan because you are there and therefore I believe that you are taking your ideas, those that share... #00:24:42.8#

R-ID8: Yeah, we want this to reflect that one. #00:24:45.5#

I-EDUARDO OLIVEIRA WSL: To reflect that and the municipalities probably also want the same therefore this RUFs in regional terms will reflect the aims of the municipalities. #00:24:55.8#

R-ID8: Yeah, but the biggest problem I think or the biggest challenge they have with RUFs is you have a couple of municipalities in the very center of Stockholm because I mean the differences between central municipalities and (? #00:25:09.9#). #00:25:10.6#

Commented [E05]: Municipalities in periphery.

I-EDUARDO OLIVEIRA WSL: Yes, the core city... #00:25:11.6#

R-ID8: Yeah, and of course we can see the market oriented as city development. It

is Stockholm, Solna, (? #00:25:21.4#) and some of the core municipalities are growing quite fast and there's not very much happening in periphery. We think that the RUFSS, the regional partnership reflects that but of course if you're further out, you will point out some development areas and maybe that's not the best because maybe it's not sustainable to develop the periphery so that's the biggest differences between municipalities within the plan. You can ask Mr. Brattstrom, he knows more about that. #00:26:01.0#

Commented [E06]: Names of municipalities in core Stockholm county. E.g. Solna, Sollentuna,

I-EDUARDO OLIVEIRA WSL: Yes. So, how do you characterize the collaboration between these 26 municipalities in the planning perspective? Is it easy to collaborate? Is it a tradition in Sweden to collaborate? I have examples of cities where I have been already that it's not so common to have city participation or even interest groups. They don't really like to participate. They leave everything to the politicians and technical entities. How do you characterize the collaboration within the city of Stockholm and the interaction with other municipalities in the regional plan? #00:26:39.5#

R-ID8: I think it's good because when I go abroad and meet colleagues in Europe or Nordic countries, I think we have historically quite good. It's been much, much better the last five or ten years and I think the RUFSS process is one part but before 10 years ago, I think it was a big problem, for example, in infrastructure to get along and to make any common decisions. That's why the state level had intervened and they had put some negotiation to come to Stockholm to try to get all the municipalities together just to make a decision about infrastructure projects, for example, but I think it's quite good and I mean it's always good. I mean I think today most municipalities have a very common idea of how the region will develop and that all 26 have to take responsibility for the lack of housing. If you go back five years ago, maybe it was just a few of the municipalities took responsibility for that and now it's very common. For example, I had a discussion with a colleague in one of the municipalities just south of Stockholm and he said there was a big change two or three years ago that they didn't discuss housing aims because that was something Stockholm and Solna did but now they have very ambitious housing aims because they're part of the region and we have to take common responsibility for that. #00:28:26.0#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:28:27.4#

R-ID8: I think it's a big change in the last years. #00:28:30.7#

I-EDUARDO OLIVEIRA WSL: Yes. It's pretty much also what is going on in other European cities. I cannot talk about the others but in those four I have been in the past weeks and this somehow relates with a question I have here on the adaptive capacity of the organisations in charge of plan making and plan implementation. Keep it simple. This is the city of Stockholm; how do you see the adaptability of the city to respond to certain needs? You mentioned housing as a need that became, but how do you characterize this capacity of responding to issues as well as related with environmental issues? Are the entities prepared to respond to these issues, the city itself, or do you see that some of these issues such as housing cannot be solved in the isolated mode, that you have to go out there and talk with people and engage with others? #00:29:36.2#

R-ID8: Yeah. I think even though we have the planning monopoly, that's not... I mean that's not enough because if you, for example, take the lack of housing, I mean we have a system in Sweden that of course we're working hard with the planning process to make it more efficient. That's our responsibility and that's what we can do in the municipalities but you have tax laws on state level that affects the possibility to build fast and to have affordable housing. So, something has to be changed on the state level, and then of course we have the responsibility for the market. I mean we have a lot... it's been a period where different real estate and building companies maybe pointed to the municipalities and said, "Your planning processes are too slow" but we have worked on that now for a couple of years and I think it's a common responsibility because we are really... what can we effect on? You have the planning process, get more people working here, and get things going faster, but the real estate and building companies have a responsibility too to follow the plans of Stockholm to really have the city development where it's most efficient and where it's most sustainable, for example. #00:31:06.8#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:31:08.0#

R-ID8: I think we have now a quite good communication within this and everybody knows that it's very hard to reach those goals. I mean the city of Stockholm want to build 140,000 new homes by 2030 and it's really important that every different part in this really do their work and their responsibility, but I think the main challenge is I think lack of people actually, lack of architects working here, lack of people actually building those because I think the labor market is too narrow and small in Stockholm so we are really in a need of the opportunity an open Europe gives us to open up the market, more building companies, more people working, more foreign architects in this office, for example, because we are still very, very Swedish in Stockholm I think and I think we have to widen up otherwise we can't handle this. #00:32:24.7#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:32:27.0#

R-ID8: That's really, really important. #00:32:28.9#

I-EDUARDO OLIVEIRA WSL: On the city planning level and I believe not when you focus on the setup of a new settlement for housing, how this process of focus on housing interacts with transportation, so probably from the Planning and Building Act, this is written there. #00:32:51.1#

R-ID8: Yeah, yeah. #00:32:51.5#

I-EDUARDO OLIVEIRA WSL: So, you have houses here, you also have to have some trade and some train connections or public transportation. Is this clear from the plan? #00:33:00.3#

R-ID8: Yeah. I think this plan was maybe the first plan when our infrastructure and city development was really integrated and especially when the mobility started again a couple of years after which is really about how to use space in a denser city, a city where you've got more people sharing the same space, how can we handle this, how can we transport people from sitting in their cars from bicycles to public transit, etc. etc. I think within this plan, one strategy is to connect the city more and I think the most important tool to connect the city is by infrastructure, bicycle lanes, walking paths, public transport. #00:33:56.1#

I-EDUARDO OLIVEIRA WSL: Also use these elements to communicate the city to the outside world if you want to attract more people then you have to tell them, “We have houses but we also have this set of infrastructures you can use to your benefit”.
#00:34:08.7#

R-ID8: Yes, so I think that’s important and now we are working even harder to interact where we are now discussing a lot about how you can transform some roads into city streets and some things like that. That’s a part of that to develop a city and not taking away the traffic, just change the environment for the traffic to something else more city like. #00:34:34.5#

I-EDUARDO OLIVEIRA WSL: Mhm. The question on the accountability of the entities is difficult to assess then you mentioned the monopoly of the city planning at the municipal level. How do you see the accountability of the institutions involved? It’s clear what each entity has or has to develop in terms of planning or in terms of their contribution to the plan, the city planning entity is clear what they have to do, and how is their relation with other entities? Is it all clear what they have to do in terms of planning? #00:35:18.4#

R-ID8: No. I would say it’s been much better because if I go back to the plan from ’99, it was very much a plan for our administration, the city planning administration and not very sort of... it was officially adopted by the city council but it wasn’t adopted by different entities in the city. #00:35:46.0#

I-EDUARDO OLIVEIRA WSL: They didn’t see themselves in the plan? #00:35:48.5#

R-ID8: No, so what we did with this, the biggest challenge we had, when we started up the process, I said, “This time, we’re going to have a city plan for the city of Stockholm, not for the city planning administration. So, we really worked hard so I think this plan made a big step in that direction so now it’s more like, for example, if you take a look at the mobility strategy on the first or the second side, you will see the walkable city and they relate to it. We made a big step in the right direction but I still think we can do it even better because from being a plan for the city planners, it

became maybe a plan for development administration, traffic administration, environment administration, but still if this is going to be a sustainable plan, it has to be a plan for education for everyone I think in the city. So, I think we have to do it, we have to take another step in that direction now when we're updating the plan, but this plan compared to the one before, we've made a big change. As a city, you've now visited a lot of cities and the city of Stockholm is quite big, and the administration is like 40,000 people working within the city. #00:37:18.9#

I-EDUARDO OLIVEIRA WSL: Yeah, I read that. #00:37:19.9#

R-ID8: So, it's a lot of people that get to know that and it's a big challenge to make everyone be serious in their heart every day so that's why I think the vision made very good work in that direction because the vision is something I think most of the people, 40,000 people working in the city, knows about and the vision have a lot of elements which are of course related to city planning. I think the vision helped in that direction to have something common that even though you're working with city planning or you're working with something completely different, you share that vision. #00:37:59.6#

I-EDUARDO OLIVEIRA WSL: That's really interesting, and then perhaps it's a good moment to ask about the leadership and the role of leaders. These two questions here with the specific aim of targeting the role of leaders during the planning process when making the plan implementation. How do you characterize the leadership within the planning system of Stockholm? It happens in some cities where there's one leader, not necessarily Mayor or another person, that always wants things to take shape and to happen, and perhaps they always come to knock at the door to say, "How are things going? I have something else to tell". How do you characterize this leadership here? Is it a strong leadership? Are they more flexible, open to everybody? #00:38:53.6#

R-ID8: I think it changes because it depends on sometimes persons and we can see historically some changes in what kind; if it's left or right wing majorities but I think nowadays it's more in person than... if you go back to the 90's, for example, I think the right wing government in Stockholm was not very interested in city plans at all. It

was more for the social endeavors but something changed because this was made during a right wing period. Now we had a vice-mayor and she was so interested and she really wanted to have the best city plan ever so that was an extremely strong leadership. She really wanted to have a good city plan, she said we need a good name on it, what was in it. We're not going to call it the comprehensive plan of Stockholm or, for example... #00:39:59.4#

I-EDUARDO OLIVEIRA WSL: It's not as catchy. #00:40:00.4#

R-ID8: No, no. It's something really good and she worked really hard. For us working under that kind of leadership, it was very, very easy because we had someone who sort of pulled the engine and we could follow. Now, for example when we're updating, it's a little bit different. Maybe it will change after the consulting period because of course we are in the first phase and in the first phase of course the politicians stay a little bit back and they wait and see what's happening. So, we will see after the consulting period if we have that strong political leadership this time or maybe because time changes, the focus is somewhere else in the society for the politicians. You don't know but during this period it was extremely strong. #00:40:52.9#

I-EDUARDO OLIVEIRA WSL: Mhm, yes, that's clear. It depends on the person. Before the advancement to the last part on land use, perhaps some more difficult to reply, I don't know. When it comes to big projects because regarding governance in Stockholm, we can receive different literature produced by the north region mainly and then I will have a question on that but they mainly focus on projects and it seems to me big projects such as this harbour project; is the city planning a department close to this operationalization of projects or you let the market decide upon following the plan or following the law. How do you characterize the interaction between the city and the big projects or the leaders of the big projects? #00:41:58.5#

R-ID8: I mean the city entities are very involved in the big projects, for example... I mean the two biggest projects we have/or had is the harbour area which was 10,000 new homes to build between the end of the 90's up until now. Now we have the Royal Sea Port in the harbour which is the next big project which is another 10,000

homes mixed with work space and things like that and even there it's market oriented and there are a lot of private companies involved. Because we have the planning monopoly, we see both the planning administration and the development department because the city of Stockholm owns a lot of land, like 70% of the land, the city owns which makes the development department very strong and important. #00:42:50.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:42:51.3#

R-ID8: So, it's about development department and (? #00:42:53.1#) department are involved in the big projects during the process because we're making plans and the plans are made by the city and have to be adopted by the city due to the Planning and Building Act so the city is involved all the way. I think one problem we had when we were talking about a big project is that... I used to say if we want to develop Stockholm in the way we want to as the way the walkable city says, and if we want to connect the city more and if we want to be successful with the goals of 140,000 new apartments, we have to be more project oriented because we have to densify in the city. We have a lot of small projects and big projects and sometimes we have the focus on some of the big projects like it was the overall city development but they are just part of it because there's so many things happening in between those projects and I think that's the challenge we have to... of course if the project is good, we have to do this project, very good, but maybe the city could let the market do that more and focus on what sort of the city has to take responsibility for the rest to make it a connected cohesive city. I think we're not there but that's the change we have to do to be more and more involved. #00:44:34.6#

I-EDUARDO OLIVEIRA WSL: Not responding quickly if a new project comes? #00:44:40.6#

R-ID8: Yeah, to respond. I mean as long as it's to go with a plan, it should be easy for the market to continue so I think that's the challenge and the city has to be a lot of places at the same time, for example, but maybe some of the private interests, they focus on the project and work there. It's a little bit, yeah. #00:45:09.1#

I-EDUARDO OLIVEIRA WSL: Regarding the interaction between the city planning

Commented [E07]: planning department

department or the city developments or the city in general, the relations between research entities; universities, Stockholm University also, and the interactions with NORDREGIO because they put quite a lot of documents, from books to reports. Do you rely on them or do you develop interactions with a project involving Stockholm when they have a project involving Stockholm or other Nordic regions? How is this relation? I always see the NORDREGIO as a strong institution but more research oriented. #00:46:00.1#

R-ID8: Yeah, I mean the city of Stockholm has a strong connection to the Royal Technical High School and we are related to them because we have an official sort of relation with them, and I think NORDREGIO is something that we should develop. I think back in the days it was stronger between the city and NORDREGIO. The last couple of years, we have just a few contacts. I've been there having some presentations but I think because they're very interested. We have a network with planners between the Nordic cities and at the same time we have NORDREGIO and I don't hear among the planners, the head of planners in the Nordic city to relate to NORDREGIO that much. So, I think this is something we should develop more because here you have an institution at work with Nordic cities with research. We're working every day with Nordic cities but we don't interact that much, so I think this is something we really should do and every time when I meet them which is not very often, I realised this that, well, we've got a lot of knowledge here on Nordic cities, they do a lot of good work but I think the interaction between NORDREGIO and the cities could be much, much better. I mean we are responsible for that too. We could be more acting in that way. #00:47:39.7#

I-EDUARDO OLIVEIRA WSL: Yes. In one of the reports, I just extracted what I think was on the Royal project where they underlined the limited use of territorial knowledge which has pointed out. It's difficult to define and make it make sense, territorial knowledge, but I define it as the knowledge coming from within the place itself, people that know the reality, know the ground. So, they pointed out this limited use of territorial knowledge and so maybe they will expect some more interaction of people from the city to also participate more. #00:48:21.5#

R-ID8: We should definitely have more in common and do some more work together

I think. #00:48:28.9#

I-EDUARDO OLIVEIRA WSL: Mhm. I think we can now move to the impacts of governance in land use change and you let me know to what extent you can answer some of these questions regarding the impact of governance arrangements in land use, the types of land use that were prioritized in the plan making, and if we can provide some examples of projects that require changes in the plan if that actually happens, the nature of those projects, and so the main aim of this set of questions is focus on the impact on land use change and trying to put it simply is within this consultation period, the interaction with interest groups that you have sort of governance protocols or people with whom you have to interact, how do you characterize the impacts of these arrangements in land use? Do they really actually impact the land use? With their perspectives, they influence the city to then rearrange the plan or to shape it to fulfil their aims? Some of this you have answered but if you can clarify a bit more. #00:49:54.1#

R-ID8: I mean if you go to the participation part, I definitely think and I have some examples where of course within the consulting period because the Planning and Building Act, the consulting period is too late to really have an impact on the plan so we used to have... in strategic projects, we used to have what we call early dialogue, so we had a dialogue with the citizens before the consulting period because you need to have it when you can sort of influence the... #00:50:30.9#

I-EDUARDO OLIVEIRA WSL: Otherwise you go in a different level. #00:50:32.1#

R-ID8: Yeah, yeah. We have some examples of course where we make some changes, good or bad, I don't know. Sometimes it's good, sometimes I don't like it. Maybe sometimes we listen too much to the opinion but of course that's very democratic and good in one way. I mean the last two or three years, I have at least two examples, one when I think it's very good because we changed the plan. What you get from people when you have a consulting period is the local knowledge, the local knowledge where the experts don't have it all the time. #00:51:12.5#

I-EDUARDO OLIVEIRA WSL: Maybe they're not so aware. #00:51:14.5#

R-ID8: Maybe we've said that this green space is very important and so we build on this green space but maybe people living there said, "No, this is important. We don't take this. You can build as much as you want and you can make these changes", so that's interesting. Another example where we really tried to connect neighborhoods because this is one of the overall goals for the city and because people didn't like it, we changed the plan and now they're very sort of divided. That was maybe an example I didn't like that much where we listened too much. Maybe we should just explain to people that of course we heard what you said but anyway because we have this overall vision and they both won't sit if we want to do this. I would say that of course it changes plans and it does when we have those early dialogues. Sometimes when we have the normal process, people have the feeling that they can't affect the plan and that's right because sometimes the project has gone too far so it's not possible to make any changes. #00:52:35.2#

I-EDUARDO OLIVEIRA WSL: Yes, yes. #00:52:35.4#

R-ID8: So, I mean if you're talking about participation and it's getting more and more important because you have a big change going on in Stockholm and I think this change is going to happen in most of the cities but sometimes when I ask colleagues in other cities in Europe and Nordic countries, I think maybe we were a little bit ahead because we have all the cities in Europe, a lot of industrial and harbor areas, and of course all the cities are changing. We are not producing things, we're just producing knowledge so we don't need those harbors and we don't need those industrial areas and we transform them. Usually that type of project is no problem because if you ask the man on the street if it's good to build 10,000 new apartments in the old harbor, he'd probably say, "Yeah, good idea". The problem we have in Stockholm is in a couple of years, we don't have any of those harbors or industrial areas left or brownfield areas so I used to say that 50% of the housing goal which is like 70,000 properties is going to be developed within the existing Stockholm, densification, and when you talk about 70,000 properties within the existing area, you really need this participation and you really need to interact with people, yeah, because you need the knowledge but on the other hand, it's a very good moment to sort of explain why, explain that we have a lack of housing, it's a lot of people who want to live and work

here. We have a lot of young people who want to stay here. They don't want to move when they're 18 because they'll find an apartment, so the participation period is both to listen but also to explain why is it good about growing Stockholm, and what happens with cities which do not grow, Detroit, for example? That's very important to explain that it's a good thing. We are the economic engine of Sweden. If we want to still be there, we need infrastructure, we need new homes, etc. etc. so I think to be successful with this sort of densification, you really need both to listen but also to explain. #00:55:22.1#

I-EDUARDO OLIVEIRA WSL: This is why it is important. #00:55:24.6#

R-ID8: It's important to explain in that way why we have this plan, why it says about connecting cities, why should we connect the city, why should we densify the city. It's our responsibility to explain why. #00:55:39.8#

I-EDUARDO OLIVEIRA WSL: Yeah. I also see this as a strongly positioned strategy for the city. You can say that the city wants to position itself as a good place to live. You can grow in a sustainable way, which means economic, social and environmentally with healthy cities. The types of land use that were prioritized that you already clarified some of the housing but can you also identify other types of land use priorities that may be regarding jobs? You don't have any industrial sites any longer so you prioritize the land for housing and what else, what other kind of activities, trade, for terrorism purpose. What is coming up to keep this sustainable, the modern economic sustainability? #00:56:44.2#

R-ID8: Yeah. I think if you take a look at this, I mean those grey areas now, most of those grey areas are in those areas and they are now transformed. This is a whole area transformed. This has been transformed into a new city area. This one is transformed and this is the meat pack industry of Stockholm and we transformed that into 4,000 apartments. So, what's happening here is that this is the dense inner city and this is the less dense parts. I mean the densification is going out like this and we've got more and more downsizing. Even though it's possible to build housing everywhere in Stockholm, the market for offices is very, very narrow. It's like focusing on the CBD or maybe those areas, so it's very hard because you have the

mixed use in these parts. It's very, very difficult to get the mixtures. I mean this is a very popular area. Stockholm is part of the inner city is called Skärholmen, and just outside here, we are now transforming offices into houses because the real estate company have no possibility to rent it out for offices. This is very, very central. So, this is a challenge we have to get mixed use outside the inner city, it's extremely hard, so we really have to try other ways to get the possibility to have mixed use in future, not at the moment but in the future. #00:58:30.0#

I-EDUARDO OLIVEIRA WSL: Then you have a lot of population that wants to live in Stockholm coming from Sweden or from outside as well? #00:58:35.8#

R-ID8: Yeah. So, now we are working with... I mean the last year has been a lot of focus on refugees and how to deal with that. I used to say, I mean before we were working with long term and short term. Short term was for students and things but now we have a short, short term for people who need an apartment in three months or half a year. #00:58:59.5#

I-EDUARDO OLIVEIRA WSL: Urgent things. #00:59:00.5#

R-ID8: Yeah, urgent things, so now we have in Stockholm appointed some places where we can fast develop housing which is not permanent, which can be taken away if the situation gets another or it's temporary because people are coming to Stockholm now and in a couple of months or a year, they maybe can stay in Sweden but maybe not in Stockholm and they go to other cities, but we need that... we have a special organisation within the city of Stockholm with the inner city hall that works with the refugees and how to deal with the short term housing. #00:59:41.1#

I-EDUARDO OLIVEIRA WSL: With some interaction with the national government? #00:59:45.7#

R-ID8: Yeah, interaction with the national government. #00:59:47.7#

I-EDUARDO OLIVEIRA WSL: Other municipalities? #00:59:48.8#

R-ID8: Yeah, of course because it's a very tricky question to find places for people to live in that short term and if its problem and not easy for us to sort of densify, normally you can imagine if you densify with short term living within existing areas, of course, we get a lot of reactions with that. So, that's a new part coming into inner city planning, this really short term planning which is not planning, it's a reaction. #01:00:27.5#

I-EDUARDO OLIVEIRA WSL: A reaction, a response to... #01:00:29.2#

R-ID8: Yeah, a response to a situation. #01:00:31.3#

I-EDUARDO OLIVEIRA WSL: Mhm, and I'm almost finished the set of questions, but the interaction with... I'm familiar with the city branding campaigns in Stockholm. Is there also an interaction with the more tourism oriented strategy for Stockholm with any branding entities of the city and the city plan? #01:00:59.6#

R-ID8: Yeah. I mean the city of Stockholm has branded itself as the capital of Scandinavia for a couple of years. It started as a funny thing to do (laughing) and you tell the other cities that you are the capital of Scandinavia and I think that's been quite a good campaign because it was a lot of reactions on that. Of course we have been laughing together with Austria and Copenhagen and there's no hard feelings but it was still because a lot of people reacted to it. It got a good response and I mean we could use more interaction between city planning and city branding within this capital Scandinavia which is a focus to bring companies. I think to name this plan, the walkable city, and what was a very, very clever idea because we can see that it's sort of well-known and a lot of people outside Stockholm can relate to the plan because it's easy just a name says something that we want with the city so I think that's been a part of branding the city as what we want. Of course most people understand we are not just walking but it's something that describes that we want to do something else that's driving out any cars and walking is a symbol for walking, cycling and public transport. #01:02:50.5#

I-EDUARDO OLIVEIRA WSL: The walkable city is a curious name. When you can do many of other things and not only walking. #01:02:57.6#

R-ID8: Of course but you get it from the big picture, don't you, that it gets more personal. You can see someone walking and if you put it down on the lower level, I think. #01:03:15.2#

I-EDUARDO OLIVEIRA WSL: Yes, I see also it pretty much reflects what you have been telling to me is this closer interaction with the citizens, with the Stockholm-ers. I also posed this question because I'm familiar with some of this person's work in the branding because he's involved with my PhD thesis and he also knows some of my work on my PhD. I tried to connect place branding and strategic spatial planning, taking his instruments in, and I see this as a potential example for future, and there is this Nordic academy of something. I'm sorry I can't place the name. One of the people is Marcus Anderson and they always talk about talent attraction. #01:03:58.8#

R-ID8: Mm. #01:03:59.8#

I-EDUARDO OLIVEIRA WSL: So, they don't focus on tourism. Tourism, other people will focus on that. They focus on talent attraction and then this is curious because if I am a talent or some other person is a talent. If they see themselves as a talent then they want to move to Stockholm, they also want to know where to live, what to do, what kind of things and this is very much related to the planning. I ask this to try and understand they want to attract talent but how is their interaction with the planning authorities or vice versa? #01:04:32.5#

R-ID8: I think this is a good start but I think you can do it even better, really use it as attraction and explain the city for people to get attracted to move here. Definitely, definitely. #01:04:49.5#

I-EDUARDO OLIVEIRA WSL: Yeah, because I think as a personal opinion, you cannot just communicate to the city that you have a nice flat here located close to the water and a green area to live but you also want something else. You also want to know how you can get from Stockholm to other European cities, transportation within the city. #01:05:07.5#

R-ID8: Yeah, yeah. #01:05:07.6#

I-EDUARDO OLIVEIRA WSL: The cultural initiatives and many other elements according to your life satisfaction and quality of life. We have reached one hour. I've fulfilled all the questions I planned to ask you. As a final question, if you want to add some other elements regarding the revision of the vision. So, the walkable city will remain as the main document for the future, just final words to wrap up. #01:05:55.4#

R-ID8: I mean what we're doing now, as I said in the beginning, we are updating it. We are in a consulting period at the end of the year. I think the big changes we have is of course that we have a much stronger focus on densification because when we made this in 2008, we didn't have that aim on housing that we have today so that's the main challenge we have to deal with, and more people means more infrastructure. We have some new ideas about the metro system and things like that so we have to sort of work that in within the plan, and then I think what's going to be a change for this one is that we are trying to point out some areas in the outer city where the city of Stockholm really should focus. I mean this is not the area where the market focus because the market can... I mean in the Royal Harbor, for example, it's very good for the market but the city of Stockholm maybe has to focus on some of the suburbs and make an effort to do something good there and I think that's going to be one of the new parts in the updated plan. #01:07:14.5#

I-EDUARDO OLIVEIRA WSL: I was about to ask if any other documents will emerge in line with this to cover any other sector or spatial transformation. You mentioned that eventually you will try to focus more on the surroundings of the Stockholm core city. #01:07:30.4#

R-ID8: We have a social sustainability committee since one year ago in the Stockholm region and the political focus on that committee is very strong and I think that we have to respond on that committee to point out some areas that we really want to achieve, the social sustainability in suburbs in the outer part of Stockholm. Those areas are not easy and the real estate companies are not there so the city has to put in effort to make them more attractive and more interesting to develop. I think

that's a big challenge to get the whole plan more socially sustainable. #01:08:22.8#

I-EDUARDO OLIVEIRA WSL: Yes, but the city planning department, yourself, you get involved with those? #01:08:26.6#

R-ID8: Yeah. #01:08:28.2#

I-EDUARDO OLIVEIRA WSL: Well, it happens in other cases that the city planning only... the politicians go ahead and then they only come to listen in the city with planning entities. #01:08:36.9#

R-ID8: No, no. We're quite a network, yeah. #01:08:41.2#

I-EDUARDO OLIVEIRA WSL: It also reflects maybe the Swedish culture on this. #01:08:42.4#

R-ID8: Yeah, maybe. So, that's what's going on and it's interesting now, as I said, with the RUFs, we're answering on that proposal and it's going to be interesting after the summer to follow up and see how the regional plan works out. #01:09:04.4#

I-EDUARDO OLIVEIRA WSL: Yes. Well I'm also looking forward to maybe reading something. You always put a lot of things in English online which is also very good for us doing research in other countries. Well, I'm very satisfied with everything we've talked about this morning and once again I thank you for your time. #01:09:26.5#

R-ID8: Thank you. #01:09:26.5#

I-EDUARDO OLIVEIRA WSL: I also will follow up with future developments on our research project. #01:09:32.9#

R-ID8: Yes. #01:09:34.3#

I-EDUARDO OLIVEIRA WSL: Alright, thank you. #01:09:35.3#

R-ID8: Thank you. #01:09:36.1#

ID8 Stockholm 5 July

Commented [E08]: OKay

ID9 Stockholm 6 July

R-ID9: You mentioned that this study you are doing now, it's part of a greater project. #00:00:12.0#

I-EDUARDO OLIVEIRA WSL: It is part of a greater project for five years, funded by the Swiss National Science Foundation. So, Swiss based, we are at the Swiss Federal Research Institute, which focuses mainly on landscape and also snow research, but then our coordinator prepared this proposal and got funding for five years. The main aim is to understand the impact of strategic special plans in land change. There are three **postdocs** working on it now, but my aim is the second aim and aims to understand the governance process. #00:00:55.1#

R-ID9: I understand. You mentioned something about land use modelling and then I became very interested. #00:01:08.9#

I-EDUARDO OLIVEIRA WSL: Yes, the main goal in the end is to improve the land change modelling and to what extent land change modelers can look at the strategic special plans to better prepare land change modelling. So, different elements influence the modelling of land change and from the proposal we want to see the governance elements, the super-regional conditions or political decisions within big projects, and also the special information contained in maps. My colleagues, they give special attention to the special information contained in the maps within each plan for each case study, and another colleague who will probably also come here to Stockholm to do interviews, covers more of the super-regional conditions or the need to follow a national orientation or the plan developing in response to some needs, these elements. Altogether, we'll work for two years, but then the project will continue for another three with some other researchers, and the main aim is to build a theoretical framework to support land change modelling. The third part of my questions aim to focus more on land use, because for these elements, to **cover** the impact of regional plans in land use, we cannot find literature on that or published documents. So, the interviews are essential to get the information that we cannot get from any other sources, such as the content analysis of documents, which I also will be doing. The interviews are to try to step forward on the exploration of the topic.

#00:03:06.7#

R-ID9: Yes. I was interested especially about the part on land use modelling and on land change modelling, since we've been working with integrated land use and transport modelling as a very important part of our planning instruments, our planning tools, for a long time. So, that is something that I, myself, am very interested in, so if that will be a part of the whole study, I think it would interest us. Okay, I think you have given a good overview/background. If I start by introducing myself. I am an architect. I have been working at Stockholm County Council with regional planning for 30 years, before that, 10 years in municipality in the southern part of the Stockholm region with comprehensive land use planning. So, I have been working in the Stockholm region on the municipal and regional level for quite a long time. I have been actively involved in the work with regional plans, the one from 1991, the regional development plan 2001, and the one in 2010, and also now in the work for 2050, but not that much since I retired last year as a full time employee when I was 67. Now, I am a Senior Advisor working 30% of full time for the offices and doing some other consulting work on my own. If we start with the administrative framework, in Sweden you could say there are three tiers of government. The local level with the municipalities, you have the regional level and the national level. The municipalities in Sweden are average, quite big compared to many other countries in Europe where you have very small municipalities, and that has been a national goal and there have been merging of municipalities on several occasions, trying to get the municipalities big enough to be able to handle and supply the services to their inhabitants. I think you could say a part of that is also that the municipality has been given quite a lot of influence and capacity for conducting that. Municipalities have a planning monopoly, so all of the land use plans that are legally binding and regulating the land use have been decided and adopted by the municipalities. So, quite a strong local level. At national level; parliament, government and national agencies. Of course, they have a very strong influence. Then regional level, which has not been that strong, you have the elected bodies at a regional level, county councils mostly. The county councils are directly elected by the citizens and they are responsible for healthcare, which is the most important responsibility for county councils, but also public transport. In many counties, there is a shared responsibility between the county council and the municipalities. In Stockholm, it is the county

council alone that is responsible for public transport. Then, you have state agency at regional level, the county administrative board, which has to coordinate state interests on a regional level. So, I would say it might be a bit different in different regions in Sweden as there is ongoing change in the administrative structure in Sweden right now. In many counties, there are now regional bodies that have total responsibility for regional development. In the Stockholm county, the responsibility for regional development is shared between the county council and the country administrative board, the state agency at the regional level. Regional planning has been carried out in the Stockholm region since 1952. In '52, the first regional planning office was set up and their work resulted in the first regional plan, which was adopted in 1958. Since then, there has been ongoing regional planning in the Stockholm region. #00:10:53.6#

I-EDUARDO OLIVEIRA WSL: Yes. That's quite a long tradition. #00:10:55.5#

R-ID9: Yes, it is a long tradition. For the first case, it was only municipalities that were the responsible bodies for this. Before that, the Stockholm county council did not incorporate the city of Stockholm. So, the city of Stockholm was a city and a county council of its own, and in 1971 the city county council and the surrounding county council was merged. That's when it was called Stockholm's läns landsting, the big county council. One reason for this change was to create a strong planning body for the Stockholm region. It was initiated and the process was driven by the main Stockholm city politicians. I think he was very wise in that way; he saw that there was a need for a common organization on planning. #00:12:38.6#

I-EDUARDO OLIVEIRA WSL: In the '70's? #00:12:39.7#

R-ID9: Yes. Then, when this new county council was established, it was a change in law as well, so the new county council became responsible for regional planning by law. So, since 1971, it is the county council that is the responsible body for regional planning in the southern region. #00:13:10.0#

I-EDUARDO OLIVEIRA WSL: Is it still responsible? #00:13:12.1#

R-ID9: Yes. So, that's the legal framework. Regional planning in Sweden, I would say today there are only two formal regional planning authorities in Sweden, the Stockholm County Council for the whole of Stockholm, and the Association of Municipalities in the Gothenburg region. Then, there are these changes in regional administration, so there will be some changes. There are changes going on right now, but if you look at it in a very formal way from which recognized regional planning authorities, according to the planning and building act, is the county council in Stockholm and this association in Gothenburg. Regional planning is not binding. By the Planning and Building act, regional authorities are responsible and have to carry out regional planning for the territory for which it is responsible, but it is not obligated to make a regional plan. There is a distinction between regional planning and regional plan, but in the Stockholm region politicians have decided to make regional plans and adopt regional plans from the beginning, the '50's, until now. I think politicians have seen the value in adopting regional plans. #00:15:34.6#

I-EDUARDO OLIVEIRA WSL: Regional plan, even though not binding. #00:15:36.4#

R-ID9: Yes. So, the regional plan is not binding, and to be effective it has to be accepted by all municipalities and state agencies and major stakeholders. Unless it is commonly accepted, it will not be efficient. That means that we have been focusing more and more on the planning process, which has always been a very important part for us. #00:16:23.7#

I-EDUARDO OLIVEIRA WSL: Yes. More on the process than on the plan itself. #00:16:26.9#

R-ID9: Yes. I would say it is crucial to have an involvement process when you... at the end of the day, you have the plan and it should be adopted and regarded as 'this is our regional plan'. #00:16:54.2#

I-EDUARDO OLIVEIRA WSL: Yes, but the process is more enriching because you can hear different groups and then prepare the final result. Stockholm city council is composed of 25 municipalities plus Stockholm city, 26. Then, you mentioned some organizations or entities and stakeholders. So, they are involved in the regional

planning process? #00:17:28.0#

R-ID9: Yes. #00:17:28.5#

I-EDUARDO OLIVEIRA WSL: Can you provide examples of these stakeholders or interest groups, and the other agencies that are public or private? Also, in terms of driving forces, I was curious about... because of this long tradition, and sorry to interrupt your rationale here. There is a long tradition, I see, on regional planning, these parts that are not binding, but any change of the driving forces, probably the main aim behind the **RUFS'91**, which is different from the aim or the driving force in **RUFS 2001** some housing and transportation, making a better region, as we can read. These driving forces are also important to understand the mechanism on the planning. #00:18:11.8#

R-ID9: I would start in the mid '90's. So, after we had the 1991 regional plan adopted, and that plan was coordinated with a major transport negotiation process. When this negotiation between state and the region and the municipalities within the region, when it was finally settled the result was incorporated in the regional plan. So, the regional plan really was manifesting the result of that process, but the plan, I would say, was a traditional physical land use regional plan, so it focused on land use, on transport infrastructure and transport, green structure and these things, the physical structures. #00:19:44.3#

I-EDUARDO OLIVEIRA WSL: Impacts on the ground. #00:19:47.2#

R-ID9: Yes. That plan, the '91 plan, was adopted in 1992. Then, in 1993, as I mentioned at the beginning of our conversation, there was a major change in the organizations. So, we started again '93 as a very small office and we had, I will say, a huge budget to buy consultancy studies and so on. At the same time, it was a time of transformation, of major changes. The Soviet Union and the Eastern European was breaking out, and the European Union was developing some really geopolitical changes. There was a decision in '93, I think, that Sweden should apply for EU membership and in 1995 we became members of the European Union. That was also a major change of international and European tendency for a broader spatial

planning perspective. #00:21:43.8#

I-EDUARDO OLIVEIRA WSL: I see. There was some inspiration coming from the European Union. #00:21:47.4#

R-ID9: Yes, and then what was done about the European spatial planning perspective in the European Union. During that period, in the mid '90's, we started really in '95 to work with a new regional planning process. Then it was decided that it should be a broader type of planning, and regional development planning rather than a regional plan. #00:22:30.5#

Commented [E01]: http://ec.europa.eu/regional_policy/sources/docoffic/official/reports/pdf/sum_en.pdf

I-EDUARDO OLIVEIRA WSL: More integrative and more broad in the integration with different areas. #00:22:39.6#

R-ID9: Yes. So, of course in regional planning up until 1991 we had aims that the physical structures should enhance economic development, social cohesion and so on, but the means that the plan offered changed in the physical structure. In the new plan, which we started in the mid '90's and we started the regional development plan, RUFs, regional development plan 2001, we broadened the perspective, but also the areas of planning competence. So, there were proposals of a more administrative character proposing changes in legislation or administrative procedures and so on for economic development, for social and culture and so on. So, it is incorporating these areas as objects for the plan and proposing measures other than the physical... #00:24:11.0#

I-EDUARDO OLIVEIRA WSL: Than the physical changes on land. #00:24:13.7#

R-ID9: Yes. So, regional planning really changed the character or regional planning and the area that was covered really changed during that period. #00:24:27.3#

I-EDUARDO OLIVEIRA WSL: Perhaps more open to the market? #00:24:30.3#

R-ID9: Yes. That is also a part of it. Looking back, regional planning maybe up until 1991 was in a way more normative. You produced a plan and that was it. It was not

that much taking the market and the market forces into consideration. So, it was not a plan in... #00:25:16.4#

I-EDUARDO OLIVEIRA WSL: Not a visionary plan with visions towards the future, it was more for the moment with, "You can build here, you cannot build there, this is for a green area". #00:25:26.8#

R-ID9: Yes. So, implementation of the regional plan was not a major issue. It was really, in which way should the land be distributed and used for different purposes? What would make the plan be implemented? That was not such a big issue at that time and that is something that has changed over time. Now, implementation and the conditions for the possibility for implementation is a very crucial issue at the center of the discussions. We try much more to see what the driving forces are. The market driving forces, but then you also have other macro-regional driving forces that you have to realize and try to estimate, maybe introducing scenario techniques to see what could be the external pressure or impact on these driving forces, on the region and how quickly we manage to develop in a sustainable way under insecurity or for the future driving external forces, but also to understand the market forces to see if we could plan in accordance using the market forces for the implementation of the plan. If you plan in accordance to market forces, you have you goals and you can see them, if we plan in this way, if we make these changes in the territory, we offer this landscape of opportunities that would attract the market and would lead to a development in the way that we would like to see, then you will be much more successful than you try to with restrictive regulating planning; saying, "You are not allowed to do that". #00:28:24.2#

I-EDUARDO OLIVEIRA WSL: You block potential developers. #00:28:27.7#

R-ID9: The thing is, in that way there has been a mental change in the regional planning in the Stockholm region over decades. It is much more looking at the potential opportunities to see how we could arrange the spatial territory in a way that would give good opportunities for development. #00:28:57.9#

I-EDUARDO OLIVEIRA WSL: For development, economic and social development.

In your perspective, RUFSS 2010, the one that we can access, reflects these ambitions of linking the physical interventions and the economic development, does it reflect this dynamic? I see it as part of the dynamic planning process as well. What entities were involved in the preparation of the 2010 envision of the plan? You can underline different changes in terms of the entities involved. If we compare the 2010 RUFSS with the previous one in terms of more state agencies or more companies, international enterprises coming, what entities were involved? #00:29:51.3#

R-ID9: When we started the work on what became the regional development plan 2001, the RUFSS 2001, with this ambition to broaden the perspective as I mentioned. During that time, and I think it was when we became a member of the European Union, after that Sweden adopted this regional development planning perspective that has developed in the European Union. So, the legislation for regional development activities and to make it possible to use these mechanisms of European funds... #00:31:02.8#

I-EDUARDO OLIVEIRA WSL: Yes, I am familiar with that. #00:31:05.8#

R-ID9: You have to have some planning on a national level and a regional level to be able to... yes. So, that structure was implemented in Sweden as well and that was during the time we were making this 2001 plan. The responsible for regional development was the county and administrative board and state agency. So, this was something that came from national level down to... top down to regional level, and it was the state agencies at regional level who were responsible for this. So, this came as a more formal administrative structure. During this planning process it became clear. Then, the county and administrative board which was engaged in the regional planning process, and they've got this responsibility, they said, "Well, this is the responsibility and what we should do are already taken care of in the regional planning process". So, we found and declared that the regional development plan 2001 was also the regional development program according to that legislation. So, the regional development plan finally became the regional development plan in accordance to the planning and building act and to the legislation for the regional development programming. #00:33:09.4#

I-EDUARDO OLIVEIRA WSL: In the European context? #00:33:10.5#

R-ID9: Yes. #00:33:10.9#

I-EDUARDO OLIVEIRA WSL: So, with the regional plan you were able to reply to the building act and to the European legislation or regulations and therefore apply for projects and developing programs? #00:33:27.7#

R-ID9: I think that was a major change. Innovative... #00:33:46.8#

I-EDUARDO OLIVEIRA WSL: An innovative approach. #00:33:48.9#

R-ID9: Yes. When we started the planning process for what became RUF5 2010, it was decided before the planning process started, or when it started, there was an agreement between the county administrative board and the county council that we are going to make a common plan, which should be a regional development plan in accordance to the legislation related to the European Union system and to the planning and building. We think it is efficient and a good way to handle all this in one planning process and have one plan that takes both of these legislations into consideration and makes it... #00:34:50.5#

I-EDUARDO OLIVEIRA WSL: A cohesive vision? #00:35:00.3#

R-ID9: Yes. #00:35:00.2#

I-EDUARDO OLIVEIRA WSL: For regional cohesion? #00:35:01.8#

R-ID9: Yes. So, that was the main objective for the plan, that is should be fulfilling these two paths. Also, when we started programming a new planning process, we discussed quite a lot. At the beginning it was a small team with three people. I was responsible for that, and the guy you had coffee with and (? #00:35:54.2#) and Roland, they are now responsible for the RUF5 2050 process, and Roland was also in that small programming team when we started the process before, but we had very many discussions on process. So, the RUF5 2001 plan was a success, I think, and

Commented [E02]: Rikka and Roland (RUF5 2050). Name of 2 persons I has coffee after arriving at the headquarters.

we had quite a lot of concentration with municipalities, mainly with municipalities, but also with state agencies for road and railway and aviation and so on. The major NGO's also. When the plan was adopted, it was regarded as a well-accepted plan. The municipalities and all other stakeholders had been... the planning process had been transparent. They had been involved in the plan at that level. #00:37:22.5#

I-EDUARDO OLIVEIRA WSL: In the early beginning? #00:37:25.9#

R-ID9: Yes, and the result was accepted, but when we started and we discussed how to set up the new planning process, we said we should increase our ambition. So, go from a well-accepted plan to a common plan. The goal was that when the planning process and the plan is adopted, it should be regarded as our regional development plan. So, the municipalities in the Stockholm region would regard it as their plan. It was really to increase the ambition. #00:38:17.7#

I-EDUARDO OLIVEIRA WSL: Yes, it was necessary for the success of the plan, to get them involved with it. #00:38:22.6#

R-ID9: Yes, it was. It was really to make the plan efficient to... #00:38:30.1#

I-EDUARDO OLIVEIRA WSL: For the plan to generate more impact, it was necessary to involve those that... #00:38:43.7#

R-ID9: Yes. For future implementation. Yes. We also had this idea that if the plan would have stronger involvement by municipalities and other stakeholders then the plan would be better. So, it would be really incorporating the interests of all the different stakeholders and trying to make a good balance for the future. When we started the planning process, first there was a fairly long program phase, and we had a number of working groups. We had identified a number of challenges and then we set up a working force for each challenge with members from the municipalities, NGO's and stakeholders. In each such small working group not all of the municipalities were represented, so some members were selected from some municipalities, but we tried to have members from all of the municipalities involved in some groups, so that all the municipalities knew that they had people in working

groups and that they are engaged in the process. “We are not just responding to a consultation; we are part of the planning process”. I think that was a really major change. #00:40:53.8#

I-EDUARDO OLIVEIRA WSL: That’s interesting. You went into this with a working agenda, if I am correct? So, you went into this, on the consultation, with a working agenda and you got people together from the municipalities as representatives to cover specific targets or subjects, but not all of them together at the same time to discuss everything? #00:41:17.3#

R-ID9: No. So, we tried to identify challenges and then we had the main goals. We tried to work in a matrix structure. So, you had different issues and you had different perspectives and you tried to combine that. That approach to the planning process was capturing the planning process, even when we started to make the plan, to try to see what the consequences would be for land use, appropriate structure. We worked in that way and we had groups on specific topics, but we also had two groups on the planning process, on impact assessments, to try to incorporate the environmental impact assessment with the more broadly strategic impact assessment. We also carried out a public health impact assessment. I would say it was really a very ambitious planning process. So, municipalities were the key players, I would say. #00:43:09.2#

I-EDUARDO OLIVEIRA WSL: Yes. That’s interesting to know. #00:43:11.4#

R-ID9: Yes. Since implementation has to be through the municipalities, and making the land use plans and so on. So, it is crucial to have the municipalities on board to be successful. State agencies, of course, especially for transport and infrastructure, the state is financing quite a lot of this, so you must be incorporating the state agencies. Then, other stakeholders, interest groups and NGO’s. The mains mostly, I would say, nature protection and environmental issues. I think you have the strongest NGO’s in this sector and they were also incorporated in the planning process. #00:44:35.2#

I-EDUARDO OLIVEIRA WSL: In the planning process. Yes. That’s very

interesting. Definitely. #00:44:39.6#

R-ID9: So, I would that when the plan was adopted, the result to a very great extent was accepted and promoted by the municipalities. I would say, a good example of that, some years after the plan was adopted there was the new national planning process for transport infrastructure development and investment. We have a rolling scheme for these plans, and there was such a plan. It was the first phase of such a planning process and the county investment board and national transport agency were responsible for that, the county council was part of the regional planning team for that. Both the regional planning side and the transport side came from the county council, but really the responsibility was on the state agencies. The result or program for the further process was mostly influenced by the state agencies. We were not, from the county council part, not fully comfortable with the result, but you have to make some compromises to find something that you can accept. When this was presented there was a meeting with all of the municipalities in the Stockholm county and the municipalities did not like what they heard and they said, "Hey, this is not acceptable. This is not in accordance to our regional development plan". So, the municipalities said to the state, "This is not good. This is not in accordance to our regional development plan". #00:47:28.5#

I-EDUARDO OLIVEIRA WSL: Yes, because I was about to ask, so if the national entity when trying to organize transportation, if they look at your regional plan it seems that, no, the regional plan reflects the municipalities intentions, but then they didn't translate that to the national... #00:47:46.5#

R-ID9: Of course, then the national agency looked at and used the regional development plan 2010 as a foundation, but I would say the crucial issue was that this transport agency, the regional part on the national transport agency and part of the county administrative board, they were not taking the idea of regional courts, which is the main idea for the physical structure. They didn't not endorse or take it to their heart fully and that was the main reason why the municipalities reacted in that way. "You are focusing too much on the central part of the region. The regional development plan says you should develop these eight regional courts outside the central part, and you are not prioritizing these new regional courts in the way you

should". So, that was really the clutch in the ideas. I think it is very interesting, when the municipalities stand up and say, 'our regional plan'. They are really regarding it as a common regional plan for the region, for the municipalities and for the regional entities, and it should also be applied at the national level. #00:50:12.7#

I-EDUARDO OLIVEIRA WSL: So, if I understand, the 2010 RUFs is not binding, but then the municipalities were engaged in the process and they have to produce their own municipal plans, or they have to produce plans at the municipal level and they follow the regional plan, they rely on it. How does it work, this relationship where the municipalities are producing their own plans and the relationship with the regional plan? Your entity goes to talk with the municipalities, they come here to talk to you to try and see, "Well, we are designing our municipal plan, is this alright with the regional plan?", or do they already know that they have to respond to certain elements as they are in line with regional planning? How is this relationship between the RUFs and municipalities? I understand that they cooperate on the RUFs and if they have to produce their municipal plans, how does it work? #00:51:21.1#

R-ID9: So, from the planning process and when they adopted RUFs 2001, and further on, regional planning has had quite significant impact on municipal plans. In the regional green structure, which is a very important part of our plan, I would say it is fully accepted and adopted by the municipalities. I would say that in all municipal comprehensive plans, there is a map showing the regional green structure and it is implemented in the municipal plan. The regional courts, these are new regional courts that are proposing a regional development plan outside the central part, they are part of the municipal plans as well, a strong element. Of course, especially for the municipalities, who have one of these courts within their territory, but also other municipalities in that regional corridor where it refers to it. So, the major structure in the regional development plan you could find in all plans. Then, there might be some differences in interpretation of the land use guidelines. So, there might be some areas proposed in the municipal plan that are not shown as a development area in the regional plan, then all comprehensive plans are sent to this office for consultation and we look at (? #00:54:24.9#) as this in accordance to the principles, is this acceptable? Would it harm the ideas if it is doing that? Then we say, "This is not in accordance with the regional plan, it's not good", but if we were to say, "Okay, this is

Commented [E03]: At the plans

not exactly what the plan shows, but it is not harming it, it is in accordance with the ideas. Well then, its fine". So, it is flexible. I think that is most important to have the acceptance by the municipalities. When they know there will be an open discussion on the effects on our plan, not a very formal application of the plan, it is not... #00:55:37.3#

I-EDUARDO OLIVEIRA WSL: I see. It is regionalized. #00:55:38.8#

R-ID9: So, is it in accordance to the goals and the major principles or not? I think that is important as well, to have this regional dialogue. #00:55:59.1#

I-EDUARDO OLIVEIRA WSL: Regional dialogue. Right. Some flexibility as well and open areas for negotiation as well if it is not in accordance? #00:56:10.0#

R-ID9: Yes. #00:56:10.2#

I-EDUARDO OLIVEIRA WSL: Then, you have been updating the RUFs for more or less 10 years, and the municipalities update their comprehensive plans **4 in 4 years**? When do they do these plans and reframe them? #00:56:33.3#

R-ID9: I think an eight-year interval is quite common. We have a four-year mandate period. So, too many elements. It differs quite a lot. Some municipalities have more of a role in the comprehensive planning process, and some have been more reluctant to start a new planning process, since it is time consuming and it costs quite a lot of money, and there have been situations where politicians in the municipalities think that to have an old comprehensive land use plan which is not that detailed is quite convenient as it is open to the possibilities for **negotiation** and so on, but I think today most municipalities see the value in having an updated strategic comprehensive plan. So, you could see the development of the municipalities from these traditional land use plans, that they are designating different areas for different purposes, to a more strategic development plan. So, which are the long term goals for the municipality? What are the challenges and the possibilities and how should we act to the difference in the planning approach? #00:58:41.5#

I-EDUARDO OLIVEIRA WSL: I have two last questions on this group. I am not sure about the time. You can let me know when we have to finish. #00:58:56.4#

R-ID9: You said 60-90 minutes. #00:58:58.9#

I-EDUARDO OLIVEIRA WSL: We definitely will not exceed that. We have covered a lot of things. According to your experience, the leaders in this case, you mentioned it on the municipal level, the leaders play a core role in developing a plan and in the implementation as well. When I say leaders, I mean the mayor or other representatives. How do you characterize the leadership with the regional planning, and also the regional and the links with the municipal plans? #00:59:38.1#

R-ID9: I would say that the county council is responsible for regional planning. There has been a political board for regional planning. When we started the planning process, of course we proposed... what has been done for the two last regional development plans, there was one mandate reviewing and validating the plan to see if it is still valid, the challenges and the goals and the strategies, are they still relevant? Are they still accurate? We made that evaluation for both the RUFs 2001 and 2010. The answer has been that the main structure and the main approach in the plan is good. The municipalities think 'it is okay, it is good, we don't want any major changes. We think that the challenges you point out are still relevant', or maybe now with relation to the 2010 plan I think the answer was that they are more relevant today than before. Also, some of the municipalities were reluctant to the idea of making a new plan, "We have a very good plan. Don't change it", but since the 2010 plan had 2030 as the plan perspective, that's too short. Today, you must have a longer perspective. So, that is one major reason to start a new plan, but there are some other parts. Part of the 2010 plan was not good enough and we need to further develop it, we did quite ambitious work on what does sustainable development mean and what approach to sustainability could be appropriate for our regional planning? There has been a change in the approach to sustainability, which I think is very good, setting social sustainability in the center. #01:03:05.5#

I-EDUARDO OLIVEIRA WSL: That's something I heard yesterday and I found it very curious and interesting to note. #01:03:13.5#

R-ID9: Social sustainability and social cohesion is the goal. Economic sustainability is the need, and it all must be within the framework of the planning boundaries. What is environmentally sustained? #01:03:41.8#

I-EDUARDO OLIVEIRA WSL: Not just the environment itself, but the economic side and the social side. So, you aim to put all of these perspectives in the future regional plan? #01:03:55.2#

R-ID9: Yes. #01:03:56.1#

I-EDUARDO OLIVEIRA WSL: Any other issues? I have a question here on the adaptive capacity of the organization, but somehow you are replying to the question that you start finding some different subjects or different needs to be covered, or different challenges, and now the new regional plan somehow aims to adapt to those challenges and respond to them. #01:04:22.2#

R-ID9: Yes. There are a number of issues that have been highlighted in this process and we are evaluating the 2010 plan and programming for a new process. I mentioned this, to further develop the sustainability concept. We need to further develop the international perspective relating to the Stockholm region, to the macro-region and global context. #01:05:07.8#

I-EDUARDO OLIVEIRA WSL: Yes. Sorry to interrupt. The macro-regional? You mentioned here the Baltic sea region, am I correct? #01:05:15.1#

R-ID9: Yes. In our plan, we are responsible for... I think you have a map. The Stockholm county council is formally responsible for regional planning within the Stockholm county, but the functional region is wider than the formal administrative region. So, we really need to cooperate with neighboring counties. #01:05:50.8#

I-EDUARDO OLIVEIRA WSL: Neighboring counties, yes. I was about to ask. #01:05:53.0#

R-ID9: That was part of the 2010 plan. So, we had cooperation with six neighboring counties and part of the plan is a long term vision for this greater Stockholm region, including six neighboring counties. This planning process now, this cooperation with the neighboring counties has been further developed, so it is really an important part of the planning process. We cannot make a regional plan for that territory, we could make a common vision, but we cannot adopt a plan for their territory. So, we'll make something in common. We adopt a plan for the Stockholm county with a vision for the greater territory, and so do the other counties. So, as part of their regional development planning, they show this special vision for the greater territory. We are part of this great authority. We adopt a plan for our region, but it is consistent with a greater territory vision. #01:07:46.1#

I-EDUARDO OLIVEIRA WSL: This greater territory is... I couldn't find an explanation on the Stockholm Mälars region, but it's not Stockholm council. It is Stockholm council and other regions around them. This was on the committee, so on transportation. They represent Stockholm council here, and then connections with (? #01:08:15.7#) and then other... So, I understood that Stockholm Mälars is involved with these councils here? #01:08:20.8#

R-ID9: Yes. So, this is Lake Mälars and it has been, for quite a long time, 25 years now I think, there has been an association of county councils and municipalities in Lake Mälars or the Mälars... I don't know, I don't exactly recall the name. It is an association for county councils and municipalities working with planning issues and transport, education and so on. They are an interest association, so they have no formal mandate for planning, but they are more informal and for cooperation. By that, we have for a long time been talking about the Stockholm Mälars region. #01:09:42.5#

I-EDUARDO OLIVEIRA WSL: Yes, and the cooperation purpose. My question was to try and understand when this came, because I was focused on Stockholm city council. #01:09:55.5#

R-ID9: Since the work on the 2010 plan, we have been enlarging the area that we are cooperating with. So, we have been incorporating the counties south of this area. As I said, a change in the territory that we are cooperating with and

incorporating in our planning. #01:10:27.2#

I-EDUARDO OLIVEIRA WSL: I can share with you the experience with other regions in Germany and in France, for example Lyon, where on the revision of the plan they are currently doing they aim to extend the Urbanism Lyonnaise, the Great area of Lyon, to cover different areas, and also to respond to some other needs, mainly with the housing and with job creation. #01:10:54.9#

R-ID9: You had a question on governance and leadership and then we ended up here, but I was going to say, for a long time we have had a political board that is responsible for regional planning. As an office, we have been fairly independent, but we made a proposal to start the planning process, describing the regional needs, the reasons and so on, arguing for that, in the dialogue with our politicians. It got accepted, and then we make a program for the new planning process, which should be the main goals and how the process should be and so on, then it is accepted by our politicians and then we start the planning process. We have tried over the years to engage our politicians in the planning process more. It has been quite hard, I would say. For example, during the 2010 process we had a lot of meetings with politicians, leading politicians in the municipalities, but our politicians were not attending these meetings. So, it was officers from this office that had meetings with the politicians from the municipalities. I think really it should have been our politicians that had these meetings with the politicians from the municipalities. So, that has been a problem to really... they are quite comfortable with making these comprehensive decisions in the board, but not really be part of the planning process. We have a different situation now in this part of the process. We have a political board which is very engaged and we have a Chairman on the board who is very engaged on these issues and in the planning process, and the Chairman and politicians from some other parties on the board have meetings with politicians from the municipalities. So, it really has improved very much in the political engagement of the planning process. I don't think we have quite that much working groups and engagement in the planning process from the municipalities this time, as in the RUF 2010 process, but on the other side, that developed and enforced the relationship between municipalities and the regional planning authority. So, maybe the need to have that many working groups and engagement with municipalities practically in the

working is not that great this time as it was last time. It was really making a shift in the relationship. I would say there is greater political engagement in this planning process than the one before, on leadership. #01:15:49.2#

I-EDUARDO OLIVEIRA WSL: In terms of civic participation? #01:15:52.6#

R-ID9: Yes, that is something that we have discussed over time, of course, and we have come to the conclusion that it is not possible for us to have direct dialogue with the citizens in the region. We'll supply information, but an active dialogue... we have tried, but it is very hard and the result has not been encouraging. So, I would say that our policy is that we work through municipalities. So, the relationship between the citizens and the planning or administrative entity is quite strong, so we try to supply information, we have a transparent planning process providing information and asking municipalities to encourage a dialogue on these future development issues. Then helping the municipalities in the dialogue that we have with the municipality. Their opinions will be founded on the dialogue with their citizens. So, that's a way it could work. So, this idea that there is a policy for... #01:17:45.2#

I-EDUARDO OLIVEIRA WSL: The civic participation is not direct, but you expect the municipalities to listen and to use this dialogue. Then, we'll jump to the last section on land use. Do you think the result of this dialogue could impact land use? Are the interest groups or citizen's ideas then able to influence certain land use at the municipal level and then eventually reflect on the regional level this interaction? The participation of interests and citizens on land use and the regional plan? #01:18:27.1#

R-ID9: I would say, also not only looking at the 2010 plan, but at the long term perspective, there has been very little impact or opinion from citizens on land use issues. It has not been very strong. There have been some major projects, mainly parts like major road connections between the north and south. The water is dividing Stockholm. So, that has been a really controversial issue for a lot of people over time, and there are some others like the airport, but for land use, the principles and the areas and the cores that we are pointing out in the regional plan and the principle for the built up development, hardly anyone in the municipalities have an opinion on

that. I would say there are some transport infrastructure issues that are controversial, and where you have explicit opinions put forward. Otherwise, the main approach concerning land use is to make the region denser, to develop these eight regional courts and mainly using already exploited land for development. So, you have the transformation of the old industrial areas and brown areas and all of that, but also in dwelling areas, housing areas...In most cases, we think you can have significant densification. So, the need for new dwellings could be coped with within the existing structure. There is not much discussion at a regional level, but when you come to the municipal level, when you have a very concrete project and people living in that area see the plan and realize that they will be affected by this and it will change the character of their neighborhood, then you might have a strong opinions and discussions. #01:21:54.6#

I-EDUARDO OLIVEIRA WSL: Then, if you have a lot of conflict or controversial opinions, how would the authorities deal with the plan? Will they try to reshape the project to fit the plan? Will they try to change the plan to fit the project? #01:22:13.8#

R-ID9: It differs. I would say almost all municipalities in the Stockholm county today are focused on densification as a major planning concept. #01:22:33.0#

I-EDUARDO OLIVEIRA WSL: Densification. Any other types of land use that have been prioritized; transportation for housing? I assume the densification is for housing mainly. #01:22:49.3#

R-ID9: Yes, and densification for more mixed land use. So, housing and service and workplaces, a good mix. More urban qualities. So, you have meeting places and a good mix of different spaces. I think today there is quite a lot of discussion on good urban development to enhance the quality of life for our citizens. What are the criteria and how should we plan for that? #01:23:48.9#

I-EDUARDO OLIVEIRA WSL: Almost at a neighborhood level? #01:23:50.9#

R-ID9: Yes, at a neighborhood level. We are being very careful over time, over decades, of course there have been discussions, especially if we go back in time to

when the relationship between the regional level and the regional planning authority and municipality was not that good, there was some tension. We were very careful to put forward proposals on what was regarded as a local issue at that level. So, the regional structure and regional issues, but how the neighborhood is (? #01:24:48.7#) the municipalities. I will say today; it is a much more open atmosphere or situation. So, we have quite a lot of discussions at the regional level, at our offices, and when we discuss with municipalities on what is really an attractive and built up environment. What is the criteria of a neighborhood that is giving high quality of life in those terms? So, the interface between regional and local level today is much broader. I don't think we have done that so much, but the idea is to look further on. For example, when you talk about climate change, you need to have a longer perspective. So, flexibility, depending on the issue. #01:26:15.9#

Commented [E04]: defined

I-EDUARDO OLIVEIRA WSL: Do you think the regional plan in the Stockholm council will continue being strong and well accepted by the municipalities? Do you see a good future for regional planning? #01:26:30.2#

R-ID9: I would answer, yes. That's the ambition, yes. I think the possibilities for that are good. I think there is quite a strong confidence among the municipalities for regional planning and that is carried out. I think a transparent and incorporated process is the way to serve that support and confidence and acceptance from the municipalities. #01:27:25.9#

I-EDUARDO OLIVEIRA WSL: To make it effective as well. Alright. Thank you for your time and all your thoughts on this subject. #01:27:37.4#

88 mins by 12:07

Commented [E05]: OKAY

ID9 Stockholm 6 July

ID10 Stockholm 7 July

I-Eduardo Oliveira WSL: The interview guide is divided in three parts; regional planning, governance, and land change. As I mentioned before, I also cover urban planning and the links with the regional plan, the RUFSS 2010. Yesterday we talked mainly about the RUFSS 2010 and more of the planning process than actually the plan itself. We also explored what is going on in terms of preparation of the RUFSS 2050. So, today we can focus on those things you are more familiar with and you think that they are worth mentioning regarding Stockholm, regional planning in Stockholm, and I'm particularly more curious on the governance elements within this planning process in Stockholm. I know that NORDREGIO been involved with different actors then it would be great if we can explore a bit more on the governance aspects here in Stockholm. #00:01:08.8#

R-ID10: Yes, that might be good because I haven't been involved in the planning of the RUFSS or anything but we've had projects related and we had discussions and we have in different ways followed the regional development plan and how Stockholm also...they say that Stockholm is one of the key actors so there's multiple arrangement factors as well. #00:01:39.3#

I-EDUARDO OLIVEIRA WSL: Yes, I'm familiar that NORDREGIO works more on projects but can you also underline some projects. We can also check some publications but within the project and how the project relates with the plan and how the different actors were involved within this project, in the planning process if it happens too. #00:02:04.2#

R-ID10: So, should we go through some of the questions? #00:02:10.3#

I-EDUARDO OLIVEIRA WSL: Looking at the first set of questions which is more on the regional planning but we can jump to the second part; try to identify the key elements influencing the governance within the Stockholm region during plan making and plan implementation. Perhaps you know a little bit more on the plan implementation through projects if it happens and how the implementation has been taking place here in Stockholm via projects. If there are interest groups that are

involved within making the plan or implementation then also a little on the civic participation, what kind of negotiations are taking place and these elements. We can pick up other things in between the conversation. #00:03:09.7#

R-ID10: I think one could start by saying it's interesting and Stockholm is a special case also in Sweden in the sense that Stockholm is the only region that produces the regional plan. The other regions, they produce regional strategies but that's not according to the Planning and Building Act. They do it according to other state regulations, so that's an interesting thing that Stockholm... in many cases, Copenhagen also is a special case in Denmark, etc. so the capital cities are often special case. Otherwise there is generally no regional planning in Sweden. They do now start to develop, for example, Scania which is starting to develop spatial pictures or more developing the regional strategies with some types of spatial dimensions but they're not regional plans as such and they're not doing that according to the Planning and Building Act. #00:04:35.5#

I-EDUARDO OLIVEIRA WSL: The Planning and Building Act. #00:04:36.8#

R-ID10: Also Stockholm is obliged to do a regional plan so it's been targeted as they need to do it, it is not an option, but of course all of Stockholm also needs to do a regional development strategy. So, the last RUFSS was a combination of the regional plan and the regional development strategy. They are governed by two different laws. #00:05:02.9#

I-EDUARDO OLIVEIRA WSL: Okay. #00:05:03.8#

R-ID10: So, they combine them in the same document. Why that is important is of course that there are two different bodies responsible for this in the Stockholm case. The regional plan is developed by Stockholm county council where it has a representative but the regional development strategy (I think that's the correct name) is developed by the county administrative board. So, we have two regional organisations. The county administrative board is actually the national state agency at regional level but the county council is an elected body. So, at the regional level, we have on the one hand the state regional authorities developing the regional

development strategy, and we have the county council developing the regional plan in Stockholm. #00:06:05.2#

I-EDUARDO OLIVEIRA WSL: And elected. #00:06:06.3#

R-ID10: Yes, and in the last RUFSS 2010, they combined them into one so there was a collaboration between two public bodies. Now we're not even talking about the municipalities. We'll probably get back to those later and also what's happening now with this new RUFSS 2050, so far it's being developed by the county council and this county administrative board is not on the train so far but I know there are informal discussions going on. So, that's also, when thinking about the government arrangements around the regional planning as such, we have a dual dimension at the regional level, and there's also currently ongoing discussions of implementing a regional forum in Sweden. That has been a discussion for a long time. #00:07:06.5#

I-EDUARDO OLIVEIRA WSL: In an administrative sense? #00:07:07.9#

R-ID10: In a geographical sense. The last proposal was mainly focused on geographical for a new map. It will probably not affect the boundaries of Stockholm. Stockholm will be similar as it is currently. We have 21 regions in Sweden. The aim is to reduce them to five but Stockholm will be still the same size. #00:07:34.1#

I-EDUARDO OLIVEIRA WSL: It will not involve other territories or it will? #00:07:36.5#

R-ID10: It might include Gotland, the island of Gotland. That is kind of located... do you have a map? #00:07:44.2#

I-EDUARDO OLIVEIRA WSL: Yeah, right here. I do have some maps. I'm not sure if they are helpful. I brought some but... #00:07:50.9#

R-ID10: I have maps downstairs. I should have brought up some. It's smaller maps, yes. #00:07:57.4#

I-EDUARDO OLIVEIRA WSL: Smaller maps. #00:08:02.1#

R-ID10: Yes. Perhaps I can show you on the way out but it's a little bit strange to include Gotland because that is an island in the middle of the Baltic Sea and that should be included in the Stockholm region. #00:08:16.0#

I-EDUARDO OLIVEIRA WSL: Maybe it's involved in some sort of strategy for this densification? #00:08:20.2#

R-ID10: It's a political decision from the beginning. The idea is to make, on a national level, the regions equal in size in terms of population. So, in terms of land mass, we will get a huge region in the northern parts of Sweden and Stockholm can't be included. I mean, from a functional regional perspective, Stockholm would be merged with Uppsala or something but that's not politically viable at this point in time. #00:08:56.6#

I-EDUARDO OLIVEIRA WSL: Alright, I see. #00:08:58.2#

R-ID10: It's a governance arrangement, but then looking at Stockholm, we also see a little bit of tension. On the one hand, we have this arrangement with these two regional bodies which have collaborated in different ways during time but there is of course also always...I mean you have elected council and you have the state authorities, and they have different mandates, etc. and of course the regional plan in itself is just a guide instrument. It's not legally binding or anything but it also should be noted that even the municipal comprehensive plan is also guiding instrument so the first kind of binding plan is the detailed regulatory plan that's often produced on a kind of block level. #00:09:52.6#

I-EDUARDO OLIVEIRA WSL: So, the municipal level like this one here is not binding? #00:09:58.6#

R-ID10: No. They had a pretty good figure, let's say, in the beginning. They have the comprehensive... this advisory and we have the detailed plan which is legally binding. The detailed plan is usually on... I think with this island, we have a couple

of detailed plans, so this is at the very local level. This is sometimes single house but often a block so it's quite unique also in the Nordic context because in Denmark and Norway, Finland, the comprehensive plan is always advisory but it's a more strictly guided detailed plan. It says in the new regulations that of course the detailed plan should comply with the comprehensive plan but if the circumstances require, it can deviate, as needed to explain that. This is something changed from when this was produced and they can do it differently. #00:11:15.6#

I-EDUARDO OLIVEIRA WSL: I have a question on this. The adaptive capacity which is also mentioned here of the organisation, so I see that they have some instruments to adapt to certain circumstances if needed, so this detailed plan covers more projects as well or areas, geographical areas, or if a new project or an investor wants to build something? #00:11:41.9#

R-ID10: Yes, you need a detailed regulatory plan to change the function of a building or the purpose of a building or to develop a new building because you need the detailed regulatory plan in order to get the building permit. #00:11:58.2#

I-EDUARDO OLIVEIRA WSL: Okay, I see. #00:11:59.4#

R-ID10: They have to have building permits, so if they want to... we have done a lot of research and, for example, we have this area... (? #00:12:15.3#) that we have done a project in the last few years and what is dedicated in this plan is a development area. In this area, I think we have currently three different detailed development plans so from this plan down to the detailed element that's regulating the height of the building, the width of the sidewalk, etc. so deeper detail, and then we have this plan in between where you have very little. Even if they developed a master plan for the whole area, but that's nothing that's included. #00:12:59.7#

Commented [E01]: A name of a location in Stockholm where NORDREGION developed a detailed plan

I-EDUARDO OLIVEIRA WSL: Yes, it lacks the details. #00:13:00.2#

R-ID10: It's not obligatory to do that and it's not something that is legally in the Planning and Building Act so you have quite a big discrepancy between this very strategic municipal plan... #00:13:14.9#

I-EDUARDO OLIVEIRA WSL: So, a sort of a vision towards... #00:13:17.2#

R-ID10: Yes, and then you go down to design. #00:13:19.0#

I-EDUARDO OLIVEIRA WSL: To the ground. #00:13:20.6#

R-ID10: In between, you have very little. #00:13:22.2#

I-EDUARDO OLIVEIRA WSL: Which entities are in charge of the development of these detailed plans? Can it be a private actor, a real estate agent, or...? #00:13:32.2#

R-ID10: No, it's the municipalities of Stockholm. The process of doing it is very regulated. Of course, there's a lot of requirements in the detailed plan that you need to have different kinds of investigations and they often work together with architects drawing up the buildings. I have a couple of detailed plans in my office we can have a look at perhaps. So, there's an interaction between municipality and developers in different ways, and of course there's a lot of negotiations before and also because... I have a convention that's kind of two dimensions as well, especially in the city of Stockholm, when you're talking municipality. On one hand, we have a planning and development office and the planning branch, and then we have the more developing... we have the planning offices and we have development offices. Those are quite different. The development office is more on **land politics**, and the planning office is the planning, and of course they interact in different ways. So, if you want to build something, you often acquire land allocation and then the detailed planning process starts after you've been allocated that you can build a certain amount of houses in, for example, (? #00:15:02.7#) was allocated. These building companies have the right to develop 200 rental apartments and 100 condominiums, etc. and then the detailed planning process started, but of course a lot of things were decided before the detailed planning process and that's also when the consultant... when you have a participant or communicative planning with citizens, etc. so there's a lot of negotiations and communicative planning happening at the same time. You can then add on the other layer of the regional plan that's on the larger scale which

Commented [E02]: Location of project in Stockholm

covers the larger area that should of course advise the municipal plan. Everyone in the Swedish administrative system, the municipalities are very strong and independent, so you may have quite strong national authorities and they're often divided up into sectors like the road authority, etc. and then we have very strong municipalities and often the region is characterized as weak in between. #00:16:25.8#

I-EDUARDO OLIVEIRA WSL: In between. #00:16:26.8#

R-ID10: That's where you find regional development strategies and regional development plans, regional plans. In order to make a regional development plan, it's necessary to have good relations with the municipalities. #00:16:42.5#

I-EDUARDO OLIVEIRA WSL: The municipalities, yes, as you mentioned from the conversation yesterday, and I understood that the relation is good and depends on also the municipalities but apparently it's good, although you can tell me if it's somehow good or not. For the regional planning to be effective, the municipalities have to participate and give their approval. Is that easy here in Stockholm? Are there examples from other regions where it's not that easy because some don't mention examples for the later stage? In some cases, the regional entities do not see the talks with the municipalities at the same level and I have the feeling that in Stockholm, they have quite a lot of power, the municipalities and somehow they can really go and talk with the regional entities because... #00:17:39.9#

R-ID10: I mean, I think it's also... the city of Stockholm, I mean it's a very powerful entity. The city of Stockholm has half of the inhabitants of the whole region so the region of Stockholm might be a little bit of equal players and important, but then you have all the other municipalities surrounding which of course... Stockholm is the big brother, the city of Stockholm and a lot of the development if we talk about property development and that has happened very much in the city of Stockholm in this area. #00:18:27.2#

I-EDUARDO OLIVEIRA WSL: The core city, yes. #00:18:28.5#

R-ID10: In the core city but also in the entire Stockholm area, then we have these municipalities so Huddinge and Botkyrka, Nacka. There is Ekerö, Solna, (? #00:18:37.1#), etc. leading, so we have a lot of municipalities. I mean Solna (? #00:18:43.2#) which has more municipalities, is more or less incorporated in the urban fabric of Stockholm might have a different position but then we have Ekerö, which is very... if you look at these definitions - for example, of a functional urban area of Stockholm, this is not included in the functional area. It looks something like this. #00:19:04.1#

I-EDUARDO OLIVEIRA WSL: Yes. #00:19:05.3#

R-ID10: It's green. It's a rural area to a large extent. You have very different... and of course they have very different challenges and possibilities to do their municipal planning in comparison with, for example, this core city of Stockholm will soon be married with this kind of very small municipality with almost entire areas built up so you have a lot of negotiations. What has happened a little bit... we had a project with the southern municipalities so Botkyrka and what is called (? #00:19:40.7#) **communes**, municipalities because they have... one key question for them is why don't we get any investments? It's hard to build housing because investors don't want to build there because it's not as attractive to build here. Now, Stockholm is booming so it's becoming more attractive to build in Huddinge and Botkyrka but still it's too far out in that sense. So, yes, there is a kind of municipal collaboration amongst the southern municipalities and this has been formalized partly in (? #00:20:22.1#) and they will have a joint statement, I know, towards the new RUFSS 2050 so they will have individual statements but they will also gather as a collective to have one statement. #00:20:36.1#

I-EDUARDO OLIVEIRA WSL: In a more formal way? #00:20:38.1#

R-ID10: In a more formal way because now the new regional plan is out on hearings - so each municipality responds individually but they will also make a joint statement to really make an effort. So, there is some negotiation and I think the northern municipalities will do the same. So, we also have the northern, southern, central dimension of municipalities and they have formal collaboration. They have formal

Commented [E03]: Botkyrka

Danderyd
Ekerö
Haninge
Huddinge
Järfälla
Lidingö
Nacka
Norrtälje
Nykvarn
Nynäshamn
Salem
Sigtuna
Sollentuna
Solna
Stockholm
Sundbyberg
Södertälje
Tyresö
Täby
Upplands-Bro
Upplands
Väsby
Vallentuna
Vaxholm
Värmdö
Österåker

Commented [E04]: Swedish name for this municipality = Södertörns kommunerna

Commented [E05]: <http://www.sodertornskommunerna.se/> - Södertörns kommunerna

collaboration in the middle area of Stockholm which is more or less a region in itself. You have different types of arrangements and it's interesting to see how they collaborate on different issues, for example. We have Nacka which is another municipality that doesn't really collaborate with (? #00:21:36.1#), the southern municipalities, or with the northern, but have strong relations with the city of Stockholm very much to the development of this area (? #00:21:50.4#), etc. that can go also into... #00:21:53.8#

Commented [E06]: Södertörnskommunerna (southern municipalities)

Commented [E07]: Swedish name for the area.

I-EDUARDO OLIVEIRA WSL: In parallel to the questions we are somewhat fulfilling, the fact that this Nacka has a strong relation with the core city of Stockholm, do you think it's because of a leader, the mayor or someone at the municipality that has a strong relation with some key player in Stockholm, or it just happened in that way? Why do they collaborate more with the center? Is it to align interests or...? #00:22:28.9#

R-ID10: That's a good question. I don't have the insight of whether or not it's leadership or networks, etc. but looking at it from another perspective, I think one can also think of it as project based. I mean we have this flagship project in the city of Stockholm just on the border to this municipality is (? #00:22:55.4#) was to become this international flagship project of Ekerö district, etc. and it's just at the border to this other municipality that also tries to develop their core. So, there you have a necessity to collaborate. You have a similar project in here (? #00:23:15.6#). That's actually where Hans Brattstrom is sitting. #00:23:23.6#

Commented [E08]: Swedish name

Commented [E09]: North station

I-EDUARDO OLIVEIRA WSL: Yes, yes, yes. #00:23:24.1#

R-ID10: You have this big hospital on the other side. #00:23:25.7#

I-EDUARDO OLIVEIRA WSL: Indeed. I walked around there to look at a lot of constructions. I'm curious about these elements as well. #00:23:32.6#

R-ID10: Most of the construction is being done in Solna, the neighboring municipality and they also have a lot of collaborations with Solna because they see it as a way of healing the city and making big strong connections, so we see collaborations around

projects, especially those cases because they have been developed. I mean with Ekerö, you don't have any... there's no development projects right here so I think one simple explanation is they have projects because it's pragmatic, they want to develop those areas, and they also want to create a core dimension. There's also an additional dimension and that's infrastructure and that also relates back to the state level, the subway. There's a discussion from a public infrastructure perspective, especially Stockholm is a very monocentric city. All the railway lines are going into the city, all the subway lines are going into the city, so we have a very strong core and you can see that in all the plans and it's very effective but now there's so much building and construction going around. For a long time, there was no discussion about building out new subway lines but now they say we need to build these subway lines because we're expanding so much and it's also... but of course it's very expensive to build new subways. This proposal to build a subway, develop a subway line out towards Nacka but of course the state is involved through financing but there's also requirements. If this is going to be made, you need to build a certain amount of housing, so this has been an agreement between municipalities and the national authorities, so there's a Stockholm initiative and a Stockholm infrastructure package. I think also infrastructure kind of steers a little bit and that's also where the region can be seen as an important player because the regional authorities are responsible for public infrastructure, the subway lines, etc. That's not a local matter, it's a regional matter. #00:26:07.3#

I-EDUARDO OLIVEIRA WSL: Because they're responsible to build the transportation. #00:26:09.8#

R-ID10: Yes, so that's actually why the region has a mandate. They can decide bus lines and take part in subway investments, etc. so that's their way of influencing land use because otherwise land use, they don't have a mandate on land use but they have a... #00:26:27.9#

I-EDUARDO OLIVEIRA WSL: It will remain for the municipalities. #00:26:30.1#

R-ID10: Yes. So, they have that kind of tension between transport and land use and different mandates but of course if you want to develop a subway station, you need

to develop a detailed plan. The detailed plan is the municipality but if you want the investment so there's a lot of negotiations and of course some of these decisions have national interest and there will be the national authorities. #00:26:54.8#

I-EDUARDO OLIVEIRA WSL: Definitely. Is there any particular tension with this relation in Stockholm or is it difficult to the regional entity of Stockholm to call the national authorities to come to this and put some new transportation? #00:27:10.8#

R-ID10: There's a lot of negotiations around these issues so there's been an agreement between some of the city representatives and the national representatives and regional representatives on the development of a new subway system. There's been a new unit created at Stockholm County Council where Hans works that will be working particularly on the extension of the subway lines. #00:27:42.8#

I-EDUARDO OLIVEIRA WSL: Okay. #00:27:43.4#

R-ID10: So, the first extension is going to be in this direction towards Nacka and the other is going to be in this direction towards Solna so exactly those two collaboration partners we talked about. That's also where the subway line is going to be. #00:27:56.9#

I-EDUARDO OLIVEIRA WSL: Yes, Hans explained that to me yesterday because I was wondering so from my hotel I took a subway, just a very practical example, and I was wondering why the subway does not stop at another station or something, well not for now but it's interesting that the subway comes here. #00:28:13.1#

R-ID10: It's interesting in that the subway line is very much within the boundaries of the city of Stockholm. There's no subway in Nacka. There's not in Lidingö. There's a short extension to Danderyd which is a wealthier municipality but then it stops... in Solna there is some lines but no subway lines to Ekerö, not to Huddinge which is the second largest municipality I think still in the Stockholm region. You have your commuter trains and stuff but there is a line out to Botkyrka, the red line, so there's tension. The county council is responsible for the public transport system but then you have the road system as well and that's the national authorities who

have the responsibility. Also that infrastructure is very monocentric. You have half of a ring road that's being developed in this direction, otherwise all the traffic needs to come through this end. The process is ongoing. They started the project to develop a highway that's going this way to connect the southern and northern parts of Stockholm because there's a massive divide. There are a lot of work opportunities in the northern parts. You have (? #00:29:49.8#), we have Solna, you have the med tech and IT industry in this area but of course the regional plan dedicates this area down here along Flemingsberg where we have a hospital and a university hospital, and also have the Sodertorns University College which is located here as a regional hub but of course that's quite uninteresting from a Stockholm perspective, the city of Stockholm. #00:30:20.1#

Commented [E010]: Kista

Commented [E011]: Södertörn University

I-EDUARDO OLIVEIRA WSL: Yes, yes. Between housing and transportation, which of these functionalities plays the main role? Is it that the idea of designing new metro lines will play the key role or the fact that it's necessary to build new houses to fulfil some needs? What will play the main role and what kind of relations happens at the ground level between municipalities, real estate agents or developers? What kind of relations take place in between and also the role of the regional entity regarding more than the city? #00:31:00.3#

R-ID10: That is a really, really good question. On the agenda right now in Stockholm or in Sweden totally is housing. It's housing, housing, housing. I mean the national authority for housing planning, Boverket, has estimated that we need 700,000 new housing by 2025. So, there's strong pressure on producing housing and of course who is going to do it. In the current situation, there is very little public investment in housing. The market needs to fix but the public should facilitate, of course develop plans, make sure that there's land use available, etc. so there's a strong pressure especially in the Stockholm region because we have a very continuous urbanization process also with the need to develop new housing. So, that's the priority at the moment, housing need, but of course that also requires infrastructure and public investments, but parallel to that is of course the idea of we want to become more sustainable. #00:32:23.4#

Commented [E012]: <http://www.boverket.se/>

I-EDUARDO OLIVEIRA WSL: Yes, I was about to ask that. #00:32:25.9#

R-ID10: So, we have a parallel track that, okay, we need more public transport but we need to develop the public transport system because we want to shift even more, and at the same time we have a lot of pressure on the public system in terms of finance and how do you finance these new types of investments, etc. so we have a lot of things at stake. There will be investments but a lot of the municipalities themselves can't invest in subway systems so it needs to be a national issue so then the national and regional authorities bring that into play. The negotiations that happen between the national, regional and local on how to develop this, part of the national interest of course is a way for them to influence land use because they can't really influence land use since it's often described that the municipality has the plan monopoly, that they decide on what is being built on, etc. but of course the state has different means of influence and infrastructure being one thing. If you want a subway station, you need to build housing, so there's a negotiation. #00:33:53.0#

I-EDUARDO OLIVEIRA WSL: Then you have to develop a detailed plan. #00:33:56.1#

R-ID10: Yes, and it's an interesting question what happens with the region in this discussion because the region is of course responsible for running the public transport system but can't do all the investments, etc. It becomes a regional issue so the region is squeezed but of course it has its influence because it's responsible for the public transport, to develop the public transport system, so they need to be on board. This is happening right now so it's very important to kind of research those kind of questions and so Stockholm was called the Stockholm Negotiation. The Stockholm Negotiation has been done and it has been decided to develop this subway line that's going to go exactly under this island and through Nacka, and at the same time as you have a national Swedish negotiation about a high speed train system that's going to connect Stockholm to (? #00:35:02.7#). #00:35:04.0#

Commented [E013]: to connect Stockholm to Gothenburg and Malmö

I-EDUARDO OLIVEIRA WSL: Okay. #00:35:04.8#

R-ID10: That's going to be also, so then we have infrastructure investments from higher but they're separate. The Stockholm Negotiation was decided. The key

players are of course the municipalities. The one who's going to execute this is the Stockholm County Council so they have now set up this entity for developing this subway line. #00:35:33.5#

I-EDUARDO OLIVEIRA WSL: They have to get funding from the national level or perhaps the European level? #00:35:40.6#

R-ID10: National... I would say the discussion is national and also with the municipal. They need to... the idea that you develop this, sell the land, and they generate revenues from... #00:35:58.3#

I-EDUARDO OLIVEIRA WSL: From selling the land, because municipalities hold quite a lot of land. #00:36:02.1#

R-ID10: The difference within the Stockholm region is Stockholm municipality owns about... still I think it's about 70-80% of the land is in Stockholm but then Stockholm has traditionally also owned land in the surrounding municipalities, but that's also with the property developers and real estate agencies who come in, property developers mainly. They come in as an important player because they need to be convinced to invest in these areas and it might be a risky investment; when is the subway coming, should we develop before... #00:36:47.7#

I-EDUARDO OLIVEIRA WSL: What they're going to offer. They cannot just offer housing but they have to offer transportation. From the conversation I had yesterday, I was wondering about the jobs because, again, it's not possible just to offer housing in my perspective. You need to also offer other conditions, other amenities, and also about jobs. I understood that Stockholm is pretty much service oriented but you have been reorganized industry or transformed in houses and also offices and multifunctional areas but in an economical sense, the Stockholm region is more service oriented where people go to work. #00:37:43.3#

R-ID10: Yes. It's very service oriented. Of course the construction industry is quite big as well but the service oriented and also the (? #00:37:53.5#) and where the work is, is very focused on the inner city. There's a lot of services in the inner city. The

Commented [E014]: Labour market

financial market is located in the city. #00:38:07.3#

I-EDUARDO OLIVEIRA WSL: CBD...or? #00:38:08.5#

R-ID10: Yes, the CBD, but an interesting thing is happening that some of the major financial institutions are relocating outside the city. So, if you went through the city center, you'll see a lot of construction development. There's a lot of abandoned offices and moved. They sometimes move to Solna, the neighboring municipality, and some have moved to this part of the new development district. So, we see a little bit of a shift within the financial sector. The financial sector is usually located in the core and the four big Swedish banks, they've been located in a kind of golden triangle in the city center but now two of them have moved out. Some other financial institutions like pension fund companies have also started to move a little bit, so there might be some changes still within the core urban fabric. There have not been many moves right outside but then we have of course this development here which is also in the city of Stockholm where you have the ICT industry sector, but much of the ICT industry is actually happening within the city center. #00:39:25.4#

I-EDUARDO OLIVEIRA WSL: Okay, in the city center. #00:39:26.3#

R-ID10: You have the new hotspot companies like Spotify is located very central, then of course you have big other institutions. We have redevelopment areas. We have this area which was a place where Ericsson used to have a lot of development companies. They relocated to (? #00:39:52.6#) and this has been developing into housing. What is also often described is there are more work opportunities in the northern part of Stockholm than in the southern parts. We have a little bit of this north/south tension and divide, and a lot of work is being done in the northern part of Solna. Some of that is being developed quite heavily, and then there's also this connection up to Arlanda, the airport, so we have a little bit of growth in the north direction and we don't really have that but that's also, for example, via some of the regional notes that the regional authorities have pointed out that the RUFSS is important and they want to develop this... #00:40:42.1#

I-EDUARDO OLIVEIRA WSL: They seek for balance? #00:40:43.8#

Commented [E015]: Municipality in Stockholm county council

R-ID10: Yes, so this idea of balance at Flemingsberg but then we also have (? #00:40:47.2#) as well. There's going to be a strong, more industrial base. Of course they had the Scania which is being one of the producers who are located there but also the med tech industry with AstraZeneca. That's in the south of Stockholm. So, (? #00:41:07.0#) is very much an independent town or city. They don't describe themselves as a suburb. They want to see themselves as nodes and we can see that on some of the maps that they are strategic but they are a little bit off and so (? #00:41:25.8#) has also of course been described in national media as one of the places that has welcomed most refugees in the world or it's being described as such, so there's a little bit of a different dynamic there but then this growth quarter also leads up to Uppsala, the university town which is actually outside of the Stockholm region. It's the Uppsala region, but there you have a growth quarter that kind of pushes the boundaries. The functional region is larger than... #00:42:02.5#

Commented [E016]: Municipality in Stockholm county

Commented [E017]: <https://www.scania.com/world/#/>

Commented [E018]: <https://www.astrazeneca.com/>

Commented [E019]: Haninge???

Commented [E020]: Municipality in Stockholm county

I-EDUARDO OLIVEIRA WSL: It's extending. #00:42:03.1#

R-ID10: Yes. #00:42:04.9#

I-EDUARDO OLIVEIRA WSL: It's the city council, the county council? #00:42:12.1#

R-ID10: Yes. #00:42:12.4#

I-EDUARDO OLIVEIRA WSL: Mhm, expanding this. #00:42:14.0#

R-ID10: Yes. So, this is more of a functional region then we see also (? #00:42:18.1#), also a strong industrial city or used to be of course. All of the cities have become more or less, so you don't have the same growth quarters in this direction, so you need to go a little bit further in (? #00:42:37.5#) which see themselves as the fourth urban region in Sweden if this is considered as one, but then the new regional reform suggests that this should be one region and this should be one region because otherwise if Stockholm is included with this, this becomes too strong... #00:43:01.4#

Commented [E021]: Vaxholm

Commented [E022]: Norrtälje and Lidingö

I-EDUARDO OLIVEIRA WSL: Yes, in comparison to other Swedish regions. #00:43:04.4#

R-ID10: Exactly, so that's an interesting dynamic. If you zoom out a little bit, we will see definitely that there is strong growth here. Here we have strong IT clusters, you have a med tech sector which is also life science. We have both the universities at Uppsala and Stockholm universities, the (? #00:43:29.3#) institute that we saw is a world leading institute, etc. or going in this direction but of course we have AstraZeneca which is part of life sciences in (? #00:43:38.0#). That's been one of the headquarters for us for a long time so there is some dynamics but perhaps the northern part is tipping a little bit in terms of the labor market. So, that also comes into the infrastructure; how do you facilitate better interaction between that because everything needs to go through, all the public transport needs to go through this little tiny area, so there's been a lot of infrastructure investments. There's a new commuter train line that's going to open next year, 2017. It has a tunnel under the city which connects (? #00:44:22.5#) and of course this one so there's a commuter train line. There's a difference between T's and subway and the J is the commuter trains but both are under the responsibility of the county, the county council. So, the infrastructure is very important. I think the relationship between land use and infrastructure, housing, is a crucial issue to understand and I think, if we think about regional planning, that's where they have their mandate because they have the responsibility and land use is at the municipality level. #00:45:07.7#

Commented [E023]: Karolinska Institutet is a medical university in Solna within the Stockholm <http://ki.se/start>

Commented [E024]: Södertälje municipality

Commented [E025]: A spot with Stockholm core city

I-EDUARDO OLIVEIRA WSL: Yes. #00:45:08.4#

R-ID10: So, you have a little bit of a leverage that is a negotiation and then of course it becomes... the national interests become an important player because of the roads. #00:45:21.1#

I-EDUARDO OLIVEIRA WSL: To summarize, the municipalities are having more responsibility on housing and the county council on transportation, so we have negotiations which will impact land use, so negotiations and then collaboration between entities and also collaboration with private interest groups, companies and developers. #00:45:56.4#

R-ID10: Yes, you have a lot of different types of interest groups of course. Often when we talk about planning, we come to the strong construction interests. There are kind of four dominating construction companies/developers. I mean the developing sector if you compare with, for example, the Irish system or the UK system, the construction company is often the developer as well, or the municipality might be the developer because they are the land owner. The municipalities own land so they have a little bit of a different process if it's privately owned land or if it's municipality owned land, so that's one of the tensions that Nikolas Svensson probably talked about between planning and development offices, etc. but there is also this... there are very strong construction companies. It's Skanska NCCP. Skanska is of course an internationally strong player, strong investments in South America, etc. so we have a domination and a strong group of interests. Sometimes there are discussions about other oligopoly of these interests but I don't know if there's any truth. There hasn't been research on that kind of issue but it's recognized (? #00:47:20.9#) so we need to get into other types of investments. So, that's one, of course, strong interest group. We have a lot of these local interest groups like we have both (? #00:47:40.4#) and (? #00:47:41.7#). (? #00:47:43.0#) is kind of 'yes in my backyard' interest group forming that we need to develop and start growing in different ways and then there's 'no, not in my backyard' groups in the local level. If we look at this planning process, a lot of the reactions and participation is happening on the very detailed planning part because that's... very little things are regulated in the comprehensive part because it's just (? #00:48:17.2#). So, things are pushed down in the system so you settle very few conflicts in this type of document. It's very strategic, it's very visionary but if you look at an area. I've always said, "Well, what does this mean to me?" #00:48:34.3#

I-EDUARDO OLIVEIRA WSL: Something like - what can I do with this? #00:48:35.7#

R-ID10: It's very hard. It's not until the developer comes and says, "I'm going to develop my house here", then I will act. Even if they did tremendous work trying to engage people in this type of document but I think it's conceived of as a very abstract thing so it's hard perhaps... when you engage in this type of document with interest groups, environmental interest groups... #00:49:05.7#

Commented [E026]: <http://www.skanska.com/> -

Commented [E027]: Skanska is a world leading project development and construction group. Find Group information such as financials, corporate governance, sustainability and the latest jobs on our global Skanska Group website.

Commented [E028]: There are strong groups/stakeholders

Commented [E029]: <http://www.yimby.se/> - Yes in my backyard

Commented [E030]: Not in my backyard

Commented [E031]: YIMBY - - Yes in my backyard

Commented [E032]: advisor

I-EDUARDO OLIVEIRA WSL: NGOs. #00:49:07.4#

R-ID10: NGOs, different types of NGOs. I think we forget sometimes that we have a strong car lobby NGO. #00:49:14.5#

I-EDUARDO OLIVEIRA WSL: Car lobby? #00:49:15.3#

R-ID10: Yeah, there's strong car interest as well. I mean we had... Sweden had a car industry at one point. We don't have it anymore but there's of course prevalence that there's influence as well. We have also other types of arrangements because we have a collaboration on a mega-regional level as well that kind of includes all the municipalities and regions. #00:49:50.4#

I-EDUARDO OLIVEIRA WSL: I know this, yes, because I asked... #00:49:53.2#

R-ID10: This (? #00:49:57.3#) which is an organisation, a collaborative organisation between all the regions and municipalities. They work on a larger level and wants to develop these kind of linkages across the regional borders. So, you have those kind of entities and they are also very... I mean none of this type of interest groups are included in that and you have different types of state agencies. They're not interest groups but of course you have the environmental agency, the RUFSS agency and then the Stockholm business region. The Stockholm business region is initially a municipal organisation but it excludes municipalities all the way up to southern Dalarna, so that's also a regional organisation that is based in the city, not from the region. So, I think there's a lot of different types of negotiations and different types in developing and regional development, or regional plan. Fundamentally, the municipality is of course the key actor, if you want to implement or have changes because at the regional level, the only leverage they have is that they're the operator of the public transport system. You have this other regional authority, the county administrative board that oversees the planning process, so they are actually involved in the building and planning acts, so they need to prove detailed plans, etc. or that's where you appeal to, but it's a municipal decision so it's not the regional authorities. They have also this kind of strategy and I think traditionally in Sweden

Commented [E033]: a collaborative organisation between all the regions and municipalities

you have had local land use planning or local planning and at the regional level we have talked about regional development which is more economically. However, I think it's interesting to see the new proposal for the new regional plan for Stockholm RUF5 2050 and they have actually included questions that they don't have a mandate over. They talk about visions regarding education, for example, and the school system is the responsibility of the municipality but the county council includes goals and visions on the educational level in there. They include more things in the regional plan than they have formal planning mandate for but that's also a way of setting an agenda. We see with some of the municipalities, as I said, in the southern parts and they of course use the regional development plan in different ways. I mean if it's in accordance with their municipal plan, they highlight it very much then they can... for example, Haninge, they are appointed as a regional core and of course they use that in their own strategies. The county council has dedicated this regional core, we need to develop, etc. whilst the neighboring municipality, (? #00:53:48.8#), has not been dedicated as a regional core and they hardly mention the regional planning. So, how its used is very much based on the local context. You can interpret it in different ways and you can try to create an incentive to work together but it will also be a disadvantage in different ways so we'll see from what we can do in different policies that it's a very strategic use. The municipalities are strategically using the development plan to fix... #00:54:32.4#

I-EDUARDO OLIVEIRA WSL: It must also align with their interests and then the interest of the municipalities reflects their own interest of positioning their municipality in the regional context and also maybe their interests are influenced by the interest of other interest groups actually. #00:54:56.2#

R-ID10: Yeah, and, for example, pointing out Ekerö, they of course have a different type of dynamic and they don't have the same interests as Nacka who wants to connect this and develop a subway line. I don't think there's an interest for Ekerö to develop a subway line. I mean it's also very interesting in the Swedish case that the local taxes...I mean we're paying a lot of local taxes, income tax to the municipalities, so the municipalities have lots of responsibility but the majority of the taxes go to the local, the municipalities. There is a smaller tax to the regional level and most of that goes to healthcare because the regional level is responsible for the healthcare and

Commented [E034]: Huddinge

for the public infrastructure, and then you have a smaller part goes to the national level. The national level is more dependent on VAT and taxes from companies because firms and businesses don't pay any local taxes. #00:56:08.0#

I-EDUARDO OLIVEIRA WSL: Foreign business? #00:56:10.4#

R-ID10: Businesses, any businesses, so the incentive is if you want to have a strong tax base, you want to have people living in your municipality. Workplaces don't create money for the municipality. #00:56:25.9#

I-EDUARDO OLIVEIRA WSL: Aha. #00:56:26.6#

R-ID10: Also we have a regional discussion about how if you have a very prosperous municipality with good tax payers paying a lot of taxes, why would you include too much businesses that would disturb your residents and also what's the incentive to build cheap houses for low income, so we have a little bit of a blame discussion. Some municipalities are blaming others that they are not taking responsibility on the social, financial, etc. so they have this moral dimension as well but looking at the... I think the financial system is something that is often overlooked when looking at this because the municipalities pay municipal taxes and there are income taxes so you want good strategies to have quite wealthy residents that pay a lot then you can offer them quite good services, etc. etc. #00:57:39.6#

I-EDUARDO OLIVEIRA WSL: Yeah, you can improve the quality, assets. #00:57:45.7#

R-ID10: So, that also regulates and then you have different types of income so it's a different kind of income tax in Stockholm and Stockholm and Solna, (? #00:57:55.1#) have some of the lowest municipal taxes living here. I'm living here and I pay like 29% income tax. I used to live in Botkyrka which I think is 32% so... and that might decide where you want to go. So, the financial system is a key dimension underlying the structure and of course to the regional level, you pay a little bit of tax but not much and that is supposed to cover the hospitals, the elderly care in schools, etc. will be covered by municipal taxes but the larger hospitals will be covered by the

Commented [E035]: Municipalities

regional taxes. #00:58:46.9#

I-EDUARDO OLIVEIRA WSL: So, therefore the municipalities have a lot of interest in having houses there, good quality housing. #00:58:55.4#

R-ID10: Good quality houses, and of course they're dependent on the property industry to do the investments. The property industry is dependent on profits and they want to sell to good prices and the boundaries for where there is a (? #00:59:11.1#) is now slowly expanding because you have a very hot, or talk about a booming property market in Stockholm, so that has expanded but of course if it becomes a crisis, it's retracted. The secure investments have been in this area and this has become a very hipster fight, agenda fight, but you have the identification processes happening and at the same time as you have urban sprawl in the neighboring municipalities. Coming back to the property industries, they of course... this is fine. They have these national administrative strategies but they're of course interested in detailed plan because that's what sets the legal side. This can be indicative but for them and not conversations we've had in some of the projects but yes, for us, all this (? #01:00:12.9#) is fine and we can work with that but it's the... #01:00:17.5#

Commented [E036]: Profitable margin

Commented [E037]: Visionary

I-EDUARDO OLIVEIRA WSL: The detail plans? #01:00:18.9#

R-ID10: Yeah, because that's what's regulating things and we need those in place otherwise we can't build, so they're very much focused on that issue so they're interested in being part of (? #01:00:32.8#) here. They know that, yeah, but the renegotiation starts here. It's about if they propose big projects here that are not dedicated in the municipal plan, they can still have a negotiation because we can deviate from this plan. This (? #01:00:54.9#) that I've been looking at in the previous municipal plan, it was dedicated as a green field but the proposal to build on it was made already during that so in this new proposal, it's dedicated as a development zone so planning goes in both directions. #01:01:18.3#

Commented [E038]: ?

Commented [E039]: Name of Project area – northern station

I-EDUARDO OLIVEIRA WSL: Yes. When a project leader wants to develop a project in a certain area, they rely more on the detailed plan, they go to the

municipality, or they go to the council to read the regional plan, or are they already aware of the regional plan and then they go to the detail? #01:01:39.1#

R-ID10: They might be aware of this plan. Some of them of course are aware of the regional plan. We had a discussion actually with some property developers and we said, "Well this is a core region dedicated as being a core", "Oh, what's that?" he said. At the same time, I suppose if they see plans like this, okay, it's of course important for the investments. They see this as being proposed by the municipality as a development area of course. It might be more secure. #01:02:15.0#

I-EDUARDO OLIVEIRA WSL: Yeah, they expect something to happen. #01:02:16.6#

R-ID10: Yeah, but I mean I assume also that they live very much on this socioeconomic situation and demographic dimension, etc. and if a neighbor has a bad reputation, a good reputation, etc. etc. There's a lot of discussions about that currently happening. In this area, everything is more or less a secure investment. Here, you have a bit of uncertainty with property developers because they can't sell it for as high prices because it's too far from the city center. It's not as interesting. Well, this is different because here you have a lot more villas, different types of very expensive housing, etc. and here you have a lot of prefabricated multistory housing so the segregation is of course one of the largest challenges for Stockholm at the moment. We see increasing disparities both spatially and in terms of class and ethnicity, etc. I think in all the land use, the gap is widening and also everyone is aware of it, but how to tackle it. #01:03:46.8#

I-EDUARDO OLIVEIRA WSL: Yes, and I think they also want to translate this to a new RUFSS 2050 on a more cohesive region. #01:03:54.9#

R-ID10: I don't know the discussion so there will be a new Stockholm plan as well. There are also discussions about it and they have a special commission for social segregation in the city of Stockholm so a lot of those initiatives but that's also... I think that's one of the main future challenges because still the housing market is being operated by the private market and there's no dedicated social housing in Sweden. #01:04:35.3#

I-EDUARDO OLIVEIRA WSL: Mhm. So we have the regional plan and the municipal plans, and we have the goals of the regional plans, and you say that the municipalities, they will rely strongly or they take at the heart of their municipal plans detailed plans, the regional plan, or not that much as they already contribute to the regional plan? Do they have to prepare a new detailed plan, they go more on their interests, in line with their interests, or they also want to fulfil the goals of the regional plan of growing the region, implementation of friendlier resource efficiency.
#01:05:18.9#

R-ID10: I think looking at the goals... #01:05:22.6#

I-EDUARDO OLIVEIRA WSL: Ambitious goals? #01:05:23.8#

R-ID10: Ambitious goals. It's hard for any municipality not to subscribe to this. It's very visionary, it's very strategic. It doesn't really prioritise between the goals so it is flexible in that sense but I know the discussion for the new plan, there's one comment that was mentioned, "Yeah, we don't want the regional plan to change too much with the new one", because they do look at the regional plan and try to adapt and think in terms of them. They've had an old Botkyrka and Huddinge has, yeah, they've taken it to them that, "Yes, we have this regional course and we're trying to develop that", and then all of a sudden, so they have set a lot of things in motion practically of starting the detailed development planning processes, etc. so things are happening on the ground so to say. Now, if the regional authorities were to change and say, "This is not going to be the regional node anymore", that would be a bad incentive for the municipalities so there's, especially from the southern municipalities, a wish for continuity when it comes to regional planning. She said that the broader frameworks, you can't change too quickly because then they have actually... it's a slow process but they do adapt to regional plans and of course some of them might oppose it sometimes because it does not align with their interests, etc. etc. but in the long run, I think they have written and adapted much of their policies in accordance with it and you see if you go to the other municipalities municipal plans, you can see how they do reflect the regional plan. It's not often that they are opposed to them or anything like that and of course the regional plan is a negotiation in itself.

#01:07:38.9#

I-EDUARDO OLIVEIRA WSL: Yes. #01:07:39.5#

R-ID10: So, it does... the regional plan does reflect the interest from the municipalities because I think the region is more dependent on the municipalities than vice versa. #01:07:50.6#

I-EDUARDO OLIVEIRA WSL: Mhm. #01:07:53.0#

R-ID10: So, if you want it to mean anything, you can't go against the municipalities. #01:08:00.0#

I-EDUARDO OLIVEIRA WSL: Mhm. #01:08:01.9#

R-ID10: That's the reality and not even the national government can go too far in trying to steer the municipalities. That's where also there's the discussion of, should we strengthen the regional level in terms of planning, how without infringing on the serenity of the municipalities. That is a no-no, a no-go area in Swedish politics. #01:08:40.4#

I-EDUARDO OLIVEIRA WSL: Interesting. Somewhat of a national aim of strengthen the regions, the regional capacity? #01:08:49.9#

R-ID10: There's been a couple of proposals. Now, there's one out on hearing from a national plan that to make it obligatory to produce regional plans in all regions in Sweden and wouldn't affect Stockholm that much but the other regions would so that's one plan that the region needs to have a spatial or a regional plan, so that's a proposal. There's then the thornier issue that it wouldn't be included in the Planning and Building Act, that it would be included in the parallel Act and it wouldn't be obligatory, it would be advisory so it would be more or less the same because that's where we don't. Looking at Copenhagen where we have (? #01:09:43.6#) which is kind of...a finger plan is a national plan at the regional level and its kind of compulsory. It dictates this although I think it's being questioned because the

Commented [E040]: Finger plan

planning law in Denmark is being advised as we speak so it might actually happen something with this institution that Finger plan. So, there's a little bit of a difference between Denmark and Sweden, how the national authorities intervene in local affairs is done differently and in Sweden, you don't do it directly, you do it indirectly and that's where infrastructure comes in as an important player and then both the regional authority can do it through the public transport system but also one of the strongest national authorities, the traffic authority, which is responsible both for the railway system and the road system and of course they're a very powerful player because they have finances and there's a regional infrastructure plan, so you have the sectorial parts as well. We haven't talked too much about that. That's the only area where we have a national plan. We have a national infrastructure plan which is being produced by the traffic authorities and then the regional authorities are produced in collaboration on the infrastructure plan. That's done by the county administrative board, so we have this little bit of tension between the council and regional administrative authority, so that's what we have as well for traffic. So, we have this sectorial interest from state and that's very focused on infrastructure.
#01:12:03.9#

I-EDUARDO OLIVEIRA WSL: Mhm. #01:12:06.1#

R-ID10: So it's also interesting to see at the state level, we have seen a shift. Planning was situated on the department of social issues previously and the new government, a social democratic government, the planning has been moved from that ministry to the ministry of growth, so planning... we have seen that in all Nordic countries. We have seen a shift in many cases from the environmental agencies to the growth agencies. So, planning should, generally speaking, contribute to growth as well as that so in Norway, we talk about from (Norwegian #01:12:49.5#) which means from protection to growth. Planning has been about protecting areas and others should be facilitating growth rather than protection. That's not a line of different types of interest, how we protect the green spaces versus the growth.
#01:13:10.2#

I-EDUARDO OLIVEIRA WSL: Maybe because also the environmental aspects have been covered by specific plans as well or...? #01:13:21.4#

R-ID10: Yes, yes. #01:13:23.5#

I-EDUARDO OLIVEIRA WSL: I see it as becoming quite not a strong aspect; climate change, fossil fuel, and a lot of cities also use that to communicate themselves to the outside as a green city and so on, but they have been also growing their own strategies for the environmental strategies. #01:13:46.1#

R-ID10: Yeah, and this discussion now when we look at the land available for housing that many municipalities have been given the right to of course dedicate areas as environmental protection and so on, and natural inhabitants, so you have a lot of areas where you can't... which is dedicated to this area, for example, and this area. This is so important environmentally that we can't build on this area. It's both for recreational, etc. which kind of puts a lot more pressure on the already existing built up areas so there's arguments from the national perspective that we need to... we can't have so much land reserved when we have so much need for housing. #01:14:41.8#

I-EDUARDO OLIVEIRA WSL: Mhm. #01:14:42.6#

R-ID10: The land use conflicts are there now but of course the overarching land use policy in Sweden and the Nordic countries is the compact city development. There should be developed areas, nodes with good transit, should be mixed use, should have facilities so you can go by public transport, etc. That's the official thing but at the same time of course we see areas developing outside where it's still sprawling in different ways so you have the parallel systems. #01:15:19.8#

I-EDUARDO OLIVEIRA WSL: Yes, compact sprawls. #01:15:21.3#

R-ID10: But compact I think if you go to all plans in the Stockholm region, the compact development ideal is varied to some extent, also the "urbanness" impact to the city. I have a colleague researcher who has done a lot of research on the kind of rhetoric's and discursive construction of city and you don't talk about suburbs. Of course, you talk about the urban areas. Everyone is calling the developments

cityness, urbanness, etc. Suburb is a bad word. It's a suburb area in many ways but it is being promoted and being sold as an urban. #01:16:10.0#

I-EDUARDO OLIVEIRA WSL: Yes. #01:16:10.7#

R-ID10: A creative urban hot spot, etc. even areas way out. You can't sell anything as a suburb. #01:16:17.2#

I-EDUARDO OLIVEIRA WSL: Yeah, it brings a negative connotation eventually? #01:16:19.3#

R-ID10: Yeah. In Sweden, it hasn't been used because you associate it not with sprawling suburbs but you associate it with dangers, poor quality housing, multistory areas, so it's not the American suburb. It's not being criticized. It's the same type of suburb that's being portrayed as this suburb like (? #01:16:49.7#) is on the national television as this or criminal gangs are taking over, etc. etc. We have those areas that have been dedicated and the national police authority has pointed out 43 areas that's... #01:17:12.5#

Commented [E041]: Name of criminal gangs

I-EDUARDO OLIVEIRA WSL: I was not aware about those issues. #01:17:15.1#

R-ID10: That comes to the social dimension where you have very high percentage of unemployment in comparison with other areas, and a very high percent is often concentrated on different ethnic minorities in certain areas, so you have a divide. Those are in some places. #01:17:49.3#

I-EDUARDO OLIVEIRA WSL: Yes, which the next RUFs intends to somewhat balance it? #01:17:55.9#

R-ID10: Yeah. #01:17:55.3#

I-EDUARDO OLIVEIRA WSL: Break it in a more cohesive way, and you think this new process of the RUFs and the involvement of NORDREGIO. I think you also collaborated, as we mentioned, limited use of territorial knowledge. I found difficult to

define territorial knowledge but is there a lack of territorial knowledge in RUF 2010?
#01:18:20.9#

R-ID10: That's a good question actually. It's hard to define this territorial knowledge but I think what they are aware of, of course, in our collaboration with them is they need more territorial knowledge in kind of a macro regional. They recognize that they haven't really put Stockholm in the larger spectrum to see how it relates to the larger Baltic Sea region or even EU region, etc. So, in that sense, I think it might have a little bit of a lack of territorial... #01:19:01.4#

I-EDUARDO OLIVEIRA WSL: From a macro perspective? #01:19:02.9#

R-ID10: Yeah, included. I mean some have a very strong competence in these areas and of course... but it doesn't really always translate into the plan so it's still very sectorial, I would say, in various dimensions. So, the Stockholm region is perhaps a leading example of creating a spatial or territorial plan, so they were aware of the differences perhaps within the region although over there we can see that increased awareness, for example, of the rural areas within the region of Stockholm because the region of Stockholm has a huge amount of sparsely populated in the whole (? #01:19:50.8#) and the whole northern parts. I mean this entire area is part of the Stockholm region so I think there's been much focus on this built up area but less awareness of, yes, actually in this region we have both urban and rural but I think it's become a little bit more awareness, or they try to include it in that, but I mean it's very little about farming or ecological production, etc. in the plan but what we've seen... this is a completely rural area, so in a sense we can see that, yeah, they're aware of it but it's not really being translated because Stockholm doesn't go within rhetoric of Stockholm being this urban dynamic growth engine then you don't think about anything that doesn't fit into what is in this negotiation process, what is being pushed aside for those issues, I would say. Of course it's the whole idea of coming from both academic literatures with Richard Florida, etc. Everything is very much growth oriented. that's what happened, and the suburbs are problems and the rural areas we don't even see them. So, in that sense, there might be a case for more awareness, however, I mean the spatial analyses are very developed. #01:21:31.8#

Commented [E042]: archipelago

I-EDUARDO OLIVEIRA WSL: Yes, especially here at NORDREGIO has developed a lot of studies on planning and the thing too because in the region at the time, there were questions because this definition or the concept of territorial governance is pretty much in line with the European document, with this Tango project. In your opinion if you prefer territorial governance rather than the original governance or why do you prefer territorial governance? Do you think it brings more than the region, it brings different sides, different territorial dimensions of urban region? #01:22:14.7#

R-ID10: Why we use territorial? #01:22:16.5#

I-EDUARDO OLIVEIRA WSL: Why you said territorial. #01:22:19.1#

R-ID10: Yeah. #01:22:18.4#

I-EDUARDO OLIVEIRA WSL: Do you find it more integrative? It's more of a discussion on... #01:22:26.9#

R-ID10: Unfortunately, I wasn't part of the Tango project but I mean the European discourse has of course changed by talking about territorial cohesion rather than regional cohesion so that's... #01:22:39.3#

I-EDUARDO OLIVEIRA WSL: There have been discourse. #01:22:41.0#

R-ID10: ... have been influenced on that. #01:22:42.6#

I-EDUARDO OLIVEIRA WSL: In the European projects (? #01:22:43.9#). #01:22:45.2#

R-ID10: So, in the Swedish discourse, there is no talk about territorial dimensions. What they've been starting to talk about is spatial and as we've seen, especially in the other regions, they talk about in Swedish (? #01:23:04.1#). They want to include spatial elements. We use spatial because spatial planning is hard to translate into Swedish as well and people who don't have university educations, this now emerging spatial planning process but often it's translated as urban or regional planning. So,

Commented [E043]: Swedish expression

the urban and region are those key notions in Sweden and I think territorial governance can be a way of unlocking some of the... #01:23:41.4#

I-EDUARDO OLIVEIRA WSL: Yes, that way... sorry to interrupt, because in Portuguese literature and Portuguese spatial planning, we translate as (Portuguese #01:23:48.3#), so territorial. In the French literature, it's pretty much the same, so I see a little bit of connection with the territorial planning cultures in Europe using the territorial. #01:24:04.5#

R-ID10: I think territorial if you translate into Swedish then you talk about national territories and you go more into foreign politics and diplomacy, so it has that connotation, something for the diplomacy, but then we have this tension, as we've been talking about, and we have a strong focus on regional development and urban planning so we also have that dimension. So, spatial planning becomes something in between trying to mix regional development policy and this local municipal planning and of course that's where we come back to the fact of Stockholm is not an ordinary case in Sweden. It's a unique case which has a regional plan. In all the other regions, no one has a regional plan. They have regional development strategies and then they have municipal plans so we have that contradiction as well, but then they have an older notion that... it's very interesting. It's even more difficult to translate into English with this old traditional (? #01:25:16.7#) which directly translated means the society, but it's more of a comprehensive way of approaching planning that is even more comprehensive than spatially including housing policy, including education, etc. #01:25:35.4#

Commented [E044]: Swedish expression for planning which is difficult to fully translate into English

I-EDUARDO OLIVEIRA WSL: Mhm, and civic. #01:25:36.8#

R-ID10: Civic planning and public planning culture that comes from the social democratic tradition of developing the welfare state, that kind of all-embracing planning and that notion is still lingering in the Swedish planning system so that can be... so sometimes (? #01:25:53.6#) is translated to spatial planning, sometimes to regional planning, and sometimes it's something even broader. It's about both economic planning, but of course we can't talk about economic planning. It sounds strange, social planning, physical planning, the environment planning in one. That

Commented [E045]: sommarplanering (Swedish expression)

kind of concept is emerging and it's always floating around in the Swedish discourse. You don't find the same word other than in Norway as (? #01:26:30.8#) which is a little bit similar but it's interesting that the predecessor to NORDREGIO was Nord-plan. That was also a Nordic more planning oriented institution situated in this house from 1997, and then the longer name then was the Nordic planning institution or something like that and they talked about (? #01:27:01.0#). I think it's a strong Nordic tradition so we have that academic debate. My experience is that many of the people we, as academics perhaps, see as planners, they wouldn't call themselves planners. They call themselves strategists or analysts, etc. There's very few people who call themselves regional planners but what we're doing and what we, as an academic, think of regional planning, territorial governance, etc. they will say, "I'm a regional strategist", or regional something else. They don't use the term planner. #01:27:46.7#

Commented [E046]: Norrish language

Commented [E047]: sommarplanering (Swedish expression)

I-EDUARDO OLIVEIRA WSL: Because they deal with different arguments and then... #01:27:52.2#

R-ID10: So, that's how territorial governance can be a way of opening up. I think we have worked with spatial planning as a first way of opening up and territorial governance is a way of also trying to connect the Swedish to the European discourse because it's a little bit disconnected, perhaps most visible in Skåne where we have this strong cross-border collaboration with (? #01:28:15.9#) and Copenhagen but Stockholm of course wants to make themselves also to other cities but it's not... #01:28:23.4#

Commented [E048]: Malmö (Sweden)

I-EDUARDO OLIVEIRA WSL: Yes, it's pretty much bringing that in line. Mhm. Well, we've pretty much talked already about land which was one of the main focus of the interview. We also talked about... #01:28:36.8#

R-ID10: Yeah. I think we have jumped around there quite a bit (laughing). #01:28:39.6#

I-EDUARDO OLIVEIRA WSL: Yeah, we jumped around quite a lot but we talked negotiation and collaboration between new entities. I think it's quite clear. You

mentioned some of the accountability of those involved in the preparation and implementation of the plan, but the conclusion I can make here is you mentioned that the municipality holds this monopoly of planning so somehow they are accountable for the planning at the municipal context. So, there is no doubt about which institution is in charge of dealing with these plans, so do you see that entities are accountable for their responsibilities in planning terms? #01:29:25.9#

R-ID10: Of course formally the public sector is very strong in a sense that municipalities need to take decisions on building permits, development plans, so they are of course accountable on that but then going a little more into detail when we look at this kind of strong negotiations that proceed the detailed development plans then the transparency and accountability is perhaps more difficult. In the end who is accountable for setting up and approving the detailed plan is of course the municipalities but it is of course related to the implementation because looking at both the regional plan and the comprehensive municipal plan, how to implement it is very difficult because they are only advisory. #01:30:22.1#

I-EDUARDO OLIVEIRA WSL: Mhm. #01:30:22.7#

R-ID10: So, it's built on the idea of a rational decision making process that the politicians are the ones that are accountable. They are the ones to prove the plans and it's going through a very strict procedure of hearings, public accountability, etc. and I think generally both... and all different plans are very regulated with the process of participation and the (? #01:30:58.1#) of this is quite highly regulated. A detailed plan needs to be two hearings, the right to appeal, etc. so that's one thing but I think a key issue when it comes to having your question about knowledge as well is how do you use the knowledge that is produced during these hearings because there are a lot of participatory processes and especially at the local scale with open seminars and working with kids in different, very exploratory, innovative... but how do you translate that into a plan then and how do you weigh that against other interests and other lobby groups, NGOs, financial interest, and how do you weigh the economic incentives versus nature or local or social dimensions. That, I think, is the crucial issue. For the next step, I think Swedish planning, Stockholm municipality, Stockholm region is very good at trying to include everyone and opening up this little

Commented [EO49]: Participatory process is highly regulated

black box. How do you do that? #01:32:12.5#

I-EDUARDO OLIVEIRA WSL: Yes. #01:32:12.8#

R-ID10: How do you include that? Of course there are plan appendices where you can read all the statements that have come in, etc. but there's a lot of things going on behind closed doors and how it's prioritized, etc. but of course the rational process should be left to the politicians and we elect them every four years. #01:32:41.6#

I-EDUARDO OLIVEIRA WSL: Yes. #01:32:42.3#

R-ID10: That's a little bit of difficulty. #01:32:48.5#

I-EDUARDO OLIVEIRA WSL: Do you think the politicians are sufficiently involved within the planning process or they could be more involved? You mentioned also it depends pretty much on the person and the political party behind their perspectives. #01:33:05.0#

R-ID10: I mean there's been research on this de-politicization but I think it goes in both ways. On one hand, I think politicians are being involved in some projects on a very detailed level and engage themselves. Politicians as individuals might be very engaged in, for example, the bigger projects. We had a discussion with (? #01:33:36.0#) and this has become high profile and people engage, and so you get also a lot of political interest and pressure on perhaps the civil servants and planners to do something, so it's being politicized in terms of politicians perhaps getting involved in some of the projects. On the other hand, I think it's also being de-politicized because there's no opposition to some of the larger policies. No one is opposing the idea of the densified, compact urban city. There's nothing. There is no political discussion about those issues. There's no political discussion that growth is imperative. That's kind of common sense, so in that sense it's been de-politicized. It's become a technical issue and politicians have certain topics that you can see can be translated to them; the Green Party and so forth perhaps more pronounced in trying to produce a shift from transport mode and now they're closing down lanes on certain streets to make them into bicycle paths so reprioritizing and

Commented [E050]: Nobel museum

trying to make Stockholm into this new bicycle capital to compete with competition in Copenhagen, etc. So, the politicians are involved and in different dimensions but it's not unproblematic in that sense. I'm not envious about the planners who need to deal with all this because the planners are in a very peculiar situation. They need to negotiate with property developers, real estate agents on a very professional level or are professional in doing this kind of procurement process, etc. and then they need to negotiate and try to accommodate the interest groups, the NGOs, the local grassroots initiatives and at the same time they also need to serve the politicians, so they are the core. Nikolas, for example, is in the midst of that and I think they are doing it within the limits. Sometimes it's easy to blame the planners but they have a very crucial role in the whole system, a spider in the web in many cases but of course they have limitations on what they can do and that they are steered with the political mandate and of course these are essential political documents. #01:36:34.1#

I-EDUARDO OLIVEIRA WSL: Yeah, and the leadership during the planning process you are more familiar with, the leadership has been contested or not, or could you identify any strong opposition to certain decisions in terms of regional planning whether in some specific project or...? #01:36:58.2#

R-ID10: No. I think the regional planning process is very much civil servant led/driven process by Hans and his colleagues. The process has been decided upon by the politicians and they gave them a mandate and a framework, etc. and they will take the final decision with regards to the negotiations. It's the civil servants that are leading the work and organizing and you don't see that many politicians during the processes. #01:37:37.3#

I-EDUARDO OLIVEIRA WSL: The consultation and... #01:37:39.3#

R-ID10: The consultations, a little consultation with each of the municipalities and politicians, but the process is led/driven by the civil servants and I would say it's the same thing with municipal planning. Of course, the politicians come with a wish list, etc. depending on... we can see the regional have a different type of coalition which is more conservative, liberal conservative and the city of Stockholm has the social democratic left-wing conservative I think currently, and you can see if you want to do

analysis, you will probably see places with different types of policies and interests but they are shifting and changing. Sometimes things are perhaps more personal than party politics as well. The old farmers party, rural party that sometimes propose have some of the more radical high rise proposals that we should really do that and you wouldn't expect that, and of course the Green environmental party have difficulties sometimes also because on the one hand they want to promote the dense city, but on the other hand they want to preserve green spaces, and those sometimes hold conflicts. There's also strong agreements, but I think lifting back to the territorial perspective, I think it's interesting, for example, this live discussion of the rural dimensions of the region. There are issues that could be analyzed in those terms of scale; urban, suburban, rural. I don't think that perhaps is... #01:39:47.8#

I-EDUARDO OLIVEIRA WSL: Just a final question regarding the NORDREGIO and the relation with the regional entity and the municipalities. Do they read your material or attend some of your events or they come to more? #01:40:03.8#

R-ID10: I mean Nordic is a project based organisation and we have a mandate on the Nordic level, so we're working on Nordic projects and often Stockholm has not really become a case in our projects as a project but of course I have also previously done research on Stockholm and the city center and the CBD was the topic of my thesis so I'm very engaged and Stockholm is small. It's a small town, or a big town but a small city. #01:40:47.2#

I-EDUARDO OLIVEIRA WSL: If you walk in the street, you can see the same people maybe two times or something? #01:40:52.8#

R-ID10: Yeah. I mean we know Hans and we have a good collaboration and you see a very dynamic planning environment. You can follow people whereas in Stockholm, we had this urban regional planning program and I see my former students going to this municipality. I meet them as representatives of some of the big construction companies, the consultancy companies of the municipalities. #01:41:26.2#

I-EDUARDO OLIVEIRA WSL: The planning scene is... #01:41:27.8#

R-ID10: The planning scene is a social network as well so you see that in one project we worked with Nikolas. He has a meeting in his office now. We're working with Hans on this project so it's very pragmatic in that sense, and for us it's that we want to contribute the knowledge and if they read our stuff, that's very good of course, and at the local level we worked for a long time on a project called (? #01:41:58.3#). We worked with an independent foundation in Stockholm who wanted to do exhibitions about the future of Stockholm and that was really interesting as a kind of urban living lab situation which has finished. So, we are engaged in Stockholm both in participatory, conservation projects, and doing analysis, and also for helping out. They seem to be aware of what we're doing and we are trying to be aware often but we have many projects where we also try to work with all the Nordic countries. We try to stimulate a little bit of a change between the Nordic countries, so Copenhagen compares to Stockholm, and Stockholm comparing from Copenhagen even if there's... they're competitors and collaborators interestingly which are different things, so we hope to stimulate a discussion and be able to have a critical friend in a sense. #01:43:00.8#

Commented [E051]: Name of a project in Swedish language

I-EDUARDO OLIVEIRA WSL: Interesting. Well I see that you have some notes over there. Would you like to mention something, anything else? #01:43:09.5#

R-ID10: No, I think those were the notes I... we explored them so there was just... I think we talked about interest groups, we talked about the municipalities and we talked about... but I was thinking in the remit of your project, Stockholm has worked quite interestingly together with one of the big consultancy firms on modelling different scenarios developed in order to produce these plans and they are quite sophisticated, the kind of technical... I have a colleague who has been working with that and how to model different types of scenarios if the population increases and this planning policy of what the effect will be, so more integrated urban planning models. Stockholm together with WSP which is one of the big consultancy firms that work quite well. #01:44:14.4#

I-EDUARDO OLIVEIRA WSL: WSP. #01:44:17.3#

Commented [E052]: <http://www.wsp-pb.com/en/WSP-Sweden/>

R-ID10: I think when we go down I have a folder of the projects. #01:44:25.9#

I-EDUARDO OLIVEIRA WSL: Okay. My colleagues work more on the modelling and definitely other people from the institute, and another person that will join this project next year will be a person more on the technical side to work on the modelling and try to integrate on the modelling elements of governance and the element of the other aims of the project. #01:44:54.2#

R-ID10: Of course and Ryan Webber is a colleague that's been working with the modelling then we also worked with some Finnish colleagues and Danish together to try to explore how to use all the data, etc. and Stockholm region is part of that project as well. #01:45:13.9#

I-EDUARDO OLIVEIRA WSL: Mhm. Well, there is open call for a position at the Swiss Federal Research Institute where I am if you know someone then I can send you the call to forward to someone else. #01:45:26.2#

R-ID10: Although Ryan has had a child so I don't think he will be moving soon (laughing). #01:45:33.7#

I-EDUARDO OLIVEIRA WSL: Well, I think we can definitely... #01:45:37.2#

R-ID10: Yeah, we can take a tour down the house and I'll show you... #01:45:44.1#

ID10 Stockholm 7 July

ID11 Stuttgart 18 July

R-ID11: ...growing population in the last 50 years. It begins with people coming here from the world, people coming to find work here during the economic development back in the 50's and 60's. So, we can see a growing landscape and a growing cityscape. This came to a halt in the early 1990's. At the beginning of the 1990's we had 179 strong municipalities, and the mayors especially in this part of Germany are extraordinarily strong. They are directly elected. They are like the CEO's of City Hall, they are like the city managers of parts, but also leaders of the council. So, they have two functions. They are the Chief of the Administration and the Chief of the Council. So, this gives them a very strong position. Therefore, also the position and the self-confidence of cities is very strong in the southern part of Germany. On the other hand, the cities are, compared to others, extremely small. From the 179 municipalities, almost two thirds do not have more than 10,000 inhabitants. We are not talking about big cities, we are talking in most cases about villages and hamlets even. There are probably ten with smaller than 60,000 inhabitants. Nevertheless, they are in economic terms pretty well off. They've got a budget that is quite okay and they are allowed to decide, within their boundaries, most of the things, but that's a strong home rule given by the (? #00:02:14.0#). That means especially settlement development and land use planning is considered to be a very strong asset of municipalities decision making. Also, there is economic development with the municipalities and part of the local infrastructure. So, a very small crate of decision making patterns at a local level. On the other hand, we have strongly coined our economy by engineering and automotive as global players. You will have heard of some of them; (? #00:03:01.7#), Bosch, Porsche. Just imagine a situation where you have global player in the economic sector and locally very powerful leaders, but with a limited area of responsibility and with limited areas for physical development. This came to a halt during the crisis in 1990, we said, "We can't go on like this". We lost inhabitants significantly, we have been in a strong economic crisis. We want to have a stronger coordination at a regional level. So, that was the starting point. We needed to have a crisis to get some reaction. On the other hand, because this is all federal state law, the relationship between regional and local level. We had a crisis, we had the will to act at a political level, we had a majority in the (? #00:04:16.7#) parliament, which back them was a great coalition

Commented [E01]: Constitution

Commented [E02]: Daimler

Commented [E03]: Landparliament (Landtag)

with some 70% majority. We had strong drivers from the economy and from the Chamber of Commerce. That was quite enough to put a focus on the situation we are facing here. A very small scale local pattern is 179 municipalities, but a situation where 75% of the population do not work in their town of residence, this is strongly interconnected by commuters. It is also true for the assembly lines and production process in industry. It is not oriented around municipality borders, and also other open space assets like flood protection, cool air... it has to be organized totally beside those administrative borders. We have 12 regions, (? #00:05:35.7#) and back, and every region is responsible just for regional planning. The plan here was to add other aspects like economic development, regional marketing, the responsibility for the landscape part, which means a proper instrument to get open space development organized and supported on a regional level. Of course, infrastructure provision, especially (? #00:06:05.9#). Now, it's part of the right facilities and other aspects of sustainability, but mainly it is the (? #00:06:13.7#). #00:06:13.0#

Commented [E04]: Baden-Württemberg

Commented [E05]: S-Bahn

Commented [E06]: Train S-Bahn

I-EDUARDO OLIVEIRA WSL: With the purpose of also helping the commuters. #00:06:16.5#

R-ID11: What happens, on a regional level we do not have just planning any longer. We have infrastructure provision, we have clean infrastructure and we have what I used to call the propaganda apparatus, economic development and marketing. #00:06:34.3#

I-EDUARDO OLIVEIRA WSL: Yes, I am familiar with this. #00:06:35.8#

R-ID11: There are more competencies now taken from the municipalities and to the region. Also, from the land level, the responsibility for the (? #00:06:50.2#) has been downsized to the region. So, this was compromised within the tradition administrative system. Much more important is who is in charge for steering all of these entities. #00:07:08.6#

Commented [E07]: S-Bahn

I-EDUARDO OLIVEIRA WSL: Yes, definitely. These entities involved with the steering entities. #00:07:09.4#

R-ID11: The startup model was that in the 11 regions we have a direct election for the local councils. That is for city and then the local level. We have direct elections for county councils. What we call the (? #00:07:28.1#), they are also directly elected, and from the (? #00:07:32.6#), which are also directly three or four within most regions, delegates are sent to the regional assembly of the region. They are sent from the county councils. #00:07:48.6#

Commented [E08]: Landkreis

Commented [E09]: Landkreis

I-EDUARDO OLIVEIRA WSL: Then they join the regional councils? #00:07:50.7#

R-ID11: Then they are the regional council. There is no election at a regional level. There are representatives from the counties delegated to the regional assembly for decision making, which is okay and works fine in most cases. The idea is that we have the same system that we have from city and county level, to the regional level. So, there is a direct election for the regional assembly, they are not delegates. They are elected for the regional assembly, like in Hannover, but unlike any other region in Germany. That's the thing with this system, it looks pretty much the same. The turning point is that in this case whoever wants to be elected has to show up with the program. You have to hit the campaign trail. You have to meet people on market squares on Saturday mornings. You have to campaign. You have to tell people why you should be elected. After five years, you again have to come up with 'what have I done in the last five years?'. So, this is much more of a political dimension. In this case, at a closer look, there is no political program at a regional level because they never have to do any campaigning. They have to do the campaigning to get on the county council and come up with ideas for the county. Once they are sent to the assembly, the first rule is to be a representative of their county and they are trying to do the best for the county, or at least they want to make sure that the other counties are not served any better. It is a different story here. You have to develop strategic, more or less strategic, or at least you have to come up with a program of your plans at the regional level. If you compare the political debates in both examples, you will soon realize that this is a totally different story. We are having a regional assembly next Wednesday and we are talking about basic topics like public transport and development of residential areas, provision of housing... it is much more political. In other parts, it is just about what can be done. Also, the

interconnection between the regional assembly and the local level is much stronger here. Here, we are not necessarily very good partners at a local level, we try to be and we have a wide range of cooperation, but we claim to have the last say in any case where we can't achieve consensus. This put some tensions on the relationship between the different levels. It's much smoother here, but less political. We use much more debate and also there is a huge awareness of who is in charge of what. #00:11:56.4#

I-EDUARDO OLIVEIRA WSL: The contribution is strong. Everybody knows what they have to do and their own responsibilities. #00:12:04.3#

R-ID11: This is the background for a regional plan. Clearly in a growing region with a high demand foresight for residential areas, industrial development, new forms of infrastructure and whatever. You have to make sure the protection of open space and high quality soil has to be ensured. So, we have a lot of building regulations. They are meant as building regulations. It is not just a recommendation. It is binding and mandatory for any steps of land use planning. Of course, this minimizes the opportunities of every single municipality because you have to stay within the framework and that is not welcomed by everybody. #00:13:09.4#

I-EDUARDO OLIVEIRA WSL: I imagine the conflicts that emerge and then you'll to go for some negotiations eventually. #00:13:15.6#

R-ID11: There are some negotiations, but there is also a set limit, a red line that can't be crossed. The idea is pretty simple, we say, of course every town has the right for certain development for a certain amount of new residential areas, new housing, now commercial areas, but we want to have a stronger enhanced growth along the railway tracks where we can provide a sufficient element of public transport. As a result of this, we have two types of municipalities. Those with a standard growth rate and those that should have a stronger growth rate. This is for some of the mayors a blockade for development because they want to have stronger force too, but we can say that by having analyzed the transport infrastructure that it won't be sufficient capacity of road space if you want to have a settlement pattern which is totally dispersed. It wouldn't work. #00:14:46.8#

I-EDUARDO OLIVEIRA WSL: When was the first regional plan for the region of Stuttgart? Is it this one I have here? #00:14:58.8#

R-ID11: No. #00:14:59.6#

I-EDUARDO OLIVEIRA WSL: No? Before. How did you come to build that first with the municipalities? I believe it wasn't easy, but how did the region convince the municipalities to participate in the regional plan? #00:15:15.9#

R-ID11: You have to start from the strong legal position. If you want to start by convincing people that a regional plan is necessary, it will never find an end. So, we have a strong legal position. During the last 40 years, there has always been a regional plan. Also, when the (? #00:15:41.0#) was founded with the new competencies, there already was a regional plan. #00:15:48.5#

Commented [E010]: German expression for Region Stuttgart

I-EDUARDO OLIVEIRA WSL: The mindset was prepared for a regional plan. #00:15:52.4#

R-ID11: Yes, of course. Also, in the federal building code, the basic law for planning, in the first paragraph it is written that they have to stay within regional plans and regional aims. There is a strong legal framework that puts the competencies at a local level and a regional level. There is a clear framework. Of course, what is more interesting is how strong is the plan developed? How open or strict is it with these regulations? This varies. Of course, if you look at other highly intensified urban areas there are more regulations compared to rural areas where no one really cares where space is available and where you are happy that anybody can build a house. So, this is more due to things being coordinated, while in rural areas the plans are more to set an incentive for further development. #00:17:25.9#

I-EDUARDO OLIVEIRA WSL: Then, at the current time, the document at divisional level is this one here? #00:17:33.2#

R-ID11: Yes, that's the current one. #00:17:35.3#

I-EDUARDO OLIVEIRA WSL: This is the one the region is working on. The municipalities, do they have to develop any detailed plan or master plan at the local level? I believe they are in line with the regional plan, but how does it work? What do the municipalities have to do? The region is quite clear, they prepare the regional plan, but in terms of planning do the municipalities also develop any kind of plan? #00:18:04.3#

R-ID11: They have two levels of planning at the local level. They have a land use plan, covering all the area of the municipality. Then, they have a building plan, which is smaller, which gives details and information of what can be good. #00:18:28.0#

I-EDUARDO OLIVEIRA WSL: Yes, I see. For which type of buildings or activities. Then, if one municipality, because a strong mayor wants to build or attract some investment for the municipality, but it is not so much in line with the aims of the region, what happens in this context? #00:18:58.3#

R-ID11: No, it is not so much. He is in line or he is not and if he is not he can't... #00:19:05.3#

I-EDUARDO OLIVEIRA WSL: Go ahead? #00:19:06.6#

R-ID11: No. He can't make a land use plan which is not in line with regional regulations. It is not just based on trust and confidence; it is a legal framework. It is a mandatory legal framework. #00:19:22.8#

I-EDUARDO OLIVEIRA WSL: Yes. The regional plan is mandatory and legal, legally binding. So, they are aware of it and then they really have to follow otherwise it will not get through. Then, you mentioned already the infrastructure and the housing. Are these the main preoccupations at a regional level, the region of Stuttgart as a whole? #00:19:46.7#

R-ID11: The first and main content is the protection of open space quality, and it's

also mandatory. Then, we provide locations that can be developed for residential purposes or commercial purposes, because as I mentioned before, we are strongly coined here by industrial production. That means the locations you need for further development (? #00:20:29.7#) you need access to roads, you have to live with noise protection, you have to live with neighborhood, and you need ample space, like 10 acres, for example, or even more. These locations are very limited. So, we have some 40 provided and protected within the plan so that nothing else can happen at these locations, but zoning and other activities are strongly within the municipalities. The system has to work together, and also some restrictions and some other elements of the plan are working like an incentive. #00:21:20.7#

Commented [E011]: Are very limited

I-EDUARDO OLIVEIRA WSL: Yes. I have here the source of inspiration. I concluded that in the region of Stuttgart there is a long tradition in terms of planning, and then you somehow explain the driving force behind the region. When it comes to building a regional plan, do you follow any other examples of other regions, or is it pretty much a very local thing, engaging with the stakeholders around... and then you look at other examples in Germany? #00:22:04.0#

R-ID11: Yes, of course we are looking at other examples, we are a strong player in the European network of metropolitan regions (? #00:22:12.4#). Of course, we are looking at examples of what they are doing, what procedures they follow and things like that. On the other hand, a regional plan has to meet the local and regional demands. So, the other partners, like Helsinki, they have to deal with a harbor. We don't have a harbor. We are land locked here. Others do not have an airport or have an industry strongly focused on banks and insurance companies and things like that. That's a totally different story. So, we have an intensive dialogue with (? #00:23:02.3#), but mainly focused on the procedure and content, and I would say on the expectations, what do we expect? What are the developments we are trying to achieve? Like, adaptation of climate change, carbon dioxide reductions and things like that. So, we are talking about frame conditions, but then we want to make sure that the plan, again, meets the local demands. Therefore, you want to get all the key players involved, most importantly the municipalities, but also important are the Chamber of Commerce, trade unions, environmental affairs and things like that, and also the public has to be involved, which was quite unique back then on a regional

Commented [E012]: METREX

Commented [E013]: colleagues

level. It is a tough task if you have to organize participation on a regional level, because it is not talking about houses and houses here and houses there, it's more abstract and it's really hard to put forward what you want to achieve. There are a lot of legal terms. It is a certain legal position. It is quite abstract. Nevertheless, we tried to have a public debate on the guidelines for development and we also had people out there saying of all the content of the regional plan that quite a few made use of that, especially for the last update. We had to talk about wind turbines. So, there have been several hundred people attend meetings, informational meetings on the regional plan, and they have sent us quite a few letters, like thousands.
#00:25:16.7#

I-EDUARDO OLIVEIRA WSL: For the preparation of these documents here?
#00:25:23.3#

R-ID11: Yes. #00:25:22.4#

I-EDUARDO OLIVEIRA WSL: To what extent do you take into consideration this...? I know you don't take it all into consideration, but you've read what they have provided you with, you try to figure out how to shape it, how to bring it to the regional plan? #00:25:39.3#

R-ID11: We have several aspects that we took into consideration, but all of the results we got from the participation procedure are proceeded to the regional assembly. These are huge documents. So, they really get books and sometimes the decision makers complain because it's so much information coming your way and they can't handle it. We are talking about documents with 1500 pages. That's quite a lot. Everyone who has a say, has word, will find their way to the regional assembly. #00:26:30.7#

I-EDUARDO OLIVEIRA WSL: When you went to prepare the current plan, was it basically a working agenda or a guideline that you wanted the regional plan to follow, to have these 4-5 aims? Was it planned before going to the regional plan?
#00:26:58.6#

R-ID11: No. There have been some case studies and analysis. When they talk about a planning procedure, if you want to get people involved, you have to keep it quite simple. So, if you want to come up with small steps and more steps, it's getting harder and harder to get people involved. We had a public debate called (? #00:27:30.6#) Stuttgart Region. It was, what are people expecting for the next 20 years? Again, it is just not easy. #00:27:45.1#

Commented [E014]: public debate

I-EDUARDO OLIVEIRA WSL: I have a note here. So, this plan was approved on 22nd July 2009 and covers 15 years. Is that right? #00:27:56.3#

R-ID11: It was meant to cover 15 years. We are now in the middle of an update. No one foresaw this back in 2007/08. So, no matter how long your idea is about how long the plan should last, if something new comes up, you have to update. #00:28:22.7#

I-EDUARDO OLIVEIRA WSL: Yes. I have come across that in other... #00:28:27.7#

R-ID11: The population numbers were used from 2000-09. That was one of our basic ideas, you have organized a more or less shrinking or stable population. During the last five years, the population numbers were higher up, so we have to provide much more areas for housing, much more areas for infrastructure. So, you can't stick to a plan that is no longer according to the actual things going on. #00:29:08.4#

I-EDUARDO OLIVEIRA WSL: I understand. One of the questions is with regards to the capacity which comes in the literature, then I ask about the adaptive capacity of the region and then of the plan. What I mean with this is, to what extent is the regional plan flexible to respond to this challenge? Is it flexible? Are you aware of these dynamics of development, and how does the region deal with these issues of climate change? You don't have floods, but you have other issues. #00:29:42.2#

R-ID11: There is a small thin line between flexibility and uselessness. If you have a regional plan without any ambition and no one really cares, this plan can be

considered as very flexible. So, it fits for most situations. If you have a strong focus on coordination and you come up with restrictions and you really enforce these restrictions for local land use plans, you have to make sure that your plan always meets actual requirements. So, if you want to really work with a plan, you will really want to assure coordination. You have to make sure that the plan is in accordance with the actual situation. #00:30:45.0#

I-EDUARDO OLIVEIRA WSL: Yes, sure. #00:30:47.3#

R-ID11: So, the stronger the plan, the more it has to be up to date. If you have a plan that is merely guidelines, nobody keeps them. Also, in addition to that, if you have a strong political debate and a political focus, parties are coming up and saying, "Okay, if you want to have these regulations, you have to come up with some good reasons or you have to allow municipalities to organize it themselves". So, this is also a strong debate that can be actually seen here, especially next Wednesday when we have the debate. Should it be development regulated or should we open up and put the focus on housing no matter where they are placed? #00:31:45.2#

I-EDUARDO OLIVEIRA WSL: Alright. So, we have this debate around a more regulated plan and a more... #00:31:53.9#

R-ID11: The regional plan is a political instrument and it's a political debate. It is also a part of political decision making, and the result of decision making. Most often they have a huge majority, but it doesn't mean if the situation changes that we'll have a different view on that. #00:32:18.9#

I-EDUARDO OLIVEIRA WSL: For these debates at regional levels, is it only politicians or the interest groups, or the stakeholders, do they also come to the discussion, or is it mainly politics? #00:32:35.3#

R-ID11: No. Other are also coming. Mayors and politicians from other levels, interest groups for the environment, for industry, for whatever, Chamber of Commerce, for example. Also, the media coverage that we have, we have a very hot issue here which is affordable housing. So, you can find several articles on who

is responsible for high rents. #00:33:21.6#

I-EDUARDO OLIVEIRA WSL: Okay, the housing, the affordability of housing. #00:33:25.3#

R-ID11: Yes. It is too expensive. Is it too expensive because there is no one who will allow us more space for building or more space for development? It is a strong political debate. #00:33:40.7#

I-EDUARDO OLIVEIRA WSL: The media covers more of this on the housing. Back a bit, again onto the interest groups, because I am also familiar with the economic background of Stuttgart. Can you provide examples of interest groups that have been involved in the preparation of the plan, and now also in this current stage of reformulating the plan? There is more of the automobile sector. What kinds of interest groups are involved? NGO's, environmental NGO's? #00:34:21.4#

R-ID11: Yes. All of them. You name it, all of them. Most of them directly, but others also while it is developing. #00:34:34.4#

I-EDUARDO OLIVEIRA WSL: Okay. How do you see the position of these interest groups, economic and others? Do they have a strong voice? Do they play a key role? #00:34:47.9#

R-ID11: Especially Chamber of Commerce, the main players in industry do have a strong voice, but also environmental issues are strongly supported and we have growing common sense from a simple society who say, "We want to discuss if we have achieved the limit of growth". There are a huge majority that say, "We have built enough already. We don't need more residential areas, we don't need more infrastructures", and we know from the survey in 2013 that there is no majority for building. Neither housing nor commercial units nor infrastructure and even railway. People said, "We've got pretty much everything". #00:36:01.2#

I-EDUARDO OLIVEIRA WSL: Maybe they call for more green spaces or more leisure areas? I don't know. #00:36:11.9#

R-ID11: Probably one reason for that is, we have almost full employment. So, jobless rates are around 5% in Stuttgart, less than that in the areas around Stuttgart. The economy has been pretty good in the last five years. #00:36:39.3#

I-EDUARDO OLIVEIRA WSL: Yes. It is quite strong, I think. #00:36:40.1#

R-ID11: Also, we have an aging population. Can we consider also a very important issue, if you talk about changes, someone who is 24 is probably more (? #00:36:56.1#) than someone in his 50's. #00:36:57.1#

Commented [E015]: more open (?)

I-EDUARDO OLIVEIRA WSL: I see. Then, we already talked a bit about... you mentioned coordination several times. I have some questions on the coordination. So, to what extent was the coordination able to connect those interest groups? #00:37:15.0#

R-ID11: We had to listen to all the interest groups and at the end of the planning procedure there was a majority for the planning. We had a huge majority, so I think it can be considered that most of the interest groups or the aspects mentioned by them are already coordinated in the plan. So, it was not a tough race. We had the plan approved with 70 people. So, almost everybody was in favor of the plan in the regional assembly. #00:38:06.9#

I-EDUARDO OLIVEIRA WSL: In the regional assembly, yes. #00:38:07.6#

R-ID11: So, it is not like 50-51, it was a huge majority. #00:38:14.5#

I-EDUARDO OLIVEIRA WSL: Yes, a comfortable majority. #00:38:15.9#

R-ID11: Far beyond two thirds. Far beyond. #00:38:21.7#

I-EDUARDO OLIVEIRA WSL: Do the interest groups have to try to come up with some examples? "We need a stronger railway connection", or, "We need access to the road so we can ship our products" ... #00:38:38.5#

R-ID11: You have many aspects of interest groups, but at a closer look most of them are neutralized by each other. You have environmental issues, you have transportation issues, you have financial issues and you have the neighborhood who are not in favor at all. #00:38:56.8#

I-EDUARDO OLIVEIRA WSL: You have to find a balance, and then comes the negotiations. #00:39:02.7#

R-ID11: Yes. That's why I think the regional perspective, if you remember this... it is important because you are somewhat away from the area of the concrete impact. So, you are not just talking to the neighbors saying, "We don't want to have a road here", but you also hear others, "We need a connection", or, "We need more space for logistics, we must have logistics". So, you have a strong focus for political decision makers, it makes it easier for them to represent the broad perspective, and not just those who are really affected by that, directly and actively affected. #00:39:56.2#

I-EDUARDO OLIVEIRA WSL: You mentioned already the accountability of the leaders and they know exactly to whom they are to talk or who is responsible for certain decisions. So, if they have some local issue, then it is quite clear that we need to have this agreement for the broader perspective, so they know that the region is in charge of... #00:40:22.4#

R-ID11: Their role is to paint the big picture. If you are talking just about local perspectives, it is better to avoid everything that is noisy or loud or inconvenient, but it has to be somewhere, but it is not a total consensus and it can be achieved. There are some things that... people are in favor of that. Nevertheless, you have to come up with the autobahn or whatever. #00:41:01.3#

I-EDUARDO OLIVEIRA WSL: I get it. You cannot have 100% consensus with everybody. #00:41:09.0#

R-ID11: Even small items like a supermarket or even a kindergarten, it is often

considered to be not a good neighborhood, it is too loud, it is too noisy, it attracts too many cars. #00:41:23.2#

I-EDUARDO OLIVEIRA WSL: In these small projects, when they have impact on the land, the region looks at the broader picture of the region and then the municipalities know what is going wrong and their needs. How is it possible to translate the local needs to the regional level and how the region can fulfil the need of a specific municipality with a lower rate of development or a lower growth rate? #00:42:02.6#

R-ID11: Yes. The question is, to what extent can a need be localized? Of course, if you have a company within the municipalities boundaries and they need some space for further development, that's a local need, but if 75% of your population work as well, what is the local need? So, the translation between what is a local need... we also have a strong focus on large scale retail facilities. We strongly hold the opinion that these large scale shopping malls have to be put right in the city center, so you have easy access by car or by public transport. Once we try to spread those all over the place, they can't be connected efficiently by public transport. Of course, you find smaller municipalities or smaller towns saying, "We want to have a shopping mall too, we want an Ikea". #00:43:22.3#

I-EDUARDO OLIVEIRA WSL: Do the municipalities collaborate to some extent or do they try to create some synergy for projects when they say, "We cannot have this commercial area here", and then another one just across the **border**, do they try to join forces for a common...? #00:43:42.8#

R-ID11: It is important to make these things happen, but you can't take it for granted. There are some very good developments, cross border cooperation, but others are not. #00:44:01.0#

I-EDUARDO OLIVEIRA WSL: Two questions here on the leadership. You also mentioned that it is important for the leader to embrace the regional plan and go through it. How do you see the role of the leadership in the planning process? #00:44:24.4#

R-ID11: So, the plan is the result of political decision making. If you want to work with the plan, strong political support is at least helpful. #00:44:38.1#

I-EDUARDO OLIVEIRA WSL: Yes. At the current time, the regional leaders take the regional plan at the heart of their activities, or they remain far...? #00:44:51.1#

R-ID11: Not each and every one, but a huge majority. #00:44:55.6#

I-EDUARDO OLIVEIRA WSL: A huge majority. So, they see the regional plan as the goal towards the future and they deal with it. #00:45:03.1#

R-ID11: So, if you have a look at the plan, this is not a vision, this is a very technical plan for everyday use, and it is not a long term perspective, there are some aspects mentioned in chapter one, but it's a down to earth approach, it is not visionary. #00:45:29.6#

I-EDUARDO OLIVEIRA WSL: Yes, it goes more on detail. I read it and also the information, which I also find interesting. I am not sure if it's possible to provide an example of any collaboration between entities and municipalities, interest groups and land use, for example, on trade or in industry. Any ideas? They came here to convince the region to devote some areas for this investment. #00:46:12.3#

R-ID11: We have such examples, of course, and we never try to block out good ideas that make sense at this place. For example, we had a call from Bosch for a center for basic research that was opened last year, 6000 jobs for researchers. A very, very important issue for the region. We really want to make sure to keep them in the region, so we had cooperation between the municipality, the economic development, the (? #00:47:07.9#) politics region policy makers, to keep them in the region. Also, the German army was involved because they had a training site there and some old storage facilities. So, we found an arrangement to offer to Bosch that this (Stuttgart) would be good for them. #00:47:29.3#

I-EDUARDO OLIVEIRA WSL: Interesting. Yes. Those examples are really

Commented [E016]: local politics

relevant for us. #00:47:34.0#

R-ID11: It is very important. #00:47:40.1#

I-EDUARDO OLIVEIRA WSL: I imagine that also the region of Stuttgart, you mentioned the regional marketing, they want to attract investment, or maybe necessarily to attract, but to keep investment. If one of these global players you mentioned wants to develop some... #00:48:04.0#

R-ID11: Our colleagues from the economic development department, which is like a branch office from (? #00:48:12.6#), they are organized as a limited company, but just for operative reasons. They are part of our regional facilities here. They go to the huge real estate fairs, to the (? #00:48:36.5#) in Munich and at least there is a common agreement that we are much better off with a common professionalized economic development than we could have done before by ourselves. So, there is a strong service for economic development and it's much better than what we had on a local level. #00:49:04.9#

Commented [E017]: us here – referring to city planning department

Commented [E018]: <http://www.exporeal.net/>

I-EDUARDO OLIVEIRA WSL: Yes. That's very curious. Also, I have been noticing that in other contexts the relation between the economic sector and the planning, from the past leaders around planning, planning was much more physical, and these days or after the 90's, the relation between planning and the physical land use and the economical side, they have been more integrated. So, the communication between the planning department and the economic development department, do you have a good communication? Do they come here to talk about, "We have this idea, what do you think about this?" #00:49:43.4#

R-ID11: You want to make sure that we also have not only the right amount of area for development, but also at the right location. It is not just quantity; it is also quality. Those who have a much better insight in the quality aspect of economic development are the colleagues from the department next door. #00:50:09.5#

I-EDUARDO OLIVEIRA WSL: Then I want to pick up another question, but before then will focus on the types of land use that were prioritized in the regional plan,

specifically this one. The housing issue came across more recently, but what were the main types of use devoted in the regional plan? More for industry, transportation... or a balance between? #00:50:43.8#

R-ID11: We are neither responsible for settlement development, nor for infrastructure development. Our job is to coordinate. That is why we came up with the very simple story, more development along the huge axis where we can provide public transport. On the other side, strong protection of open spaces, especially in the core area. #00:51:14.5#

I-EDUARDO OLIVEIRA WSL: Do you have any examples of when you were designing or preparing this original plan, examples of areas where you have slowly changed the type of land use from a rural area, you found a need to reserve this place for housing or for a new settlement or industry? #00:51:50.0#

R-ID11: We had one huge area with 75 hectares. It was dedicated for industrial development, but for a long time the municipality declared that they do not want to have this development. So, we came up with idea to find another place, an alternative for that, but there was no place available with 75 hectares, so we spread it over four other municipalities. #00:52:28.5#

I-EDUARDO OLIVEIRA WSL: Okay. That is also a good example for us. So, this happened in the past. #00:52:31.9#

R-ID11: Last year. #00:52:33.8#

I-EDUARDO OLIVEIRA WSL: Last year? Okay. So, now onto this phase of reformulating the regional plan, you are taking into consideration these elements? #00:52:47.0#

R-ID11: Yes. It was just one. #00:52:47.3#

I-EDUARDO OLIVEIRA WSL: Just one. Okay. This is one of the last questions and then we can pick up one or another element if you want to. So, focusing on the

governance at the regional level and the land change, what is your perspective of the impacts of the governance arrangements and how they take shape in Stuttgart? You mentioned a lot of times that coordination and the land use is really just a top down decision. I am just saying these things because you already clarified that there is a lot of coordination between the levels of decision making. #00:53:29.7#

R-ID11: It is not top down or bottom up. Of course it has bottom up elements. You are in the dialogue before you even come up with the draft of a plan and there is a long procedure until the plan is approved, and even beyond that part you have to negotiate how the plan is applied and what is possible at a local level. So, there is a huge part of negotiation. On the other hand, if you want to coordinate development and if you want to set priorities and posterities, if you want to get things done in one place or another and not done in a place where this could be wrong, you have to rely on majorities. There is no 100% consensus on that. So, I think the opportunity and possibility of finding a majority and getting a plan approved with a majority and enforced after that, that is crucial for regional development. If you can make sure that there are priorities within a plan and there is no proper enforcement of a plan, you end up with guidelines. Guidelines are probably easier to write. Everybody can agree on that in general, more or less, but I am sure that this is useless. #00:55:19.0#

I-EDUARDO OLIVEIRA WSL: I know that some of the urban regions I have been talking with, some of them have just the regional plan as just a vision, as a guideline, because then the municipalities produce detailed binding plans. #00:55:35.1#

R-ID11: The details should of course be with the municipalities, they are close to there, they have to deal with all of those typical urban issues, but the frameworks, as we said, are at an appropriate level. #00:55:49.6#

I-EDUARDO OLIVEIRA WSL: Yes, and in this case also it is binding. #00:55:52.6#

R-ID11: Yes. Of course. This is not like a light motif or just a masterplan. This is a mandatory plan. #00:56:01.2#

I-EDUARDO OLIVEIRA WSL: Yes, and it makes Stuttgart also a different case and very worth looking at. When we go for a comparison, and I will do it at a later stage, it is good then to underline how it works here compared to others in a more scientific/academic way. Then, we also read these documents. Do you produce these documents for an academic journal? What you gave me, is this for a chapter in a book? #00:56:36.7#

R-ID11: A chapter, yes. It is for the United Nations and what it does to contribute to a book on good practices for regional governance in fast growing cities. You must have the same problem with the coordination of development or fast development and you have to deal with who is in charge and for what, what can be done if it's a local level, and what can be left to the regional or at least super-municipality level. You can use that, or you can quote it. #00:57:11.8#

I-EDUARDO OLIVEIRA WSL: Yes. I know. I am also familiar with the procedure. So, this will be part of a United Nations book. Do you recommend any academics in Stuttgart I could talk to?

R-ID11: There are some researchers from the UK, (? #00:58:06.9#) from Cardiff University. #00:58:08.9#

Commented [E019]: Dr. Andrea Frank

I-EDUARDO OLIVEIRA WSL: Yes, I am going to Cardiff, talking about Cardiff. #00:58:12.1#

R-ID11: You are going to Cardiff? #00:58:13.2#

I-EDUARDO OLIVEIRA WSL: I am going to Cardiff. #00:58:13.9#

R-ID11: She has also done some research on Stuttgart, but she is in Cardiff. #00:58:18.8#

I-EDUARDO OLIVEIRA WSL: Do you know how to write her name? Thank you. I am going to Cardiff in September and Oslo. I will talk with Peter Austin.

R-ID11: Oh, he is good one. #00:58:36.0#

I-EDUARDO OLIVEIRA WSL: I dealt with him already and then I will talk again in Oslo. #00:58:40.3#

R-ID11: Who are you going to meet in Helsinki? #00:58:44.1#

Commented [E020]: okay

ID11 Stuttgart 18 July

ID12 Stuttgart 18 July

I-EDUARDO OLIVEIRA WSL: ...and for future work. You can tell me the things you are more familiar with to the level of more focus on the regional perspective to identify the why's and to what extent the planning of the open spaces, green areas is fundamental also for the overall regional goals, which is also important. #00:00:28.0#

R-ID12: It is, yeah. So, I think that's the main purpose of the landscape park is to come to a certain balance between the grey infrastructure, so housing areas, streets, commercial areas, and the green infrastructure. So, that's our purpose to work on a landscape park and to work on concepts for the development of the landscape because we see that the inhabitants of the region, people who come to the region to work here, they all appreciate very much the green surrounding. It's a very important locational factor. It's really quality of life to have green surroundings so we try to create more green surrounding and we also put financial funding into that task. You might have heard we are also responsible for the light railway system, for the S-bahn, so we pay a lot of money also that the railway system is running and that new lines will be built. We also gave money for the trade fair, so classic grey infrastructure projects the region is responsible, gives funding, and to have a certain balance, we also invest in green infrastructure. So, the main topic is to balance and to improve quality of life and quality of environment. I think the special task, or the special approach from the landscape park is that it is a non-binding strategy for the municipalities but we collaborated together with the municipalities. We have since, more or less, 10 years, we have, you can say, two pillars of the landscape park. The one is to work on concepts, on so-called masterplans for special areas. The second pillar is to give co-funding, to give money for certain projects to implement parts of these masterplans. I think you also found it in the presentations that these are the two pillars we found the whole landscape park concept on. #00:03:47.3#

I-EDUARDO OLIVEIRA WSL: Also the founding methodology or the co-funding methodologies? #00:03:53.8#

R-ID12: Yes. The co-funding for the project is a kind of competition. Every year in our regional fund, there is a certain amount of money that is reserved for landscape

park projects, and this sum is the basis for a competition for all the 179 municipalities in the region. They can apply for the funding with their projects and the best projects have a good chance to get the co-funding for the implementation of green projects so I think that's something quite special to do it in this competition type of way. You also talked a bit of this friendly competition for the elaboration of the masterplans. At the moment, we have... I think now six or seven masterplans for the whole region and they are always for certain parts of the region which have a similar landscape structure, for example, a river valley or something like that so that it always has a certain landscape connection. For these masterplans, the municipalities could also apply. They had to come together a certain amount of municipalities and say, "Okay, we want such a landscape development concept for our area, for our stretch of land", and then they applied for the elaboration of such a concept. During the years, I think we are now at the... I don't know exactly... at the seventh masterplan I think. I can give you an overview of that. I don't know if it's already... these are old maps we have on the internet. There is a brand new one. Let me print it out for you. #00:06:48.9#

I-EDUARDO OLIVEIRA WSL: Mhm, then we can focus... after reading some of these documents, one of the questions that has emerged in my mind is the relation between the landscape park, the regional plan, and the masterplans. You somehow clarified that the masterplans are the result of joint efforts from the municipalities so it's not a masterplan per municipality but a joint masterplan. #00:07:38.9#

R-ID12: Yes, it's between eight and 28 municipalities. It depends on their area and also on the landscape unit we are working but it's always several municipalities who have to work together so one goal is also to steer and to enhance the inter municipal collaboration, so that's a very good instrument to bring the municipalities to a certain kind of collaboration, yes, and to think over their own borders because the river doesn't end at the border. The bicycle path and everything is connected and everything will continue and that's a very good... yeah, a very good way also to learn this collaborative approach and this cooperative approach also for the municipalities on a field where it is non-binding and where they are aware that they can profit from the enhancement of their environment. #00:09:04.6#

I-EDUARDO OLIVEIRA WSL: It's non-binding but, however, this is in line with the regional plan, I believe? #00:09:10.1#

R-ID12: It's in line with the regional plan, yes. It's completely in line with the regional plan because also the regional plan has a big part where it says we want to preserve open space. I think you might have talked about it, so that's very important for us but we say it's not enough only to preserve open space from being built or destroyed but you also have to develop open space. So, the masterplans are our instrument to develop open space, to develop the quality of open space together with the municipalities, so that's the main point; we all do it together with the municipalities. It's not top down but with a collaboration between the region, the municipalities, and together with planning experts. #00:10:16.3#

I-EDUARDO OLIVEIRA WSL: It involves a lot of governance, if I understand, then at this level... when you decide to design these, can you tell me the moment of preparation of these masterplans so they come after the regional plan, I'm sure? #00:10:44.3#

R-ID12: The moments, there are some more important moments which are based on the legal framework for the region depending on the tasks that are written down in the law for the region. #00:11:14.1#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:11:14.8#

R-ID12: So, at the end of 2004, the law for the Stuttgart region got some additional tasks and one of these tasks was that we are since then able to co-finance green infrastructure. We couldn't do that before the end of 2004 but then there was... that was a kind of new start for us. Until that, we also made plans and concepts for the enhancement of green infrastructure but it was not so successful because we had no incentive, no incentive instrument and since it was clear, we were able also to co-finance really the implementation of what is written down in a masterplan then that was for us a new starting point that we said, "Okay, we have... first we should do such masterplans but together with the municipalities so that we can interact in our goals and visions, that we can bring in the regional view on the whole thing, and that

the municipalities can bring in their special local knowledge". Local knowledge is very, very important, and also their local interests and plans, so that we can combine these two views on the landscape and on the development of landscape, and also that the municipalities know what their neighbors want to do, so that's also very important not to act alone but to have a look, 'Ah, there are, for example, hiking paths that should be enhanced, that should go in another direction so I have to talk with my neighbor municipality about what would be the best way', and we can say, "Oh, from the regional level, it would be good if you would do it like this because you can connect more". So, each of us could bring in his goals, his views into the elaboration of such a concept. #00:14:09.6#

I-EDUARDO OLIVEIRA WSL: I see that it fulfills the regional aim because also the municipalities are aware of these interests. I find this always curious that, to what extent is this coordination between municipalities. Is it easy to have the municipalities involved or the region in Stuttgart or yourself or your colleagues, do they have to go and bring them almost in force, or is it just go with the flow quite simply? #00:14:54.3#

R-ID12: It's kind of both. Since we started with these masterplans and the elaboration, the collaborative elaboration, there was a lot of interest from the municipalities, so the first one was in... it's the same, yeah. The first one was here in the (? #00:15:27.6#) valley. The second one was here, the landscape park for (? #00:15:34.0#) valley, and they applied for it, so they really applied for it. We didn't force anybody to do it. We said, "We have the possibilities. You have the opportunity to do it", so they said, "Okay, this is a very good idea and, okay, there is also a chance that later on some of our projects, measures, ideas can be co-funded. We will apply for the masterplan", and in the end, there were, I think, five of these collaborative entities that applied for a masterplan. I will just get the overview. #00:16:26.9#

I-EDUARDO OLIVEIRA WSL: Yes, the overview is definitely good. #00:16:30.3#

R-ID12: So, this is just the new one. So, you see here, this valley, this is the Neckar Valley. Applying for a masterplan were those municipalities, those ones, those

Commented [E01]: Landschaftspark Rems

Commented [E02]: Neckar Valley

ones, and also those ones, yeah. We have the concept for those. That was before 2004 before we could do this co-funding and also for this area so they didn't need to apply because there was a certain kind of masterplan, but these two were not done in this collaborative way. #00:17:34.4#

I-EDUARDO OLIVEIRA WSL: The core city of Stuttgart is...? #00:17:36.6#

R-ID12: Stuttgart is in the (? #00:17:38.0#) landscape, mhm. #00:17:43.7#

Commented [E03]: Neckar Valley

I-EDUARDO OLIVEIRA WSL: Sorry to interrupt. You call landscape park as the overall? #00:17:48.8#

R-ID12: On the one hand, it's the overall, the landscape park Stuttgart region, and then they are divided into sub-landscape parks like they call it here the (? #00:18:01.2#) landscape park because it's an image that people can... #00:18:07.3#

Commented [E04]: Neckar landscape park

I-EDUARDO OLIVEIRA WSL: Hold in their minds. #00:18:08.8#

R-ID12: ...hold in their mind and understand. This is about the (? #00:18:11.5#) valley so this is clear. This one is called the landscape park (? #00:18:19.3#). This is a certain part of the region with low level mountains and so for people, they can... #00:18:34.8#

Commented [E05]: Neckar Valley

Commented [E06]: Landschaftspark Albrauf

I-EDUARDO OLIVEIRA WSL: It is a question of identification? #00:18:39.2#

R-ID12: Yeah, that's it. #00:18:39.2#

I-EDUARDO OLIVEIRA WSL: With what is going on to becoming more abstract. #00:18:43.1#

R-ID12: Yeah, so that's important, this identity and identification, and also to have a certain common structure in the landscape, also to have certain common problems maybe or common chances for development, so that's why we come to these entities that base on the landscape, on the big landscape entities we have here. This one is

the last one we are still working on. These ones, we all did with the help of external experts. This one is a new kind of experiment that we do in-house, again, together with the municipalities, but a colleague of mine is doing the project management. For the other ones, we always had planning offices doing the planning but this time we said, "Okay, now we have a lot of experience with these kind of masterplans", so we are just doing it in-house and we only take in landscape planning experts for certain tasks or if a certain kind of special project will come out of the ideas then we will go back to experts and let them plan. We paid for the elaboration of the plan so we paid for the planning experts that worked on these plans. Mostly they were landscape planners plus urban planners plus tourism experts because it also has a certain touristic aspect as well. So, now nearly two thirds of the region are covered with these masterplans and now we see that there is no more municipalities who want to have a masterplan. We have also to change our approach a little bit and to have more maybe a look on, on the one hand, problematic areas where we think something should be happening, and then we will approach the municipalities and ask them, "Would you not like to have such a concept?", or if we see also special chances for a certain part so that we say, "Oh, there it would be very, very good to also have a concept for your river valley", or something like that. So, that's the new approach we are now working on, just to go to those ones who aren't involved until now and just to, yeah, to wake their interest in the concept. #00:22:16.3#

I-EDUARDO OLIVEIRA WSL: Why have they not participated yet? #00:22:19.6#

R-ID12: Some of them, I think they say, "Oh, maybe we don't need it". Here we also have... there is a big natural area which has already a certain kind of concept lying behind. Here, this area, this is an area which is economically rather strong and I think most of the other ones, they also saw some opportunities and chances in the touristic aspect and/or regional product aspect, and I think they think they don't need it but because they are economically very strong, because they developed a lot, they need it as well as the other ones just to preserve and enhance open space. So, those ones, we have to approach from a different angle now. #00:23:33.5#

I-EDUARDO OLIVEIRA WSL: Yes. You mentioned that it's to preserve and enhance public space so it's not about protection, for green protection, but it's also

about dealing and people can use then. So, you have the cycle paths, you have walking paths and so on. #00:23:52.0#

R-ID12: Yeah, and our approach is to have as much multifunctional use as possible in the open space. Maybe one of the problems here is also that there is very, very good soil and there is a lot of farming there. Farmers don't want so much people using their fields, the open space, so there is also a kind of conflict with farming and recreational, yeah. There are concepts here where it's the same but here, we tried to bring solutions and to say, "No, people won't use every open space", but we canalized it with cycling paths and with small areas, so maybe this is also one of the reasons why these municipalities are reluctant because they know our farmers, maybe they see conflicts with the recreation, yes. #00:25:20.7#

I-EDUARDO OLIVEIRA WSL: As an office, you have relation with the municipalities and also with other interest groups, more economic groups. Do you also go to negotiations for some of these masterplans or municipalities go to negotiate the masterplans or that happens in a different stage of the project or...? #00:25:46.4#

R-ID12: Mhm, both. During the elaboration of those masterplans, we do not only work together with the municipalities but we also invite other local experts. We invite representatives from nature protection, for example. #00:26:13.3#

I-EDUARDO OLIVEIRA WSL: NGOs? #00:26:13.8#

R-ID12: NGOs, yes. In this area, we also invited representatives which have to do with restoration and so from this sector or from... also from forestry, for example, so different interest groups are also a part of the working structure of these masterplans. So, we have a kind of working structure... let me see if I can show you. #00:26:59.0#

I-EDUARDO OLIVEIRA WSL: Sort of a working agenda or...? #00:27:01.6#

R-ID12: Mhm, yes. So, we normally have... #00:27:04.7#

I-EDUARDO OLIVEIRA WSL: I found this interesting. #00:27:06.5#

R-ID12: ...a platform with local experts and also with the local authorities. We are doing workshops together and we have then had always a kind of steering committee, a decision committee with the mayors of the municipalities and they always decided about the next steps. So, we had analysis and we also invited already the different interest groups also for the analysis to see what are the problems, what are the chances, the opportunities, and based on that analysis first, how do you say, guiding principle for the development, a so-called light build is normally developed. The mayors, they can always decide, "Okay, this is okay for us. We can live with that, we can work with that", and then we take the next step. If we have the analysis and the overall conceptual idea, the light build, then we will go to the next step and go into different measures and projects to reach this overall goal of the light build. #00:28:34.0#

I-EDUARDO OLIVEIRA WSL: So, the locals can... indeed they can share their ideas or perspectives pertaining to their part of the territory, and then it will be decided in the general or a joint discussion? #00:28:51.2#

R-ID12: Yes, yes. It's not the whole sum of all NGOs because this would be impossible to deal with but its representatives from different NGO groups or from different authorities which have to do with forestry, with farming, with nature protection, so that's the mix of different representatives which are the ones that can speak for others. #00:29:28.2#

I-EDUARDO OLIVEIRA WSL: Without the aim of passing... it's not my aim to know a lot about but can you provide an example of an ideas of projects that have emerged from the locals and they want to see it implemented in the region? Sometimes when we read literature, we are not so aware of... they want a bicycle path which is more well-known but sometimes they aim to have something that... can you provide some examples of the ideas they came with and you actually integrated? #00:30:10.7#

R-ID12: Yes. I think in some cases, it's just something that often comes from different groups is to have, for example, more access to the river just to experience the water and to have the possibility that children can play there. #00:30:38.7#

I-EDUARDO OLIVEIRA WSL: I can visualize that. #00:30:40.4#

R-ID12: Yeah, and there are several... #00:30:43.7#

I-EDUARDO OLIVEIRA WSL: Picnic areas? #00:30:44.9#

R-ID12: Yeah, a picnic area, for example, a special picnic area at a special place, so these are things that come from these groups and that also found their way into the concept. #00:31:02.5#

I-EDUARDO OLIVEIRA WSL: You also somehow play with this concept of place attachment, so having these... if the masterplan has the capacity to reply to the needs of locals, the locals always engage more with the process. #00:31:21.3#

R-ID12: Mhm, yes. Ideally, it would be good but it's not always so that the municipalities would do that kind of collaboration and engagement with their citizens. Sometimes they do, sometimes they don't, and sometimes it comes later. There is one interesting example of the first masterplan here for the (? #00:31:56.5#) valley, for this valley, was some years after finishing... no, just one or two years after finishing the masterplan concept, it became the basis for the municipalities to apply for a certain instrument of the land of Baden-Württemberg which is called (? #00:32:27.1#). It's a kind of garden exhibition which takes place every two years and the federal state gives funding money and it's also to improve open space to make green projects, and those municipalities, those 16 municipalities, they applied together for this kind of (? #00:32:53.1#). Normally it's one or two who want to do something on their own ground and in this case, they already felt like being a group, being something connected. They applied really with these 16 municipalities and they also were successful. They got the funding and this is now called the landscape exhibition because it's not only garden but it's really a landscape exhibition and will take place in 2019. Now all the municipalities which are involved in that project, they went back one step and now they all work together with their citizens on ideas or plans for this part always based on the overall concept and on the guiding principles which are in the masterplan. #00:33:54.7#

Commented [E07]: Rems valley

Commented [E08]: German expression for garden exhibition

Commented [E09]: garden exhibition

I-EDUARDO OLIVEIRA WSL: Bearing in mind you mentioned this is 2019 this landscape exhibition, so how does the region of Stuttgart see this project? Do they want to capitalize on it? Do they want to communicate it to the outside to try and attract visitors? #00:34:20.0#

R-ID12: Yes, yes. This is to attract visitors. #00:34:22.2#

I-EDUARDO OLIVEIRA WSL: They are giving some relevance to it besides the funding of course. #00:34:29.6#

R-ID12: We give additional funding money for inter-local projects again. #00:34:39.5#

I-EDUARDO OLIVEIRA WSL: I was about to ask that, okay. #00:34:41.5#

R-ID12: So, again, we have an extra pot of funding especially for that, 2 million euros to give to the municipalities but only for really inter-local projects, yes, so like inter-local hiking path connecting all the cities or the possibility to go on a canoe on the river and to have special places. So, just for these, always with the regional and inter-local aspect for such projects. The aim is to attract visitors not only from regions but from the whole state of Baden-Wurtemberg. There is a certain dynamic in these masterplans. Sometimes you make them, you finish them and the municipalities, yes, they apply for funding for one, two, three projects and then it finishes or kind of slows down, and others are very, very dynamic and try to make the best of it, to use it for new things, so this garden exhibition. We also supported them. We also supported the application for the garden exhibition. #00:36:13.7#

I-EDUARDO OLIVEIRA WSL: You also want them to have some dynamic? #00:36:15.4#

R-ID12: Yes, yes. So, the most important thing and the aim is just to bring the plans into life and to use every way, every means to really build something to have something on the ground so that it's not only a nice brochure that you have in your drawer but... #00:36:46.7#

I-EDUARDO OLIVEIRA WSL: You want to give life to what is written I guess.
#00:36:49.5#

R-ID12: Yes, yes. #00:36:50.3#

I-EDUARDO OLIVEIRA WSL: It needs to happen on the ground. #00:36:51.9#

R-ID12: Mhm, and that's the very important thing with the funding that we really succeed more and more bringing it to life. If you look at the red dots, these are all projects that are already implemented. #00:37:08.5#

I-EDUARDO OLIVEIRA WSL: You have quite a lot here. #00:37:09.7#

R-ID12: Yes. What you also see is you can also apply and be successful with the project if you are not in a master plan. Every municipality can apply, not only those with masterplans, every municipality, and if they have good ideas with inter-local focus which is good for the regional development then they can be successful and they can get good co-funding. Of course, you see if there is a masterplan then there is a lot of projects but also some other municipalities which don't have a masterplan have applied for the program and were quite successful. This is in case... also because the money for the fund comes from all municipalities. It's part of the regional budget and our budget is collected from the municipalities mostly, yeah. So, if you collect their money, you have to give it back and in the best case, you have to give each municipality the possibility to get some of the funding back. They have to bring us good quality but then every municipality has the chance to get funding.
#00:38:49.9#

I-EDUARDO OLIVEIRA WSL: That's the way to get them involved, make them come with projects that really fulfil their vision or their aims. You mentioned some minutes ago that some of them are more dynamic than others, so I have two questions on the leadership which is something we have also to follow the role of the leaders in planning. How do you characterize this leadership in the masterplan? Is it the mayor that really wants to, "Okay, we have this masterplan, let's do something, let's

present this project"? Is it pretty much about the mayor or...? #00:39:30.3#

R-ID12: It's very, very much about the mayor, mayors, yes, and also on the... how to say... on the maybe partly financial capacity of the municipalities and also depending... #00:39:51.8#

I-EDUARDO OLIVEIRA WSL: They have to sponsor 50% of the... #00:39:54.7#

R-ID12: They have to sponsor 50% but that's not always the biggest problem. It already begins earlier, the capacity of experts, for example, in the municipality. Big town municipalities, they have their own planning departments. They have staff that can work with us on these plans or staff who create their own ideas and small municipalities, they often don't have enough people working on these issues so everything depends on whether the mayor has time and ideas. If not, then not. Often they have ideas but no time to do it so it also depends on the size of the municipalities. If you look at this one, for example, there are only five projects which are already implemented. It's a very big part of the region but all of those municipalities are rather small. #00:41:13.4#

I-EDUARDO OLIVEIRA WSL: You also mentioned before some of them are really small. #00:41:16.2#

R-ID12: Yes, so the capacity to work on concepts, to develop ideas further is just... yeah, it's limited. It's just a limit of size and capacity and on the other hand, in this valley, for example, there are a lot of medium sized municipalities who have a very good administration, very good planning staff, who also were used to working together on water issues; flooding and things like that, water management, so they also have ideas coming from those fields. So, it's several factors that lead to more or less dynamic. #00:42:17.6#

I-EDUARDO OLIVEIRA WSL: These ideas of the masterplans, the landscape park overall emerged from inspiration of other regions or in case of European Union guidelines or national, German-wide national requests or from where comes the inspiration to work on these landscapes? I found it quite innovative when I compare

it to the regions I have been. #00:43:00.4#

R-ID12: It is inspired also by other regions and you can say there was a certain movement in the late 80's, early 90's in Germany where the agglomeration areas realized that we cannot only protect open space, we have to find any instrument to enhance open space, to fulfil our goals, and you surely know (? #00:43:37.1#) park in the rural area, this is the mother of all landscape parks. They have a lot of European funding money to do so but that was a certain area where in the planning community, the idea of these regional parks, landscape parks came up, and also different approaches of how to reach these goals were discussed. Several regions continued to work on that approach, for example, the rural area had this big, big structural change but also the area around Frankfurt, the Rheine Main area, they also have a regional park and also sometimes smaller urban agglomerations thought this could be a new instrument besides the legally binding instruments to come to a certain development of landscape. #00:44:54.1#

Commented [E010]: example of a landscape park in The Ruhr area

Commented [E011]: Frankfurt Rhine-Main

I-EDUARDO OLIVEIRA WSL: The fact that it's not legally binding, how do you see this situation? You get the municipalities more involved if it's not legally binding or if it was binding, they... how do you see this relation, binding, non-binding, and that participation of municipalities? #00:45:14.1#

R-ID12: I think in this case for the development of open space, it's better to have it non-binding because then if it's voluntary, the municipalities are more willing to collaborate, yeah. I think here in the Stuttgart region, we have a very good duality of our binding regional plan which is rather strict and which is not so much appreciated by the municipalities but they know how to deal with it and to work with us, and in the binding instrument, we can, on a first step, protect open space. We can say, "You should not build there", and by doing that, we create a kind of... how to say... a possibility area to develop, to enhance, and the enhancement has to be done locally because the municipalities have the legal instruments to do it. Often also the ground belongs to the municipality or the municipality has the... they are the land owners or they have the possibility to buy the land for doing it. We don't have the possibility to buy land, for example. We could not implement anything in the region because we are not a land owner anywhere so it makes sense to collaborate and in this case it is

very much appreciated by the municipalities that it is non-binding and voluntary. I also think in this case this is really crucial for the success that they do what they want to do so it's something they have to want to do and if it's not binding and they do it anyway then you can be sure they want to do it and will implement it. #00:47:46.4#

I-EDUARDO OLIVEIRA WSL: Yes, that's very interesting elements. #00:47:48.9#

R-ID12: Yeah, so in this case I think it's good and it's also seen quite positive from the municipalities and it also helps us to be seen to have a positive image as someone who gives possibilities. #00:48:09.3#

I-EDUARDO OLIVEIRA WSL: I have a question here that I will try to make simple because it is here in my mind. I'm not sure how I can translate it into words. Do you have masterplans that involve the municipalities, they can come with projects for the enhancement of these open spaces but in case that a certain part of this territory has been devoted for industry, but there is no sort of light that an investment will come? It's possible to... okay, but now we have more interest on making here an open space, how can this happen? Is it possible to transform a type of land use or a certain area that has been dedicated to industry be somehow transformed into an open space? This happens in the masterplan and then you have to come to the regional plan and try to reshape it on the coming reformulation of the plan? #00:49:27.1#

R-ID12: It depends. If, for example, it would be an industrial area or a housing area which is dedicated in the regional plan as such as an inter-local area for industry or for housing then we would say, "No, we want you to make housing there. You can make a good concept for the housing area with a lot of green and maybe if you have a good concept then you can also get funding money for something in between, but we don't want you to get rid of the whole..." #00:50:09.2#

I-EDUARDO OLIVEIRA WSL: Yes. Sorry to interrupt but you mention a lot here about the balance so it's here that it comes this balance for the types of land use? #00:50:19.6#

R-ID12: Yes, for example. If someone implements a project, the municipalities have to make sure that they maintain the things they do for at least 10 years, so that's also a certain kind of make sure that it will not be changed next year or in five years. It's a rather long term agreement that they have to maintain it and to keep it for this time. So, we want projects that will last so that's our goal but, yeah, you don't know how the development will be in 15-20 years, so also the masterplans, they are not... you can't say they are fixed forever and nothing can be changed. They can be developed further. If the municipalities want and if they have the interest, they can develop it further. We can make suggestions, they can make suggestions, and we just have to check if it fits into the overall regional plan and into the guidelines of the regional plan. There are very, very much new things also possible, and we also want... we are already doing it here for the (? #00:52:01.9#) valley at the moment. A colleague of mine, she just checks which projects are already implemented. Are there some that should be done and now she contacted all the municipalities asking them, "Do you still want to do this kind of project? Do you want to do another kind of project?" so we just have to... #00:52:29.3#

Commented [EO12]: Neckar valley

I-EDUARDO OLIVEIRA WSL: Evaluate? #00:52:30.0#

R-ID12: ...evaluate and check again, make follow ups after a certain time, have a look at other factors of why are many things implemented, why are less things implemented. For example, for this area, there is at the moment a student doing her bachelor about that theme; why do the municipalities not implement more and what could be done to support them. We have to develop the whole concept all the time and adapt to the situation so it's nothing static. It's always... yeah. #00:53:24.5#

I-EDUARDO OLIVEIRA WSL: Evolving and dynamic. #00:53:27.1#

R-ID12: Yeah. #00:53:29.6#

I-EDUARDO OLIVEIRA WSL: Do you also have established any communication channels with universities within the region and outside, I don't know, for more the green structure of the region of Stuttgart or...? #00:53:45.7#

R-ID12: In parts, yes. We are working together with municipalities... with universities, for example, with bachelor and master theses for landscape parks. At the moment, there is a course in preparation from **Nürtingen, from the University of Applied Science** which teaches landscape planning and landscape architecture. They are working... now they want to work in this area now the students, so that's also good. They want to think about what could be done to enhance recreation and open space in this area, so we have this collaboration with the universities. We also collaborate partly in EU projects with the landscape parks so this is also why you find some English texts on the internet about the landscape park. For example, this was a project, the value plus project, we worked... it was an Interreg. #00:54:59.6#

Commented [E013]: Nürtingen is a town in the district of Esslingen in Baden-Württemberg in southern Germany

I-EDUARDO OLIVEIRA WSL: I see, the Interreg. #00:55:00.7#

R-ID12: We worked on this river valley here and there's also a master plan for the (? #00:55:06.1#) valley and there was one very big project coming out of the masterplan, the so-called industrial heritage route, and then we applied for Interreg money to work out this industrial heritage route to elaborate it further and to implement it so that was our contribution to this Interreg project and there also the collaboration and the participation aspect was very important. #00:55:47.8#

Commented [E014]: Landschaftspark Fils Rund 63

Flusskilometer umfasst das von reizvoller Landschaft eingerahmte Filstal von der Quelle bei Wiesensteig bis zur Mündung in den Neckar auf der Höhe von Plochingen. 16 Städte und Gemeinden säumen die Fils, rund 200.000 Menschen leben dort.

I-EDUARDO OLIVEIRA WSL: Of course you also get knowledge from these regions? #00:55:52.6#

R-ID12: Yes, yes. That's very important, this exchange, the knowledge exchange with other regions, yes. #00:56:02.2#

I-EDUARDO OLIVEIRA WSL: In terms of the bicycle paths, is there any process to interlink bicycle paths with other regions of Germany? This is quite well developed within Germany I think. #00:56:17.0#

R-ID12: Yes. There is, for example, here in the (? #00:56:20.9#) valley, that's a very important bicycle path going the whole valley from the source to the mouth which goes through the whole federal state of Baden-Württemberg, for example, so you have to work also with regions in the north and in the south, in the borders, and also

Commented [E015]: Neckar valley

both regions did a kind of similar masterplan for their (? #00:56:47.8#) valley.
#00:56:49.7#

Commented [E016]: Neckar

I-EDUARDO OLIVEIRA WSL: Aha. #00:56:50.4#

R-ID12: They adopted our approach and also did a kind of masterplan. #00:56:58.5#

I-EDUARDO OLIVEIRA WSL: I see a lot of... I see good... you can tell if they are good or not but the synergy in Baden-Wurttemberg state as you have these collaborations, it seems to go quite well. #00:57:14.4#

R-ID12: Mhm, yes, that works quite well. #00:57:16.0#

I-EDUARDO OLIVEIRA WSL: Which doesn't happen often. Maybe it happens better in Germany and happens less effectively in other contexts. #00:57:23.8#

R-ID12: Yes, or, for example, this masterplan for the (? #00:57:28.7#) valley, was from the beginning... when those municipalities applied for the masterplan, we said, "Oh, it's a pity the river itself has its source here outside the region. It's a pity that they are not in the region", so we asked them, "Do you want to contribute? We cannot pay for you but you can contribute and be part of it", and they agreed and they paid for the plan... they gave for their area, for the planning experts, and they are also now part of these garden exhibitions, so this is a very strong also inter-regional collaboration in this valley. #00:58:18.3#

Commented [E017]: Rems valley

I-EDUARDO OLIVEIRA WSL: I'm curious about this garden exhibition. It's a small parallel question but it involves recreating different types of gardening, different flowers, different trees? #00:58:31.9#

R-ID12: Normally, yes. #00:58:34.0#

I-EDUARDO OLIVEIRA WSL: I can bring an example from my country of origin which is Portugal. In northern Portugal in a specific city, they do these kinds of garden exhibitions. The place is called Ponte de Lima but they call it a thematic

garden exhibition and does not involves other municipalities, only one municipality.
#00:58:52.6#

R-ID12: Yes, that's normally the same here. Maybe sometimes two municipalities because the area is at the border and it's connected but it's absolutely unusual here in Baden-Württemberg to have it with 16 municipalities so that was quite new also for the government and they see it as a part of a kind of experiment. Yeah, it's something special for them but they said, "Okay, let's try it". There is something comparable in the state of North Rhine-Westphalia. They call it (? #00:59:35.2#) so regional approach as well and it's also a kind of development concept for region, for a part of a region where also the landscape park municipalities can apply for the projects and it's not only that, and then if you are... if you get such a "regional funding", then you get co-funding from different departments. You can get co-funding for traffic, for new streets, for example. You can get co-funding for urban development. You can get co-funding for river development, so from certain departments from the federal state, from their co-funding pots for a certain stretch of time, you can get the funding from all of them and that's the same with the regional garden exhibition. They also get co-funding for several streets and traffic issues. They also get co-funding for urban regeneration, for example, so there's also... it's a kind of bundle of different funding for different projects. #01:01:22.9#

Commented [E018]: Regional

I-EDUARDO OLIVEIRA WSL: I have two questions here. One is about the urban gardens. Does it happen here, these kinds of projects, people can have a piece of land to cultivate some vegetables? #01:01:54.3#

R-ID12: Up until now, it never came up in the concepts of the landscape park but it happens here. There are urban gardens in Stuttgart or (? #01:02:05.8#) or in Geislingen or also in the smaller cities. It happens but maybe it didn't come up in the concept because those urban gardening projects, they are mostly initiated by the citizens itself. They are not municipal projects but they are really from the ground projects so maybe that's why they don't (? #01:02:38.4#) here. In England, one of the projects that was a part of this value plus was urban gardening in Manchester. They had a very, very interesting approach for so-called meanwhile sites, so they went into underused sites and established urban gardening there. You can take this

Commented [E019]: Esslingen am Neckar is a city in the Stuttgart Region of Baden-Württemberg in southern Germany, seat of the District of Esslingen as well as the largest city in the district.

Commented [E020]: Occur here in Stuttgart

with you. This one as well. It's heavy to carry but you can have it. Often it's easier to read something in a book than only to have it on the internet. These reports are also on the internet but sometimes it's... #01:03:23.9#

I-EDUARDO OLIVEIRA WSL: Yes, it's better to have these hard copies. #01:03:27.8#

R-ID12: Mhm. #01:03:28.3#

I-EDUARDO OLIVEIRA WSL: Also those involved for the comparison is always good. #01:03:33.4#

R-ID12: Yes. #01:03:34.9#

I-EDUARDO OLIVEIRA WSL: The last question is on the... some questions are on land use change but focus on the landscape park on the types of project. We've already talked about some but I see some... here, they are really specific interventions in these municipalities. Are there projects on perhaps a larger scale such as wind energy or renewable energy, or is it more about the enhancement of the open spaces? #01:04:12.9#

R-ID12: It's more about enhancement of open spaces and, as you said, more micro-interventions on special spots. Sometimes it's... the biggest ones are those who deal with the renaturation of river banks so they can have a certain length, for example. They are also a very important part. There is one big project that is part of the landscape park in the (? #01:04:48.1#) which was also a change of land use in an area at the Neckar river which was formally farmland and fields. This was all given back to nature and there was a new small river which was developed and wetland was developed, so this was the one with the biggest scale intervention. It should be here, into this here, yeah, but normally it's more on the micro... #01:05:49.9#

I-EDUARDO OLIVEIRA WSL: On the micro scale. #01:05:50.5#

Commented [E021]: Ludwigsburg is a city in Baden-Württemberg, Germany, about 12 kilometres north of Stuttgart city centre, near the river Neckar.

R-ID12: Yes. #01:05:51.6#

I-EDUARDO OLIVEIRA WSL: That's pretty much the elements that I pointed out to you while I was reading this. #01:06:08.9#

R-ID12: Yeah, I think it's often connecting like here in the Neckar valley, the biking... #01:06:19.0#

I-EDUARDO OLIVEIRA WSL: The pictures are also very helpful. #01:06:22.4#

R-ID12: Yeah. If you want, I can give you... show you another park... if you want, I can just send you a download link to the brochures then you don't have to carry all of them for the different masterplans. #01:06:51.5#

I-EDUARDO OLIVEIRA WSL: Yes, that will be good. #01:06:52.8#

R-ID12: It will be good because then you can just also have a look at the pictures. If you want this... you already have a printout but if you want, you can also take it. #01:07:06.2#

I-EDUARDO OLIVEIRA WSL: Yes, that would be good to take this #01:07:18.0#

R-ID12: This one, this is our map for the landscape park. I think it's from 2013 so it should be... now there are more projects but you just see a very good example from projects which are on the back, and here you can see... #01:07:43.9#

I-EDUARDO OLIVEIRA WSL: I can take these. #01:07:46.3#

R-ID12: Yes, you can take it with you, and this is the big project I was talking about which brings back wetland and a new connection of the river. #01:07:58.0#

I-EDUARDO OLIVEIRA WSL: Yeah, beautiful. #01:07:59.2#

R-ID12: Yeah, so that's really very beautiful and it's a nature recreation area. It's a

recreational leisure area for the people, for the citizens of (? #01:08:12.9#) which has around 90,000 inhabitants so it's also very important for them, and it's also for water retention so it's also this multi-functionality again. This is a very good project and a very good example but it's... 8-10 million euro projects so the European Union paid for it, the state paid for it, we paid for it, so it was a lot of people or institutions involved who gave funding to it. #01:08:48.6#

Commented [E022]: Landkreis Ludwigsburg

I-EDUARDO OLIVEIRA WSL: I'm sorry if you are out of time. #01:08:53.6#

R-ID12: No, you're welcome. It's okay. #01:08:55.4#

I-EDUARDO OLIVEIRA WSL: This multi-functionality happens between municipalities. Let me try to qualify. For instance, if a municipality happens to develop a project more on urban regeneration they have heritage but then who can get some financial support for a project on urban regeneration if they link with the open space of another municipality, if they do something integrated despite the fact that one is for more green area and another for more regeneration? #01:09:28.4#

R-ID12: We can only fund green regions. We cannot fund urban regions. #01:09:36.1#

I-EDUARDO OLIVEIRA WSL: They have to go through different channels. #01:09:38.8#

R-ID12: Yes. #01:09:38.9#

I-EDUARDO OLIVEIRA WSL: It makes sense, of course. #01:09:41.2#

R-ID12: Yes, so that's, for example, one of the reasons why we focused for the one valley for this garden exhibition because we know if you were successful then you can get your hand on funds for urban regeneration, or that's why we also try to get some investment money through European programs, yeah, for example, for the industrial heritage route and so there we could also get some additional funding for the planning and for the, yeah, advertising and marketing, so it's always just having a

look at where you could go to get some money. #01:10:42.3#

I-EDUARDO OLIVEIRA WSL: I see the S-bahn here on the map. #01:10:47.3#

R-ID12: Yes, that's also important. We want the project to be very good, accessible by bike or by public transport which would be ideal, or at least by bike, yeah. #01:11:05.5#

I-EDUARDO OLIVEIRA WSL: Well, thank you so much for your time. #01:11:08.6#

R-ID12: You're welcome. #01:11:09.2#

I-EDUARDO OLIVEIRA WSL: Thank you for these documents. They will be very helpful for me and for my colleagues as well, especially these maps for the one that is analyzing the maps specifically. #01:11:24.2#

Commented [E023]: okay

ID12 Stuttgart 18 July

ID13 Vienna 22 July

R- ID13: Just to draw a picture about the specific situation of Vienna and the surrounding county which is called Lower Austria... #00:00:17.0#

(German). #00:00:41.6#

I-EDUARDO OLIVEIRA WSL: That's all fine. #00:00:49.3#

R-ID13: So, in Austria, it's a federal state of nine counties, and a little bit like Switzerland which is cantons, so we have the Bundesländer, which are counties or regions and they all have their own law and they have their own rights. They make their development plans, regional plans, and the little communes but there's this hierarchy of rights in Austria that there is national interest which is national law then there is county law or regional law, and then, for example, the regulation of building... building regulations, we have nine laws of building regulations in Austria because it's a matter of the county, and then there are matters of the communes and little cities. They have the right to make the zoning plans. So, this is the hierarchy of land use planning and you see that the little communes, they are autonomous in what they do in their legal plans. So, this is a little bit of a problematic situation, but especially in the Vienna case, we have an even more complicated situation because we are a county within... which lies completely in another county. We are a little bit like Berlin, Brandenburg, or Hamburg and the surrounding area, and Vienna is completely an island within Lower Austria. #00:02:48.6#

I-EDUARDO OLIVEIRA WSL: Alright. #00:02:49.8#

R-ID13: So, regional planning cooperation across the administrative borders isn't so easy because this surrounding county is mostly governed conservative but Vienna in the last 90 years was mostly governed by the socialist party. In some coalitions like now, we have a green and red coalition but it is dominated through nearly 100 years in a more socialistic, or social democratic way, so many of the benefits of this city is coming from this continuous development. For example, it started with building social housing at the beginning and, on average, it was 5,000 flats per year, so over many

Commented [E01]: Lower Austria is the northeasternmost state of the nine states in Austria. The capital of Lower Austria since 1986 is Sankt Pölten, the most recently designated capital town in Austria.

Commented [E02]: Austria is a parliamentary representative democracy comprising nine federal states

Commented [E03]: https://en.wikipedia.org/wiki/States_of_Austria Since Land is also the German word for "country", the term Bundesländer ("federation states"; singular Bundesland) is often used instead to avoid ambiguity

decades, Vienna became the biggest land owner and flat owner of the city. So, this now is a good situation but it was not... you cannot foresee this, it was not planned, this just happened. It happened that this was a continuously social democratic area, and many of these benefits which we are now needing in various communes in this city, they are coming from 100 years before, 80 years or 50 years before. #00:04:30.8#

I-EDUARDO OLIVEIRA WSL: So, what we see now is very much part of the tradition. #00:04:35.4#

R-ID13: Yes, continuous development without breaks and without... #00:04:40.8#

I-EDUARDO OLIVEIRA WSL: So, pretty much also influenced by politics? #00:04:43.0#

R-ID13: Of course, of course. The cities have their politicians that the population wants so I think the population of Vienna was responsible for this continuous... for preserving these qualities because they decided who is the political... who is going to be in the government so at least I think there was this spirit in the city which was keeping these traditions and this quality, and preserving these qualities. To have a little bit of understanding, this specific situation in Vienna and now this of course has impacted in these questions and I want to help you with these questions. #00:05:32.2#

I-EDUARDO OLIVEIRA WSL: Yes, that historical background is important and then I still would like to know... then we focus on the Vienna case. You mentioned that it is a particular case and then we can go and focus on the planning in Vienna just for the core city. I see that also involves the surroundings, how many municipalities. You already mentioned that the local municipalities have a lot of power so they have power in terms of planning as well, so then we can also... if you can also tell me a bit of this historical background of the planning system in Vienna. #00:06:10.8#

R-ID13: Yes, because the history... concerning the regional planning, or also the... in Vienna, it all started from a... there was a big fire in history so the first regulation, building regulations come from this catastrophe. They said, "Okay, we have to regulate the buildings", but this was the beginning of our existing building and land use

law. We call it Baldwin, you know, even the word is characterizing that it is concentrated on the building but of course it's our planning law which is the basis of our bigger regional planning within the city because Vienna, at the same time, is a city and county, so we also have county planning which is based on this building law. Of course we also have in our minds, we are thinking across these administrative borders and we want to cooperate with Lower Austria and other counties, and therefore we saw that it would not be necessary to have institutional planning instruments for the bigger region. This led to the construction of the PGO which is planning association, **Planungsgemeinschaft ost (PGO)**, planning association east which is concerning three counties; Vienna, Lower Austria and Burgenland. Burgenland is also one county of Austria and the three counties said, "Okay, we want to have a little organised institutional body to make our bigger regional planning", because the historical background was that after the war in the 60's, these eastern regions of Austria were very near to the Hungarian border, to the Czech border, to Slovakian border, that this was from economic activities, it was a very underdeveloped area and also the income was very low. It was focused only on the Austrian market and not much... and the iron curtain was hindering to have connections with the eastern parts, so it was an underdeveloped area and so these three counties said, "Okay, we need a little bit... a planning institution to get stronger in comparison to the western parts", because Salisbury or Salzburg was connected of course to Germany, and Klagenfurt was connected to Italy, and then Bregenz to Switzerland, so they all had their connections but Vienna region did not. So, we needed some body and this body is consisting of three governors, three governors of these three counties; Vienna has a governor which is at the same time the mayor, so one person with two functions, and Lower Austria has a governor and Burgenland has a governor, and they said, "Okay, we are the political board and we make the decisions", and to prepare these decisions, they have a little office consisting of administrative people of these three counties. They are preparing our agenda and they are preparing our common regional development goals and then we adopt this and go back to our counties and make this into a reality. This was a very good construction because it was very effective. It was effective in this camp that if these people, they are understanding each other very well and if they are friends then this is working very well. In the first years, it was the case that it worked really well but of course you have elections with changes in people and if they don't understand each other very well then this is more of a formal construction because it doesn't have any

Commented [E04]: <http://www.pgo.wien.at/> The PGO is a joint organization for the administration of **Burgenland, Lower Austria** and **Vienna** to the vote, coordination and preparation of spatial planning-related issues in the Austrian "country eastern region".

<http://www.pgo.wien.at/index.php?id=54>

Commented [E05]: Planungsgemeinschaft Ost

power anymore. It has no impact on reality anymore so nowadays, these days, we are a little bit in this situation that it's just formal, (? #00:11:48.1#). Of course, behind all of these developments in spatial planning decisions, there is an economic, financial law which is distributing the tax and incomes which is going to the national level back to the counties and back to these little communes. This is a very complex law, financial system. #00:12:22.8#

Commented [E06]: Why?

I-EDUARDO OLIVEIRA WSL: And fiscal? #00:12:23.8#

R-ID13: And fiscal system, and this is hindering cooperation across administrative borders because every commune wants to have this shopping center on his side because it gets income tax and so on, and also financing regional public transport or to have not regulated but foresighted common vision on settlement development in this region, not only within the administrative borders but on a bigger scale, this is not working very well because every county wants to get the people on his side, the inhabitants, to get the taxes refunded from the national state depending on the amount of people which are living in this county. Everyone wants to have the most... #00:13:32.5#

I-EDUARDO OLIVEIRA WSL: So, you see more a competition? #00:13:34.2#

R-ID13: Yes. So, there are some mechanics behind which are hindering cooperation. To overcome this, this border for cooperation, you mostly have to be in a situation which is very, very bad, so bad that you have to cooperate because you can't survive or the benefits of cooperation are so obviously good for both sides then they will cooperate. Between this, I think it wouldn't work. This is not a theory but looking back over the last two decades at least, it always was this case that if you can't sell this cooperation as a political achievement in your administrative area then they wouldn't cooperate. On the other side from some examples around Europe, for example in Germany, you see that the best cooperation is only if these two administrative units have such big problems that there is no way out of cooperation, so they are forced to cooperate then it's working, but in between Munich or some other regions which have institutional borders, this is the next question. From the national state, some national states in Europe have institutionalized this regional level of planning. In Germany, the

metropolitan regions, they are very different. Each of them is working in a different way. One in Stuttgart, I think is one of the best because... #00:15:43.9#

I-EDUARDO OLIVEIRA WSL: I have been there last week. #00:15:45.4#

R-ID13: Ah, because they have elected bodies which have a big power and can make so many plans in the region across the administration, fantastic, but... #00:15:55.2#

I-EDUARDO OLIVEIRA WSL: The regional (? #00:15:55.9#). #00:15:58.3#

Commented [E07]: They have a regional assembly

R-ID13: Yes. They are elected and they have to represent. They have money and they have the legal power, and they have a budget for infrastructure so this is perfect. Munich, for example, is not working very good. This region is very wealthy but it isn't necessary to cooperate because it's too (? #00:16:21.7#) (laughing). #00:16:23.2#

Commented [E08]: Too rich...

I-EDUARDO OLIVEIRA WSL: So, something like (? #00:16:24.2#) that. #00:16:25.4#

R-ID13: Yes, and in Hamburg, they have a slightly different challenge because of these rural urban challenges. They have very poor and flat land in the periphery and of course a very strong – of course so it's also not easy to cooperate in this region. Berlin and Brandenburg have a common planning association but it's not working very well. #00:16:57.1#

I-EDUARDO OLIVEIRA WSL: Hannover region, they have a similar structure compared to Stuttgart. They also have a regional assembly. Some of my case studies, I can tell you because you are also familiar with these METREX network. #00:17:10.4#

R-ID13: We are also part of the METREX. #00:17:12.7#

I-EDUARDO OLIVEIRA WSL: Yes, yourself, you are a representative. #00:17:15.0#

R-ID13: Yes, yes. #00:17:16.5#

I-EDUARDO OLIVEIRA WSL: I'm talking with some people who know you because they always ask who I'm going to interview and so I'm taking Hamburg, Hannover, I've already been doing the interviews. Stuttgart and I'm going to Helsinki next in two weeks. #00:17:35.0#

R-ID13: Of course I know these people in Helsinki, Hamburg, of course... #00:17:38.7#

I-EDUARDO OLIVEIRA WSL: And Oslo. #00:17:39.4#

R-ID13: Yes, also Peter Austin because he's on every "soup" (laughing). #00:17:45.1#

I-EDUARDO OLIVEIRA WSL: He's very active (referring to Peter Austin). I can tell you that everybody asks with whom I'm talking with and when I say I'm going to Vienna and talking with this group of experts, they always mention your name that they know you. Nikolas Svensson from Stockholm, Hans Brattström. #00:18:08.5#

R-ID13: He has a function in the METREX. He is the treasurer. Okay, okay. #00:18:12.6#

I-EDUARDO OLIVEIRA WSL: Because then he asked me if I would like to attend the METREX conference next year in Stockholm to present some of these ideas. Mr. (? #00:18:21.8#) in Stockholm. #00:18:22.9#

R-ID13: (? #00:18:22.9#), ah, because he's the director of... yeah, yeah, I know him. Nearly a friend, yeah. #00:18:28.8#

I-EDUARDO OLIVEIRA WSL: Yeah, then Peter Austin I'm also talking to. #00:18:31.5#

R-ID13: Austin, yes. Who is it in Helsinki? Who is it? #00:18:36.3#

I-EDUARDO OLIVEIRA WSL: Rikhard Manninen .#00:18:40.1#

R-ID13: I don't know. #00:18:41.8#

I-EDUARDO OLIVEIRA WSL: There are three persons and then I'm talking with a lady from the region of Helsinki-Uusimaa. It's not written here because it's someone new. I know you also attend these meetings and you may get some inspiration on what they are doing. #00:19:06.6#

R-ID13: Yes, of course. The METREX is just for focusing on these topics of metropolitan regions and the problems, yes, and of course in another world of regional planning which is just in progress to get more and more to this regional concept is in Italy with this Citta Metropolitana. This is a national law which is also fostering additional formal construction or formal body. We don't know if it's an additional administration or if it's substituting. They already have a hierarchy of planning bodies and they have such a little thing which is connecting some cities and little communes. I don't know the name now, so they have a double structure for regional planning, but they also have the big problem that it's not politically legalized. The people who are living in the region, they don't know to which regions they belong in reality because also, like Vienna, if you're coming from the south of Vienna which is actually Lower Austria, the people don't know they are in Lower Austria or they're in Vienna because it looks all the same because it's one big agglomeration and there is administrative board but you don't see this administrative board. You can't feel it. You go shopping in one of the biggest shopping malls of middle Europe and the people think they are shopping in Vienna. No, it's in Lower Austria and the tax and incomes are going to there. So, this is the daily problem of this cooperation in Vienna but, okay, the historical institutional background of the strategic planning of the region, the planning system, so we try to make strategic planning with this planning association east. This is one of the most... it's from the 70's, I think, founded in the 70's. I'd have to look that up but it's the 70's I think. #00:22:01.3#

I-EDUARDO OLIVEIRA WSL: So then this planning association, they develop a regional plan? #00:22:07.5#

R-ID13: Yeah. #00:22:08.4#

I-EDUARDO OLIVEIRA WSL: But it's not legally binding or...? #00:22:10.3#

R-ID13: No, no. They don't make a regional plan. They only made region... how do you call it? It's a concept, a development concept. They made it in '94. It was the... you have to imagine that it's... I can give you these brochures. It was just in... it's not a very precise plan but it was some themes or some principles that they showed which were very important. One was the polycentric development. Polycentric was a decentralized polycentric development which means not only to have this main city of Vienna and then nothing around it but they want to say, okay, also some middle sized cities should have some specific functions. They should be centers of development and of course public transport should be the backbone of this development, so it was a big aim to strengthen the public transport, and also to preserve some important green spaces like the national park and we have some natural resources which should be protected, and so it was a concept which highlighted some elements which would be very important for this future development but it was not a zoning plan, or it was not a big plan where you show, okay, in this commune there should be more land for building houses, or there should be some industry. It was just this element. #00:24:24.1#

I-EDUARDO OLIVEIRA WSL: Sort of working agenda as we call it here, or guidelines for future developments? #00:24:31.3#

R-ID13: Yes. It was keen like this metro plan. Of course it's related to some real elements in the landscape but it is not... #00:24:48.7#

I-EDUARDO OLIVEIRA WSL: Yes, I understand. #00:24:51.5#

R-ID13: Okay, it is just a little bit abstract. #00:24:53.5#

I-EDUARDO OLIVEIRA WSL: Yes, a little bit abstract, not... #00:24:58.9#

R-ID13: It's not like... #00:24:59.7#

I-EDUARDO OLIVEIRA WSL: Not a map. #00:25:01.9#

R-ID13: ...Google maps. You can see the size. There's the river and the.
#00:25:10.3#

I-EDUARDO OLIVEIRA WSL: Yes. #00:25:11.0#

R-ID13: This is a scheme but it's not... it is related to geography but not too precise.
#00:25:18.2#

I-EDUARDO OLIVEIRA WSL: Yes, yes. It's pretty much general for a broad picture as I see this, the railway as well. #00:25:25.3#

R-ID13: Yeah, it is a big picture. It's okay, what do you have to focus on regional development, which are my important elements. So, this was made in 1994 for the first time. This was a regional concept for this Vienna, Lower Austria and Burgenland region, then there's been some sectoral planning to protect the Vienna woods because there's, on both sides of the counties were too many sectoral common development plans but it was not like one big regional plan. This wasn't existing. #00:26:15.4#

I-EDUARDO OLIVEIRA WSL: Yes, it's external for... #00:26:17.0#

R-ID13: There was then a second attempt to make a big plan, big vision for developing this big area. It was a strategic regional... three or four years in 2010, I think, I'm not sure, they made the second regional concept which was... just a moment.
#00:27:09.1#

(Respondent leaves room to retrieve documents). #00:27:21.5#

R-ID13: This is the last product. This is one attempt to influence this common region. This is Vienna, Lower Austria and Burgenland so these are consisting of three counties so we needed these administrative entities within this region, and it's also trying to see the main elements, the roads, the public transport, commuting, the development, production development, infrastructures, land use, and so on, but in the end it's (?
#00:28:20.9#) and one of these... I think one of the big... of course the logistics and all these perspectives, but in the end, this is the most interesting thing. I think the most

Commented [E09]: In the end

improvement of this concept was to have, for the first time, an overview of how big the reserves are of land which you can build something, a zoning area, and so you get an impression; do we have enough space for settlements in this region and where? Where do we have these reserves? Is it enough for the foreseen number of immigrants? This was a plan which was made in... if you make a brochure, you never think there's a time after this and so (laughing)... #00:29:42.6#

I-EDUARDO OLIVEIRA WSL: But it happens... #00:29:47.4#

R-ID13: It's always the same. #00:29:49.2#

I-EDUARDO OLIVEIRA WSL: I see it, Vienna. #00:29:50.8#

R-ID13: It was 2010, okay, it was 2011, and so now some years later, we made an evaluation of this and how much reserves helped us in the past development and how were these reserves used, and so we also have an evaluation of this, and this was a good basis to say, okay, are we developing in the right direction or not because there are three scenarios that say, okay, we have a development which should be like law and order. The development should be on the best places because of public transport, of services, of shopping facilities and so on, and there's a worst scenario which is, okay, settlements are somewhere in the woods and not in the core area of the communes, and so there have been some scenarios. Now, we have the situation that we can even evaluate the past five years, what happened in reality. So, this is not so much foresighted but a little bit just monitoring or just observing whether we are going in the right direction or not, so this is rather an instrument. This is not a binding regulation plan but this is a little bit more of a strategic element to say, okay, if it's working good because of the regulation then we don't have to do much but if we are building on the wrong places then we have a problem. So, this is helping a little bit steering, influencing the development just in time, and with these big plans because of these legal constructions, the counties don't have much power to force a little commune to change their land use plan. They can only say if we are making a big road or a big public transport line or energy transport line like a pipeline or some wires with electricity, and you make on the same place, you say you want to have an area for housing then we say no, but the power is only to say no. They can't say, "I want that

you make your zoning area a residential area in the south of your commune". That is not possible. It's not possible from the county level because this power belongs to the commune because of this construction of law in Austria so you can only hinder / or try to convince on one hand and on the other hand, in some cases, you may say no. So, this is rather weak and of course you can subsidize some things but... #00:33:35.7#

I-EDUARDO OLIVEIRA WSL: So, you can also negotiate? #00:33:38.3#

R-ID13: Yeah, and this is leading to another element which is becoming more and more interesting now in Austria. It's of course this governance approach to say, okay, you don't have this fantasy to say, "I make a plan and the whole thing is working like the plan". This is not reality enough. It's more effective to convince or to speak with the decision makers and of course it is... yeah, they speak with all of these players which have their specific interest in this area. It's better to negotiate and to find a common solution as to make a plan which is not followed. #00:34:37.9#

I-EDUARDO OLIVEIRA WSL: Yes. #00:34:38.6#

R-ID13: So, I was beginning my job in a planning area, a philosophy area from a time which was very strongly influenced from regulation, from commissions, and (laughing). #00:34:57.9#

I-EDUARDO OLIVEIRA WSL: You have to do this and you have to do that. #00:34:59.2#

R-ID13: Yes, an order, and now of course I see from this long development that probably it's the better way to convince the behaviour or to influence the behaviour not to make the variation but to influence the behaviour so that the development will go in probably a better direction. So, I'm not a component of this only strategic region as well because I think you also need something to steer, like a... #00:35:45.5#

I-EDUARDO OLIVEIRA WSL: To hold on. #00:35:46.3#

R-ID13: ...and to say, okay until this point but not farther and if you... because it's

not... in the west... in this change of philosophy, we also said... we made a big advertisement that said, "The city belongs to you. You have the right to use all of these (? #00:36:37.6#) and all of these facilities, services, etc." and this was a little bit too much because the people don't care about this because it's belonging to them. There's always a little bit to say, "Okay, I have a zoning area or just an area where we can build something, and there is regulated 300 square meters of land for building but I need more so I make 2,200 of this". So, this is anarchy and this is not possible so this philosophy was too much in one direction and then in ten years, it's too much in another direction, then again... now, it's a little bit too liberal, too chaotic, so I think it should be a little bit of balance between law and order and balance in development negotiation, and only private development, only private interest, because the city I think is also in charge to articulate the interests of the poorer people who cannot articulate their interests. They don't have the connections to politicians or capacity, so we also have to be the lawyer of the public interests. So, it has a little bit to be in between, so it's good to have some lines to say, okay to this limit but not beyond, to say, okay, sometimes you have to say no, and the other cases, you can say, okay, let's negotiate what the benefits are for you but also what are the benefits for the population to say, okay, you can... not legalize it. You have the moralist right to say, okay, this is... I can give you some square meters more but it is also a benefit for all of these people. #00:39:34.2#

Commented [E010]: "amenities"

I-EDUARDO OLIVEIRA WSL: Summarizing and then I can pick up some of these questions. I understand that you are more in favour of a governance structure in planning, bringing the people together instead of a strategy, a map, a plan with beautiful maps. You think it's more effective if you put the things at the ground, if I understand correctly. #00:39:58.0#

R-ID13: Yes. #00:39:58.6#

I-EDUARDO OLIVEIRA WSL: But at this moment, and I then start picking up some of the elements, so we have this... it's still something that the municipalities hold to it or it's just there, and I want to make reference to the specific Vienna case because you also have a lot of documents that I think focus on the Vienna core city but also the surroundings and I want to try and understand the balance between these documents

here and the urban development plan for Vienna, who is involved with it, and this relation between a more regional instrument, I understood this, and the Vienna specific case that I'm also not familiar with. #00:40:46.5#

R-ID13: As Vienna, we are only allowed to think in our administrative borders, not to think to regulate something in administrative borders but of course we are thinking across these borders. This is just a bigger concept. On this border of Vienna, we have real problems... not real problems but problems in the reality with these little communes and villages around Vienna because they are belonging to Lower Austria, but they are... you can see from the flats of Vienna, you can see the villages in Lower Austria because it's one big glomeration, so we said, "Okay, we need some active element to coordinate the interests of Vienna and Lower Austria on this fringe of settlements, the next ring of Vienna", and this planning association east, they employed two managers which are regional managers working on the border of Vienna and Lower Austria to harmonize the planning and to coordinate the bicycle lanes and bridges and green space and... #00:42:25.0#

I-EDUARDO OLIVEIRA WSL: Transportation. #00:42:25.7#

R-ID13: Yes. So, this is an active element but it's not a plan. Its two managers, which should bring the lawyer, (not lawyer but mayor of the villages) the mayor of the villages together with the (? #00:42:44.3#) district mayors of Vienna to say, "Okay, what are you making on our common border?" This is one element but this is the next ring around Vienna, but in the second ring, we don't have any influence. Of course we have common interests in public transport and in the public transport, there's also a separate organisation which is called (? #00:43:22.5#). This is the public transport in the region which is a mobility association which has a common tariff for the prices for the public transport. They have common tickets and of course schedules. #00:44:01.3#

I-EDUARDO OLIVEIRA WSL: Yes, they're integrated. #00:44:02.2#

R-ID13: It's integrated, yes, but it's not belonging to the planning association. It's a separate organisation which tries to coordinate, which is very important in this region

Commented [E011]: district mayors of Vienna

Commented [E012]: Vienna public transport is part of the Verkehrsverbund Ost-Region VOR (transport association for Austria's eastern regions).
<https://www.wien.gv.at/english/transportation-urbanplanning/public-transport/>

for daily commuting because many people in the surroundings are coming. Yes, but your question was about this planning. #00:44:40.5#

I-EDUARDO OLIVEIRA WSL: You told me you have more influence but this step is only for Vienna core city. #00:44:48.0#

R-ID13: Yes, within Vienna boundaries. #00:44:50.4#

I-EDUARDO OLIVEIRA WSL: Do you call it a metropolitan region? #00:44:53.1#

R-ID13: We want to of course. We are the driving force in this metropolitan region and metropolitan understandings. #00:45:01.2#

I-EDUARDO OLIVEIRA WSL: But is that the way forward for you is to think as a city of as a metropolitan region? #00:45:10.2#

R-ID13: We want to think of it as a metropolitan region but you are speaking with this department and this section within the planning system in Vienna but Vienna of course has politicians and actors which don't have all the time this bigger vision. Of course politicians are also very concentrated and focused on their own territory. In some cases, they have to be a little bit more far sighted so we are, I would think, one of the most important transporter of this idea is this planning department and this planning association east because the other departments are focused on public health and something which are their own things and their horizon is ending at the administrative border. So, we are more in these planning departments. We have the biggest far sighted vision and ideas, and we see the necessity of transforming this whole planning system and also the financial organisation in (? #00:46:40.7#) metropolitan - bigger glomeration format which could be called metropolitan region or something else, it doesn't matter. We would say this would be necessary within the next 10 years to have this top down approach and therefore there is another institution which is an association of this land of Austria, all of the counties of Austria, and this is called (? #00:47:16.2#). On a national level, this body which is formulating national development concepts. We want to make this awareness on this national level that it is necessary to have such things like a metropolitan region although in Austria, for

Commented [E013]: towards

Commented [E014]: The Austrian Development Agency
<http://www.entwicklung.at/en/>

institutionalized, not only in fact but also to have a body for this, so this should come from top down. On the other hand, our daily business is bottom up. Our daily business is to negotiate with these little villages around Vienna. Our daily business is to think 'how can we finance the public transport?'. Our daily problems, they are not top down problems. They are not solutions top down, but we have to deal with the daily reality and this is only working with these bottom up negotiations, governance, and we even try to use a project for gaining trust between these communes and districts. We instrumentalize this (? #00:48:53.4#) three program and we say, "Okay, we make cross-border planning with one of our neighbour villages", and we have this URBACT III program which is making good... it's a sign that's making good wind for this cooperation so we want to try to invent some of this cooperation around Vienna so that we can duplicate and we can make it as a common practice. We try other ways to foster this idea of governance that cooperation is possible and not only with force and legalization but also with some trust between this big city and the surrounding villages between them. In Lower Austria, they also tried some new forms of bigger area planning. They say, okay, they make regional guidelines for some areas, for example, in the south of Vienna, they now try and in the north of Vienna, they have bigger planning regions. Well, it's not planning but it's making a concept, a more detailed concept as this county development concept. They say planning guidelines or development region concept, development concept for space, for more 10-15 of these villages in the south of Vienna or 15-20 villages in the north of Vienna. So, they also try to change their instrument because they saw in the last decades that this bigger concept did have an impact. You were asking what is happening with this. This is not reaching every mayor of these little villages so you have to speak to them in their language. They don't understand this. You have to speak about the real problems with them and say, "Okay, you have some industry areas which are not used anymore. How do we want to develop this?", and you have a metro line in Vienna but it's not your territory, but you can use this, and we are also interested in using your waste area to make housing or something, so we can solve common, or in a governance model, the real problems in a given space. Of course we use this as a big idea but you have to speak with this (laughing)... #00:52:12.0#

Commented [E015]: URBACT III

I-EDUARDO OLIVEIRA WSL: The mayors don't engage with this. #00:52:13.1#

R-ID13: No, no. They don't. #00:52:14.5#

I-EDUARDO OLIVEIRA WSL: So, one of maybe the reasons that is mentioned here and also in other documents is that governance is an opportunity for the joint development so I see that you have in Vienna rules on governance as a way to overcome the power the municipalities have in terms of decision making in their territories, so you see that the only way to go is because there is a law and they have the power to decide. The only way to go is through governance so you try to support cooperation, you try to negotiate some interest. #00:52:48.4#

R-ID13: Yes. #00:52:48.9#

I-EDUARDO OLIVEIRA WSL: But is a lot of conflicts emerging here, or is it possible to give... I'm interested in this arrangement, how you can convince a mayor of the vision in the territory and their needs, how you can engage with them. I believe that a lot of conflicts emerge here so how to try to come to a common point. It's particularly the governance arrangements I'm interested in. #00:53:17.6#

R-ID13: Not every village has the same mindset and Vienna has their own problems. For example, the general situation is the villages around Vienna make profit out of this big number of people who are coming to this region and the housing problems you have in Vienna, because we have limited space for housing of course, so we make some smaller flats, some... we have higher density of built up areas. We have higher buildings and the people, some part of the people, they always want to have green space, they want to have one family home with garden and a dog and children. They have a different dream, not an urban dream but a little bit of green space, and they are looking from their flats to these villages which are like Beverly Hills. They have swimming pools, 600 square meters of green space, so they don't understand that I am living here and next to this, I can see them. They are in another world or what is happening, just because of the administrative borders because this village is saying, "I want not to be urban. I'm in this metropolitan region but I don't want to be in the village. I want to be in this Beverly Hills so I'm not interested to make denser areas. I don't want to have..." and so on. #00:55:14.7#

I-EDUARDO OLIVEIRA WSL: It's quite. Big buildings. #00:55:16.5#

R-ID13: Yeah, and because I live with this specific demand of some people which aren't enough for me and they want to have... they don't want to have traffic. They of course all have their cars so they don't need public transport. They don't want industry in their area. This "Beverly Hills", some of these villages around Vienna, and then of course there are some other villages which are more the urban type which are more... they say, okay, I don't want more cars more on this road will ruin the whole traffic. I need some solution in public traffic. "I'm willing to pay also additional BUS or something because I have these problems, or there's... #00:56:14.5#

I-EDUARDO OLIVEIRA WSL: A connection to the subway or...? #00:56:16.4#

R-ID13: Yes, okay, so there are different types of problems in Vienna and concepts, what type of village I want to be in the next 10 years, so they are also different in the same bigger area situation. In the north of Vienna, which is a little bit underdeveloped if you want to say, not underdeveloped but from this density, not from the quality but from the... many years, the main development was happening in the south of Vienna because it's traditional and historical reasons because this always had been the access to the (? #00:57:09.0#) sea or the monarchy of Austrian/Hungarian history. It was the access to the (? #00:57:19.4#) which is the harbor of Vienna, and so the industry was always located in this area and so there are other densely built up areas so you can't see... in reality, you don't see the administrative borders because it's one glomeration. In the north of Vienna, it's a different picture. It was a delay of development. Of course nowadays this is growing very fast because of the necessary bridges and big highways which have to connect also Brno which is in the Czech Republic and we have to improve... I'm looking for my window to Bratislava every morning from the kitchen but there is not a very good connection. In the monarchy, there was a tram going from Vienna to the opera of Bratislava, so it was completely normal to (laughing)... the map that I can see, it's not far, 50km. Yes, it's not far, or you could go by bicycle, yes, but nowadays, you can't. The connections are worse because the tracks had been taken out and family houses built in between, and so it's not easy to reconnect it again in this quality. Of course we have tried to improve modern infrastructures but it's going slowly. Since the iron curtain, the ideas are

Commented [E016]: Adriatic

Commented [E017]: Trieste

existing to connect Bratislava both sides of the (? #00:59:11.8#) here, you have the national park which is impossible to build on but we have... there are some tracks but they are in bad condition. There are only one or two but also the connection with the highway (? #00:59:32.5#) number five ends 10km before the national border so there is not a real good connection to Brno (CZ). It would be necessary for reaching the big international airport, Trichardt, which belongs to Vienna because this is a real hub. It is in Austria but it's the airport for Vienna. We have some connection problems but this is also influencing of course the settlement development in this northern part. We don't have finished bridges to come from the industry areas from the south, cross in (? #01:00:25.5#) and going to Brno and connecting this area. This is lacking today. We need this because there is a question of whether it should be a bridge or a tunnel because this is a national park so it's very sensitive. So, it's a little bit delayed but it will come because of the given realities of region accessibility and of course you have the developing area, at least the last development spaces in Vienna which are free but here in the southern areas, you don't find any free space anymore. #01:01:11.5#

Commented [E018]: Danube

Commented [E019]: Crossing Danube

I-EDUARDO OLIVEIRA WSL: Okay. Is this written in some sort of document? It's written here on this... #01:01:18.5#

R-ID13: I don't know (laughing). I don't know but what I was talking about, to explain something, these villages around Vienna, they want to cooperate with Vienna because they have the same problems as Vienna because they have the same density of population, the same density of buildings, the same traffic problems concerning the motor vehicles, the cars, so they are more willing to cooperate than, for example, these villages or some villages which are this "Beverly Hills" because you have a nice area. There are some hills and mountains. It's a lovely... #01:02:08.7#

I-EDUARDO OLIVEIRA WSL: There is also woods. #01:02:09.8#

R-ID13: Yeah, also woods so it's a lovely surrounding so you can preserve your "Disneyland". Of course like the similar cooperation partner, also this Vienna airport region, because the airport region is an economic dynamic, also densely - has transport problems so they are also more willing to cooperate with Vienna of course because they are more connected through the economy like this but they are not this

Beverly. They are also... they understand the importance of this bigger region and so they also this kind of village or little city is of course more willing to cooperate with us as some of this Beverly Hills. So, these are different situations. They are also surrounding Vienna but... #01:03:12.6#

I-EDUARDO OLIVEIRA WSL: Different configurations. #01:03:14.1#

R-ID13: Yeah. It depends on the daily problems, how they are willing to cooperate, because they see they have the same problems like this big city and there is not a difference. We are in the same boat and so we have to solve it, yeah. So, to understand a little bit, it's not one size fits all if you are making plans there so it's very difficult to say... this makes it clear that one plan of this area would not fit the interests... #01:04:01.1#

I-EDUARDO OLIVEIRA WSL: Yes, you have to go case after case. #01:04:04.5#

R-ID13: Yes, yes, and to say if I can cooperate with this mayor then perhaps I can also cooperate with his neighbour because he sees that this is not a challenge but it's a chance. Of course we also have some "black sheep" here because they just want to profit from the bigger highway and they don't want to... in reality, they don't want to cooperate with Vienna but because there are... every village or little city is different. This is not a village, in reality it's a little city (? #01:04:47.4#) which is not Vienna but in reality they are a city and they of course also want more to cooperate with us. I would say there's different types of... in the this is completely different. They don't want any more inhabitants than they have now and they want to freeze their situation because they are lucky to be in the green roots. They are not interested to get... #01:05:22.7#

I-EDUARDO OLIVEIRA WSL: To get so much involved with the more urban... #01:05:26.3#

R-ID13: Yes, and they want to keep this urban development outside the village and they are making some plans. We are able to see their planning. They are making some plans which lower the density instead of rising up so they are working against this in another direction, so everything... it's not an easy situation but I think this will

Commented [E020]: Name of municipality - Korneuburg

also be... I could imagine that it's also similar to Berlin or to something because of the big airport in Brandenburg which is the big, new airport of Berlin. They have similar problems or cooperation chances or not. If you have seen these little villages in Brandenburg, they should be in these old plans. There has been a big circle and now this and some other villages had been the reserves for central development. This was 10 houses and the most developed technical machine for the cigarettes but you don't have anything in this area but on the plan, on the map, it was the center. So, this is the big difference between (laughing) how to manage of course but of course the situation is only comparable with growing cities like Munich, Berlin, Hamburg, Vienna but of course there are also some (? #01:07:32.1#) but there are also some shrinking areas so I think this is a completely... if we are thinking about regional development, we also have to consider this as a dynamic region or not. If it's a shrinking region, then we have to completely focus on other things like to concentrate these two or three little villages or communes to one bigger commune because they don't have the money for protecting fire and they only need one Town Hall. #01:08:26.6#

Commented [EO21]: Leipzig

I-EDUARDO OLIVEIRA WSL: Yes, I understand that. #01:08:27.9#

R-ID13: So, to make it easier and then the people are going out to the bigger cities so it's this periphery in some regions of Austria, they have completely different... and so there's really no sense in making a plan because of all this shrinking. I think this... #01:08:52.2#

I-EDUARDO OLIVEIRA WSL: A different case, Vienna, I suspect the municipalities have a lot of power. The question that emerges, so Vienna have their own interests and then because they are locked land for new housing, let's try to focus on this daily business as you mentioned, so they definitely have to go and interact with the other municipalities but do entities in Vienna go to talk with the municipalities? The municipalities come here to talk or how do you build the consensus and some objectives in housing? One of the questions I have here is the types of land use prioritized; housing you mentioned already several times is one of the questions here but do you have other priorities as Vienna that makes you go and talk with other municipalities? How does this happen or how does this take shape? They come here to talk with city planning department and tell, well, we are interested in

coordinating here some investments or how does it work in Vienna #01:10:01.3#

R-ID13: Yes. Tell me a little bit about this... we are now cooperating with (? #01:10:10.2#) where there's a big city shopping center is located. We are talking to them about how to intensify these areas of old industry and how to change and transform it into... so this is one type of... the priority is to intensify to make it mixed use, to make it residential areas and of course again some trade and production, and also they have culture and green space. This is a complete city. The neighbour village, you can't speak about this. They want to be countryside and "Beverly Hills" so this is... because this is their concept. For this to bring a general idea or a general vision of development, we have these managers, these two managers which it's their job to combine these interests and to make a common vision and they have... because your question was how do we try to make consensus. They make periodically – I don't know, every half year or something – they have a platform where all of the mayors are invited and where we present the challenges and solutions, planning solutions and discuss with all of these mayors. They can also bring in their fears or their problems which they have a fear against Vienna that we enlarge too much settlement areas in (? #01:12:37.9#) their settlements, but they want to have... they don't want to be overtaken. They have to... so this is an organised platform, an organised exchange of interests, an exchange of interests and of course they try to harmonize the development in the sense of this bigger concept to say, okay... and they also... these managers try to get the communes to speak with each other, not only in Vienna but also between them. It's not so easy because every mayor's horizon is ending on his village (laughing) so they don't want to. Now, 10 years after... now I've got 10 years of this management, all of us know each other meanwhile of course with these meetings and so there is more and more trust building and understanding. We understand their needs and they understand what the city... #01:13:54.8#

I-EDUARDO OLIVEIRA WSL: The ties are stronger. #01:13:56.8#

R-ID13: Yes, and you can speak more easily as 10 years before. 10 years before, it was enemies in the villages because the big Vienna and the others are so democratic and we are conservative so it was also mindful of the philosophy and politically. #01:14:25.4#

Commented [E022]: ?

Commented [E023]: Towards their settlements

I-EDUARDO OLIVEIRA WSL: The attitudes... #01:14:25.4#

R-ID13: Yeah, but now they say, okay, we bring in a little bit more of this international vision, this European, middle European vision to say, okay, if you want or not, you are a part of this metropolitan region and of thisglomeration and you have to face this problem. This is not made by Vienna. This is the whole region which has more population every year, more tasks to solve with less people, less administration and less money to solve it, so we have to cooperate. So, these platforms are used also for information transfer. I don't know how to say this, to foster this understanding that we have to solve it. #01:15:31.6#

I-EDUARDO OLIVEIRA WSL: Things in the regional... #01:15:33.0#

R-ID13: Common. Public transport is a problem for Vienna but also for them so they're getting more and more aware of this bigger... this construction that we are aglomeration and not like 30 years ago, there's a little village and there's a big town. This is not... it's connected and this is now... Vienna is getting better and better, but of course there are strategies of some of these villages who say, okay, I have a separate development direction because I want... as long as it's possible, I want to stay green, or something, but okay we have to respect this. This is another county and it's another village and also the county of Lower Austria is to accept this idea of this little village because they can't force these villages, no, you should become more whatever. #01:16:40.9#

I-EDUARDO OLIVEIRA WSL: It's not possible. #01:16:41.2#

R-ID13: It's not possible. They don't have this force so this is based on this legal construction of rights, planning rights, so of course I can draw blinds and say, okay, you should become a polycentric development, you become one of these centers for schools and medical something investments but it's... we had this already (laughing) but also within Vienna. Just one example which is very, very funny, we had also in the administrative borders, we had polycentric development schemes in this city development, urban development. There was one center, one polycentric, one of

these main centers in Vienna, we wanted to have here because it's... there we had this historical street so this was okay but in the north, we had a little bit lacking of centers (? #01:17:51.7#) but there was one center missing and so we made a plan with this and at the same time, we made a new metro line which was a little bit far away from this center. This was the main reason this plan was never put into development because we made other decisions with infrastructure so if you don't take this map seriously and say, okay, we have to come back to this future center with the metro line then there will never be a center of such function. So, we learned from this and said, okay, nice plan but if you're not (laughing) investing in the right places, it never will be. This was also the case in this second concept so in the first concept, there was... there had also been some of these big center stations with additional schools and investments. Nothing happened. #01:19:13.8#

Commented [E024]: Name of Municipalities

I-EDUARDO OLIVEIRA WSL: Because without connections, it's not possible right? #01:19:16.4#

R-ID13: Yes, they had been connected but the connections had been rather bad. The roads were okay but not on the public transport. The public transport is another thing. It would be very easy to concentrate the settlement development in the region if you don't give subsidies to one family houses but in Lower Austria, the subsidies, the county subsidies for building new one family houses anywhere is just going wrong. So, if you say, okay, I only give you money if you build your one family house near public transport or near the stations or to say these villages, I'll give you additional money if you are concentrating and make more densely built up areas around your stations and you are connected, the public transport is connected. You could then influence the development but it's not the case anymore. #01:20:24.0#

I-EDUARDO OLIVEIRA WSL: Yes, so you end up having a lot of urban sprawl. #01:20:27.3#

R-ID13: Yes. We have urban sprawl. It's not like America but of course we don't... there's a map but if the instruments and your investments are not following this... so in Vienna it's nearly... it's not so obvious but of course we have different resources like ministries, so we have a ministry for housing, a ministry for health, a ministry for

education, and a ministry for planning, but we can hardly harmonize this housing resource with our planning researchers...suggestions/plans. It's not so well connected as it looks. #01:21:31.6#

I-EDUARDO OLIVEIRA WSL: Yes. Actually it looks quite well, but this is the political instrument as is called here. In the core city, you have these nice... I should not say nice, but very attractive document – this and the other one – so this focuses only on the Vienna core city? #01:21:59.7#

R-ID13: Yes, but within the administrative borders because it's a region and a city. It's a country and a city at the same time. #01:22:09.8#

I-EDUARDO OLIVEIRA WSL: Yes, and the mayor is at the same time... #01:22:14.3#

R-ID13: Also the... how do we say the word... it's called the governor of the county. #01:22:25.8#

I-EDUARDO OLIVEIRA WSL: Alright, and so have you been involved within this...? #01:22:30.8#

R-ID13: We elaborated this, yes. #01:22:35.0#

I-EDUARDO OLIVEIRA WSL: And then towards 2025, this is the sort of vision? #01:22:38.9#

R-ID13: Yes, it's a... but it's not only a vision because if you look in more detail, it has measures. It has initiatives and measures and we even measure the measures. We make monitoring now. We try... for the first time, we try to make a monitoring for all of these 128 I think single measures which are initiatives and then more detailed measures which are very important and we want to see if they are (? #01:23:14.0#) because learning of this, just maps, we want to see if they are made into a reality or not, so this is the more important element – this part. Improving the public transport, other public space. #01:23:35.5#

Commented [E025]: Putting it to reality

I-EDUARDO OLIVEIRA WSL: So, somehow quickly, who has been involved in the cooperation of this, and I mean interest groups, private entities... #01:23:45.2#

R-ID13: It was a very, very big involvement process of many stakeholders of course. The economy chambers and the government and so on. Of course the social chambers... we also have funds for the city of the county of Vienna. They pay into funds for certain tasks. One fund is to make flats, to buy land and to subsidize social housing, and one fund is for buying land for economy, for production and so on, and to provide them, to help them to settle down so also with these agencies and funds, we had discussions with all the district mayors in Vienna, with all of these non-NGOs or what is existing from... we also have these kinds of... every kind of... also citizen representatives. I don't know how you would say it in English, and of course with all of these sectoral departments and ministries and of course we also had separate talks in the preparation with the communes and surrounding communes. It was a special format. It was like if you are going to a wine cellar, you have a fireplace and a smooth atmosphere to create... a friendly atmosphere (laughing), not a different class but it was on the evening with this fire and wine, and we talked with these communes and with representatives of the county of Lower Austria, and we said, okay, what our goals are and their interests, and how can we also involve their interests, and this was two or three of these meetings. They are very pleased to have this. They were cooperative and all of the villages mayors came and of course we also had representatives of this (? #01:26:51.1#) of course. They had been involved also with these managers, managers of the surroundings. They had been involved, and it was a very, very big... we had in different formats, we had real meetings, virtual connections like internet and so on, and it was a lot of money spent on this communication process. It was a long communication process to get these commitments because they are more important than the plans. It was a real big process. #01:27:36.7#

I-EDUARDO OLIVEIRA WSL: The process is often more important than... #01:27:40.7#

R-ID13: Yes, they now understand more what is written in this than if you get it, okay, it's nice, good graphics, nice to read (laughing) but they now know because they have been in these meetings. #01:27:56.0#

Commented [E026]: Planning association...the managers of the surroundings.

I-EDUARDO OLIVEIRA WSL: Yes, they know you and they know what you are doing.
#01:27:58.3#

R-ID13: We had many working groups because we also wanted to involve this... not only the district mayors but also experts for traffic, for example, or we invited also the scientific, academics because also institutes of technical university and so on. This is a private institute and it's also subsidized but it's not universal... it's not a university. It's just a... it formally was a big planning office for Austria which also had tax reliefs and special subsidies but nowadays it's a more private institution but not belonging to the university. #01:29:04.5#

I-EDUARDO OLIVEIRA WSL: Okay. #01:29:05.3#

R-ID13: You will also speak with Giffinger which is the technical university?
#01:29:08.7#

I-EDUARDO OLIVEIRA WSL: Yes, I will speak. #01:29:11.0#

R-ID13: He is really a technical university. He is from... I know him. We had the same professor on the technical university. Now he is the successor of this professor. Christof Schremmer he has made this, not this plan but 10 years before this plan in 2005, he was the institute which was writing the text but it was also a big process but not so big as this one. The commitment process was more important than in 2005.
#01:30:03.1#

I-EDUARDO OLIVEIRA WSL: Yes, so with this type of knowledge, you were also involved with experts, academics and you also had civic participation in this?
#01:30:16.4#

R-ID13: This was more the... #01:30:18.5#

I-EDUARDO OLIVEIRA WSL: I found it very... you give a lot of importance to civic participation, right? #01:30:24.6#

R-ID13: Yes, we also have this... #01:30:25.1#

I-EDUARDO OLIVEIRA WSL: Participatory cities. #01:30:26.5#

R-ID13: Yes. I don't have the documentation of this... it's just one paper we were making for our service. How many different groups we had to involve, the interest of the population also from the street, and there had been different... I think there was the idea of making a container on the streets to inform about the planning in Vienna and we also have a special... I don't know if you know it, but we have this exhibition with a big space where you can inform yourself about the planning activities in Vienna. It's downstairs on the next corner. #01:31:29.4#

I-EDUARDO OLIVEIRA WSL: Okay. #01:31:30.0#

R-ID13: Yes. I can... #01:31:32.7#

I-EDUARDO OLIVEIRA WSL: Is this plot... I have the map here. #01:31:37.9#

R-ID13: Yeah, okay. #01:31:38.3#

I-EDUARDO OLIVEIRA WSL: I come from here. #01:31:42.7#

R-ID13: It's on this corner. #01:31:45.1#

I-EDUARDO OLIVEIRA WSL: Okay, in front of the museum. #01:31:46.4#

R-ID13: Just going out on this corner of this. #01:31:56.2#

I-EDUARDO OLIVEIRA WSL: Okay. #01:31:59.1#

R-ID13: We had a set of different forms of electronic and virtual blogs and of course these new medias but we also had this unusual type of involving people with the interest on the streets with these interesting (? #01:32:34.1#) or containers and, yeah,

Commented [E027]: events

we had special talks with university and institutions because the chamber of architects and so on. It was that we said, okay, you make your... to the institutions... you have your discussion around and you can invite us and then there was a different time that we said, okay, and we have a discussion around and we invite you to discuss with us. So, it was two different ways of involving all of the interested experts, citizens, whatever, which would prefer this kind of format and of course it was also a big public, like in a theatre with hundreds of people and also politicians who had been on this board to discuss around. It was open for everyone to... a public open... a big scale... #01:33:56.5#

I-EDUARDO OLIVEIRA WSL: Public talk? #01:33:57.3#

R-ID13: Yeah, big scale public talks and so also different formats to reach different kinds of people. They have different preparations/preferences. So, we tried to take their opinion where we could reach them. #01:34:17.3#

I-EDUARDO OLIVEIRA WSL: Yes. #01:34:17.4#

R-ID13: I don't know. It was enormous. It cost much money of course and this is the question, it is always a question of money. In fact it was...#01:34:30.3#

I-EDUARDO OLIVEIRA WSL: Was it relevant? I there an example of these originals of these talks to the plan? #01:34:41.7#

R-ID13: We collected all of this. The relevant statements because when they speak in public...it happened, of course, some of this initiatives of citizens which are against something. They are difficult to calm them down. Also, once it happened that they dominated the discussion – that was happening once. How it was integrated? I think the most important things we integrated was coming from the district Mayor, or from the district representatives because also they had are a special form. We said we want to have a district Mayors from the fringe and from the centre. Not only are they talking about the region but the Mayors of the inner city parts can't understand what problems there are for their neighbour. They are faced with this original problem so this this was also an education to know the facts and kind of set it. So, we did this with

sectors of districts and so it was five or six of these rounds. They had very, very good ideas. They had very innovative ideas for the simple...how to improve public space because it was their problem. How to finance, they had even financing models to improve the use of this single houses. You know, in Vienna we are considering every...how to (? #01:37:03.1#) this big vast built-up area and to say how can we make (? #01:37:08.1#). It has many problems, stability and it elevates also. But also we have the problems of the parking under buildings (garage). And so we had...they, the district Mayors, one of them had the idea and say okay, everyone, we don't say that he has to make garages because it is law that every flat has to have a garage, a parking slot, a parking place. We say okay we don't have to build this but you have to buy a public transport ticket, a year ticket and some of these ideas were 'yes' – not clever, clever so you don't reduce the cars, you improve the public transport and you have a better living on the ground floor space. So, some of the...I don't remember but there had been a lot of very constructive ideas we used in this concept. #01:38:19.9#

Commented [E028]: densify

I-EDUARDO OLIVEIRA WSL: So, I see here these two questions on the leadership. I see here that the district Mayors, or the Mayors they play a key role on the planning. #01:38:28.8#

R-ID13: In reality yes because they have...you know one of the districts in the north has 100,000 people in it – inhabitants. So, this is a city so they are important with what they are saying and of course they are struggling with more than we, with daily life problems because of the parking zones and I think every kind of craziness they have to face every day so they know what they are talking about. Sometimes of course it is too space related. #01:39:09.0#

I-EDUARDO OLIVEIRA WSL: The context is sensitive? #01:39:10.6#

R-ID13: Yes and also sometimes it is lacking a bigger vision. #01:39:15.5#

I-EDUARDO OLIVEIRA WSL: Yes. #01:39:16.6#

R-ID13: You have to say this but they have a very good and real input from real life. So, this is very welcomed because sometimes we are a little bit too strategic. We

have to know what is working or what is not working in reality. So, it is good to hear what they are saying and what they say so okay – is it possible in their minds or not for estimating what could go and what is impossible. It is a good idea but it is not feasible, right. So, they have a little bit more feeling for that which is possibly in their region or not. #01:40:05.0#

I-EDUARDO OLIVEIRA WSL: The region. #01:40:05.6#

R-ID13: In their district which is a city by itself. #01:40:09.7#

I-EDUARDO OLIVEIRA WSL: Yes, definitely. How is the leadership in the Vienna case? Will they take the planning to the heart of their activities? I mean the leaders that will lead, the political leaders in Vienna, will they embrace planning? #01:40:26.4#

R-ID13: No. This is a weak point. We have a Mayor, we now have the Mayor...it's different from Germany. We have one Mayor and two or three mayors and the main Mayor is Mr Harper which is a very, very long time with most of the years being on duty. So, but he is a very intelligent man but of course he also is related to the Vienna problems and not daily confronted with these regional problem and he is also a very practical man and with these planning books..#01:41:26.8#

I-EDUARDO OLIVEIRA WSL: You cannot convince him. #01:41:29.9#

R-ID13: Yes. He understands what is written there...#01:41:35.4#

I-EDUARDO OLIVEIRA WSL: He is more for the reality? #01:41:35.2#

R-ID13: He has to solve also the financial and other political problems in Vienna but we also have the chiefs of our resource. A resource plan. There is a minister in Vienna we call it (?#01:41:56.2#). They are the political responsible person for housing, for education and for planning and our political chief advises the Mayor. So it is a very high position within this government. She has, it is now from the Green Party because it is a coalition, and you see if you are the main, or the majority, it has always been the Democratic party in Vienna, and if you as a main partner in a coalition you keep the

Commented [EO29]: City council

important things and you give the less important things to others. So, you see the planning department is the Green coalition partner and then it is not the most important thing. The political responsible person for the planning resource is Mrs (? #01:43:11.6#) and she has, for the Green Party, she has a slightly different understanding of planning, respective of...there is also a little bit of political. #01:45:02.4#

I-EDUARDO OLIVEIRA WSL: Organized. #01:45:03.1#

R-ID13: So, these different types. So, this is more coming from other philosophy. #01:45:16.0#

I-EDUARDO OLIVEIRA WSL: Well, you have pretty much covered what I came to cover and I think we are at one hour and forty-five minutes, what I have planned. #01:45:28.2#

R-ID13: Really. Exactly #01:45:31.3#

I-EDUARDO OLIVEIRA WSL: I think I also have talks on the coming days that will complement the case but pretty much we covered the elements I wanted to cover more on the governance and land use. Can you tell me to what extent these governance arrangements impact the land use? How do interest groups actually influence urban settlements or trade areas or... we have to understand the impact on the ground of these governance arrangements more than the plan #01:46:13.4#

R-ID13: We had one example which was not very good. It was in the corner of Vienna. It was, it should be an inter-communal industrial development zone, the area but it didn't work. I don't know why but I don't know exactly why but this was an attempt to say 'okay, we make it land use from both sides, from the commune side of Lower Austria' and from the Vienna side to say 'hey, we join together our interests and we plan'...it was inter-communal development area for protection. Ten or fifteen years ago there was the first...it was put into realization from the legal status, from the zoning but in reality it was not functioning. #01:47:31.5#

Commented [E030]: <https://www.wien.gv.at/english/administration/organisation/authority/municipality/city-council.html>

Commented [E031]: (don't write this but just to let you understand – one of the biggest traditional shopping streets in Vienna to say 'okay, we are making it pedestrian friendly, we want to show how the public space could be enhanced and so we make a pedestrian zone there and this is not a systemic approach but intervention on some spots, you can see on in what direction it could and should go. So, this is a little bit of diverse and they are not the friends of these big. It is just really like complete. You think of everything as a big machine and every part plays his role. This is defined well and what is fitting to them but how is the little thing fitting into the big machine and what is the position and so on, the is not the approach from them, from the Green ones but they are more into showing how urban life could be better)

I-EDUARDO OLIVEIRA WSL: Did you think the municipalities around Vienna core city do they also want this? #01:47:38.6#

R-ID13: This was one. No, this was one of these pilots. It was a trial to implement such a common planning and we want common development. There is common development of this area. We have interest over this. For example, in the future this will be very interesting for these northern parts to say 'okay, we don't have enough space for our production zones or for protection – you want to use this good infrastructure connections and you are making land use zoning for production areas. It would be good to make a joint development on this area, we will give you our productions, the firms and enterprises and you give... we develop this area, fifty-fifty..' #01:48:48.9#

I-EDUARDO OLIVEIRA WSL: So, you go for some negotiation here? #01:48:50.8#

R-ID13: Yes. We make this and we also say in this development plan... to develop such cooperation. #01:49:03.2#

I-EDUARDO OLIVEIRA WSL: Yes. I see, okay. #01:49:04.4#

R-ID13: But it is not...of course we are talking on these platforms and with PGO and regional managers but it is working a little bit with the airport area, yes. Maybe because they understand. I don't know if this is (?#01:49:30.8#) problem. Why not and with these communes in the north. #01:49:35.0#

Commented [E032]: A Vienna's

I-EDUARDO OLIVEIRA WSL: Sometimes it works well I see and others, case after case. #01:49:39.5#

R-ID13: Case after case, yes. #01:49:41.2#

I-EDUARDO OLIVEIRA WSL: Do you meet often with these regional managers? Are they still working? #01:49:45.0#

R-ID13: Yes, they have this special...they have their offices but they are strongly to

this land picture and we make...we have...I see these managers every fourteen days.
#01:50:07.4#

I-EDUARDO OLIVEIRA WSL: Okay. #01:50:07.7#

R-ID13: On some occasion the planning of here, or in anything in the picture or in the (?#01:50:16.8#) which is the national level of this country's planning common things. We are making also... Austria now tries to make a bigger advance to these city regions and now this year there will be the fourth (? #01:50:41.6#). The fourth day of...they want to raise the awareness and now is the fourth time. To prepare these programs the managers have very strong involvement. You see the (? #01:51:11.4#) and there's the countries and there is Associations of communes and this is a suggestion of cities, and there is Austrian platform of planning for the counties. So, we meet very, very often. #01:51:41.4#

Commented [E033]: Referring to the places of the meetings between entities

Commented [E034]: 4th meeting of cities in Austria (metropolitan areas)

Commented [E035]: ?

I-EDUARDO OLIVEIRA WSL: So, this is a step forward? #01:51:44.1#

R-ID13: Yes, a step for this (? #01:51:47.0#), a step down approach. We are making the water mark. #01:51:50.9#

Commented [E036]: For this top-down approach. We seek a combination

I-EDUARDO OLIVEIRA WSL: Yes. #01:51:51.0#

R-ID13: But we also want to get the combination and we also want to have this took down. Each (? #01:52:00.8#) someone, sometime in the future but we want to make...#01:52:09.0#

Commented [E037]: Combination of bottom up and top-down

I-EDUARDO OLIVEIRA WSL: But I see, picking up a bit and try to summarize what you said in the beginning in line with that. I see it is my interpretation but you tell me. Is there a lack of regional identity here in Vienna and the municipals because they don't engage pretty much on this regional perspective, this sort of regional identity? In some places you can say 'this is our identity, I feel part of the region' but here, maybe they feel part of Vienna and they feel part of the municipality, or Lower Austria. Is there a sort of lack of regional identity? #01:52:46.7#

R-ID13: Yes. There are political differences. #01:52:53.3#

I-EDUARDO OLIVEIRA WSL: Yes. #01:52:53.7#

R-ID13: Conservatives versus socialist. Mostly big cities are socialist and the countryside is mostly conservative but in every region but this is not the only reason. Lower Austria has the problems that they have more periphery areas and in Vienna is always a threat for Lower Austria because of the more importance, more money. It is a little bit (?#01:53:37.2#), a little bit comparison. Companies, citizen, industry locating, regional shopping centres so there is always comparison between these two countries, not only becoming these communes of Vienna but also the countries are competing. #01:54:01.1#

Commented [E038]: Competition / rivalry

I-EDUARDO OLIVEIRA WSL: Regarding these regional managers what is an interesting figure, I found it here. You tell them they can meet with you and your office then you tell them 'well, we have this idea can you go here and try to convince them?'. #01:54:17.9#

R-ID13: They are paid from Vienna and from Lower Austria. #01:54:24.8#

I-EDUARDO OLIVEIRA WSL: Okay. #01:54:25.1#

R-ID13: They are paid. They are paid the fifty-fifty and so they have to...#01:54:40.3#

I-EDUARDO OLIVEIRA WSL: Listen you, listen them. #01:54:40.2#

R-ID13: Yes, and they have the interests to improve. #01:54:43.2#

I-EDUARDO OLIVEIRA WSL: Tell their business to the association. #01:54:44.1#

R-ID13: So, they are interested to improve this cooperation. #01:54:50.1#

I-EDUARDO OLIVEIRA WSL: But not only on the land making phase but also because you have...#01:54:54.1#

R-ID13: Yes. They know what we are doing because of the involvement and because we have periodical meetings with steering groups which say 'okay, is it moving in the right direction or not?'. The steering groups are representatives of Lower Austria and Vienna and they are looking at what they are doing. So, there is a control. There is monitoring and at least at the last step is evaluation. What did they achieve? Had they made a good job or not? So, of course they are paid so they have to. #01:55:40.1#

I-EDUARDO OLIVEIRA WSL: They have to show something. #01:55:40.1#

R-ID13: Yes. #01:55:40.2#

I-EDUARDO OLIVEIRA WSL: To show something. One last question is on the implementation phase which are, or which is the ongoing big projects that they have to do – more on housing, more on open space, more on the transportation? So, if you look at this, the plan. What is going on around, what is giving you troubles? Is it controlling more housing or expanding the transportation? #01:56:10.3#

R-ID13: I think the biggest challenge I would think is public transport. Financing public transport. #01:56:20.7#

I-EDUARDO OLIVEIRA WSL: Okay. #01:56:20.9#

R-ID13: Because if there would be...it is not the tracks, it is not the physical lines, it is to pay the support, to pay the service. So this means how often is the regional train coming? What is the comfort? What is the quality? Are the wagons the old material or not and then how many stops? Is it clean? Is it reliable from the times scheduled? These components – you have to pay. This is because it is a struggle between Vienna and Lower Austria who is paying more, who is less and every time is the same. Think to harmonize and have a commitment on this. This would be very important because if you have a very good regional transport system you also could influence the settlement development more because of the facts, the real investments. You see there is a reliable train every ten minutes to the city from certain area then you can say

'okay, then I will take it'. #01:57:46.6# I won't use the car and go with the train line because I am faster. If I am living here, if I go with car. If I am going with the car I am not so fast, I don't know where to put the care here and I have more comfort if I am going with the metro because I can read the paper and... I have a car but I use because my wife is Italian. I use it for long distance but for moving in the city I never take the car, I don't need it. I'm faster with public transport. #01:58:37.2#

I-EDUARDO OLIVEIRA WSL: Besides the municipalities are there real estate agents, developers that come here to knock the door and tell you they would like to develop some settlement here, or we have a company that would like to come. Do you only have the privates coming here to...#01:58:54.7#

R-ID13: No, we have...you are now in this regional department. We also have a department which is dealing with the zoning plan, or which is focused on zone planning. We are this country office, country planning we represent more the country than the city so we are a little bit controlling the zoning which is city so we are controlling of city but on a higher scale to say 'okay, is there in this zoning, are the principles of this plan realized in this concrete zoning plan?' So, we can take a little bit of control of this and the investors and developers mostly are coming to politicians, to the chief or to the zoning department and ask what is possible. Then if you want to make a big shopping centre within Vienna or to make an enlargement of this you have to make an assessment, an environment assessment to say 'okay, is it free to give the structure, what are the impacts of the service centres in the surroundings and so on. You have to prove, or you have to show that your investment interests fits into this picture of the city development. Then there is a big commission which also can adopt some bigger area development concepts or ideas and to say that in the next three or five years we will realize this in the form of zoning plans, but we have now this big idea of our district area. So, we have many institutional filters or quality preserving methods to say 'okay, this is not like Naples or Marseille or what...(laughter) #02:01:39.6#

I-EDUARDO OLIVEIRA WSL: It does not fit? #02:01:41.4#

R-ID13: There is a clear procedure about how to make a high rise building. This is a

process that takes about three or four years to step through the quality filters and to have these assessment to see if it fits or not. There are also special boards which are deciding if the appearance and the architecture, and the quality and shape and form. Not only the function but also does it fit in the shape of the city or not. So, we have many of these filters. #02:02:25.0#

I-EDUARDO OLIVEIRA WSL: Yes. It is not just a plan. #02:02:27.1#

R-ID13: Yes. From the beginning of this development idea to the realization is a complicated process and this is not easy for the developer of course, it is costing time and it is costing money but in the end you can be sure that you can realize it. Sometimes, architects ask me 'why do you have so many international architects in Vienna?', 'why do they want to build hotels – the stars of the architects?'....because I want to say to have a planning situation happens. You can rely, if you are going through this process you can realize it. For example in Prague there was a big, should be a big new building on one side of the river, it was... the Mayor was supporting this project but there was public protests, there was a movement against this project and the project failed. So, if you are investing in some of these project ideas and you are not sure if you can realize it, you are not interested anymore in this area, in this place. So, I think we have a complicated and long process but a little bit of a guarantee. #02:04:08.1#

I-EDUARDO OLIVEIRA WSL: To be able to...#02:04:10.8#

R-ID13: So, this could be the acid of this too long, too complicated but it is...#02:04:21.0#

I-EDUARDO OLIVEIRA WSL: A way to get far. #02:04:23.0#

R-ID13: To understand, of course it is...for example we had a big development area in the north of the city which is called (?#02:04:34.8#). It is a big, big area and there had been international competitions planned and structural competitions planned, all kinds of...and there was a Chinese company which said 'okay, I can realize your plans within half-year. Of course this would have been possible but how would this single object

Commented [E039]: ?

would look like this and what quality of the...a big standard of quality because if you have a very high standard of energy consumption in...for residential areas it is a nearly passive house standard, low energy and passive house standards. Also, start to begin the production of buildings, developing in these parts, lower energy consumption but you can only build passive house standards if the working men on the construction area, if they are killed, they have to obey some regulations because if you have a mistake in the materials you are they do not exactly fitting together then you have this some of this transition possibilities of energy which will damage the whole ethic. So, you need also highly qualified assemblers for these buildings and we are not sure if the Chinese companies will know this, the Chinese companies don't have this style. #02:06:32.9#

I-EDUARDO OLIVEIRA WSL: You have to respect...#02:06:32.9#, the materials. #02:06:33.8#

R-ID13: So, of course it is always a trade-off between time, how fast you want it and how it should look. #02:06:46.4#

I-EDUARDO OLIVEIRA WSL: Yes, energy efficient, efficiency and... #02:06:49.3#

R-ID13: And Vienna wants to be a 'smart city' so the effort of energy efficiency in buildings and systems, and we are not completely convinced. #02:07:02.8#

I-EDUARDO OLIVEIRA WSL: I think I will talk with professor Giffinger on those matters. #02:07:10.1#

R-ID13: Yes because we are often know that he is thinking that he is the inventor of this 'smart city' concept. Of course, Vienna is understanding 'smart city' a little bit in a different way but you will hear it from him – what his ideas of 'smart city' are, and it is okay. #02:07:29.1#

I-EDUARDO OLIVEIRA WSL: Well, I am satisfied.

ID13 Vienna 22 July

Commented [E040]: okay

ID14 Vienna 25 July

R-ID14: As Mr. ID13 already told you, we have nine federal states. I always call them nine little kingdoms. We have these nine little kingdoms and the border between Vienna and lower Austria is the border to a different universe. It is really difficult for the planners. The cooperation is something we are willing to do, but very often the legal status is completely different. So, we are now tired in an **URBACT project** to work together, we are trying to work together. I remember about 15 years ago we were talking about a suburb of Vienna, **the district of Liesing**, which is the area I work in. There is the metro U6 and it ends out there. 15-20 years ago, I think, we thought of going to Lower Austria to the main shopping center, one of the biggest in Europe, to link it to that.

Commented [E01]: <http://urbact.eu/>

Commented [E02]: 23rd District of Vienna

It was impossible. From the urban planning point of view, everybody said, "Yes, we have to do it", but from the political level, because then the Viennese people or Viennese politicians said, "You are carrying money into Lower Austria, to this shopping center, wow", and then a lot of people go by car. So, **(? #00:01:47.5#)** would say, "Okay, I can't go on the metro, so I can't go anywhere". It makes no sense at all. So, this is our problem in terms of its one point, but it also has some advantages. So, as you can probably see, Vienna is a very complex city and that's because of one reason, because of urban sprawl. A lot of people are moving to Lower Austria, but nevertheless a lot of people want to stay within the Vienna city boundaries. So, they don't want to move to another federal state.

Commented [E03]: Others...would say...

So, we have to keep the city compact and we try to develop within the city limits knowing that we have no influence on Lower Austria. Also, we try to use the space as well as we can, but nevertheless it is pretty difficult. Also, Lower Austria was ruled by the Conservatives since the dawn of mankind and we Vienna was ruled by the Social Democrats since the dawn of mankind. That makes it difficult. #00:02:59.2#

I-EDUARDO OLIVEIRA WSL: Yes. The political background somehow influences the regional **dimension in this context**. Vienna is a city, but it's also a state and therefore to transcend this organizational or this **institutional background** the Mayor of Vienna is simultaneously the Governor of the city? #00:03:25.7#

R-ID14: Yes. Definitely. So, Vienna is something special in this case, as the capital, as a state, as a city... well, yes. #00:03:36.7#

I-EDUARDO OLIVEIRA WSL: The other levels of governance, can you clarify this? You mentioned that you are working in this district. Can we go from the top down and understand the power and which elements are in between? #00:03:58.3#

R-ID14: So, we have a municipal councilor for urban planning and traffic and so on, and then we have the district. So, we have 23 districts and every district has a district mayor. In fact, the legal power of the district is not that big, but the political power is pretty big. So, let's say, if we have a self-planned project and the district politicians oppose this project. So, it is, not in theory, but mostly in theory, possible to overrule it, but it is not a good idea. Something happened, we had one project down here where the district mayor, it was a project with about 180 departments. The district mayor was... honestly, I don't know exactly the background because there was all of this tension, or at least there were tensions because our municipal council is from the green party and they have a coalition, but very often it is not a collation, it is a confrontation.

So, at this time, the social democratic district mayor just told the municipal council, "I am the head here in the district and this is our aim". Unfortunately, the people who opposed this project, it is ridiculous because its right next to a metro station, we have to do something, we have to intensify the building there to raise capacity there, and there was a citizen's initiative against this. So, the district mayor also thought or acted by the citizens' initiative, but then the city politicians, the social democrats and the greens said, "No, we have to overrule. We can't agree with this opinion". So, this was the only case I know of. The rest always try to negotiate first and then find a compromise, but in this case the **topics of discussion** were too hard and so the city government overruled the district. In reality, so coming back to your question, the legal phase of the city politics, the city council is bigger than district, but it's a political balance. #00:07:07.8#

I-EDUARDO OLIVEIRA WSL: In terms of planning and the reality, it is my aim to

understand what happens on the ground. I also understood from the conversation I had on Friday that these district mayors have political power. In terms of planning, what are the responsibilities of the city and the responsibilities of the district in terms of planning? Does the city prepare this step and then the districts follow the steps or not? Do they develop detail plans, zoning plans... or do they implement it in the shape of a project? #00:07:51.0#

R-ID14: I think with an example it is easier to understand. The step itself is a very weighed document. It was negotiated with the districts, but especially from our point of view, STEP 25 is quite weighed. It allows a lot of things and it is not as detailed as the government plans before. So, we had development plans, and I think it was better. Honestly, I think it was better because this said, "Okay, the density here has to be like this and here it has to be like this", and so on. So, we did something that was not in line with the STEP, but with the STEP for four more years we had to explain it. We had to find arguments why this has changed. So, I think that was better. Now, we can do nearly everything or nothing. So, whatever it is. That is something I am not very happy about.

Let's say we have here... I will bring a little map. So, the last STEP'05 defined 30 target areas in Vienna. 30 target areas which should be the main focus. For every target area you have a coordinator, and one target area is this central part of Liesing, the district of Liesing, and I am the coordinator for this area. We have a lot of different projects here. So, in the formal set up, every step was a negotiation with the district, but also what would be quite general. Now, we start different projects, we have a very wide variety of urban challenges here. We have a village core which is declining. We have these garden areas which are a huge transformation, and we have the biggest and oldest industrial area in Vienna, which also was due to a decline.

So, a lot of very different challenges here. So, to pick out this area. This was bought by several developers, non-profit developers, but also we have a company which belongs to the city of Vienna which buys property for the city of Vienna. So, trying to get the prices as low as possible to implement subsidized housing. Again, another explanation that is very typical for Vienna and non-existent anywhere else in

Europe. This subsidized housing is not social housing. It is social housing, but not only social housing. In Vienna, 60-70% of all newly erected residential buildings are subsidized. So, that is a long tradition which was started after the first world war, more or less. It is quite complicated. Honestly, if you asked me how it works, I don't know exactly because it is very difficult, but it works very well because these subsidies also get people from the middle class.

So, to a certain income, it makes it possible also, or people who have a higher income live next people with a lower income and its very mixed. There are also fully financed apartments there so that you have every kind of people living next to each other, and that's the reason why we have no ghettos. In Vienna, we have no 'no go' areas. There are some parts that are probably not that attractive, but you can go anywhere at any time of day and I think that's the reason why the quality of living in Vienna is so high. So, that's the main reason for me, and not only for me. We have a very well balanced way of subsidizing apartments and bringing people into these areas. #00:13:40.2#

I-EDUARDO OLIVEIRA WSL: Yes, and this approach to housing is definitely different than the cases I have been... #00:13:45.3#

R-ID14: Yes. That is quite unique. I would say that that is the main reason why Vienna works so well on the social level. So, this area was bought by several developers and the (? #00:14:04.8#), as it is called, this company which buys these properties. So, we said, "Okay, we have to develop something for this area". We did it in this way, while we have different types of planning procedures and planning approaches and this case was something I went into a couple of years ago, this "conclave planning procedure" - that the people, the developers, the (? #00:14:37.0#), this company, architects, landscape planners for the municipality, traffic planners, license planners and so on. We rock up in a remote place outside Vienna, this group, for five days and we developed this area.

Commented [E04]: company which buys these properties

Commented [E05]: company which buys these properties

The main issue here was because it was a gardening area before and the place had a very strong identity and we were trying to transform it into this new project, and we said, "Okay, let's try to make an urban gardening and subsidized housing settlement".

If we could make it, it would be the first one wholly initiated by the city and it will be the biggest in the world of its kind. So, we just wanted to know, is it possible within these subsidy limits, which are very, very tight and it's not so easy, but we worked it out and we made it. As you can see in these pictures, we worked together with a huge model and it was very intense work. After five days, we really crawled out. Subsequently it was a lot of fun, it was really good and quite intense.

The certain part was, at this time we've already did it, but it was not in the hands of the developers. So, we didn't tell anybody, we had to develop this in whole to see how it works together. Meanwhile, most of the properties are now in the hands of the (? #00:16:39.3#), the developers. So, we can start this next year probably. This was the concept of terraced houses where the roof terraces are for gardening, for greenhouses up there and so on, and then also on the ground floor level we have some fields where the people can grow their own vegetables. Also, in the lounges and the balconies, the people have the possibility to grow fruit or whatever, to grow something. So, this was the main goal. We also had to convince the district, it was not easy, but finally we made it.

Commented [E06]: company which buys these properties

So, now we have this planning procedure, we have these negotiations with the district and what are the parameters? Do we need additional roads? Here, we need an additional road. Is there a public access road or a street to this place? So, what are the parameters? Then, we did the zoning plan. The zoning plan itself, the procedure of the zoning plan generally takes one year. It has several steps. The first step of the zoning plan is the proposal. This is not an official part of this. We send it out to the different municipality departments and they say, "Okay, we have to change this because of this and that. Here there is a mistake", and then we suggest to do it differently. So, it is an internal procedure. #00:18:34.4#

I-EDUARDO OLIVEIRA WSL: Okay, of consultation. #00:18:35.6#

R-ID14: Of consultation. So, what did we miss? What are the expectations from other departments? So, that's an informal one, but it's quite helpful. Then finally, we did what is called the 'green print'. I will show you so you have an idea. So, that's the green print. This is the proposal, for instance, for our approach here, this

place. So, that says, for instance, here you are allowed to build. That is building class 4, that's up to 21 meters, and with additional regulations and so on. There is a path through it and so on. That's a park etc. So, that's the green print with an explanation. Also, then how the final legal document should look. That's the proposal. So, this goes to the several departments, all of these departments.

Then, they get back, "Change it", and then it is changed to the red print. This goes to the city advisory board for architecture and urban planning, which consists of about ten people, I think, who are experts in architecture, urban planning, traffic planning and social infrastructure and so on. So, they say, "This is good, this is not so good. You have to change this or that". It is not binding. When we say we stick to that, we disagree whether it was important and we have to explain it, but we can do it, but it has to be a well formulated explanation, and then it goes to the public presentation. So, for six weeks it is open to the public. Everybody can write via internet or post what he or she wants or not, and we have then to inform over six weeks about every single statement to the city council. So, if we agree with that, we have to explain why we agree with it, or if we disagree we have to... So, it can happen that people are upset about something. So, for this, 700 people were against. #00:22:23.0#

I-EDUARDO OLIVEIRA WSL: 700? Then you have to explain these 700 things? #00:22:28.0#

R-ID14: Yes. Well, let's say of the 700, 650 of them have the same statement because they have this... When people are saying, "You have to have a line", etc. #00:22:48.2#

I-EDUARDO OLIVEIRA WSL: Okay. They collect signatures? #00:22:51.1#

R-ID14: Yes. They collect signatures, but they have their friends and their neighbors. So, when they collect them there is one explanation for the 650. It is not that horrible, but we have to inform the city council why we did it and we have to find the right explanations. So, no, we can't say, "We don't like it". Then, finally, its approved by the city government. Then, it becomes something like this. In this case, this red one is a protecting zone, so the whole area is a protecting zone.

Normally it is not only red. Most of the times it is not red, but this is a special place where it is. It is a plan. That's the zoning plan with the official document where all the regulations are written. After the public presentation, the district council says, "Okay, I agree, or I disagree, or please change". If you agree, you explain why you changes this. If you disagree, it has to go back again to the district and then the district can say, "Okay, we changed our opinion", or, "Okay, we'll stick with that, but it doesn't happen". It is just a delay, but that's it. So, the district is not as strong as the city government. That's it. So, that's one view.

In this case, first we had the project, the "conclave planning project". Then we had the zoning plan. Last year it was approved by the city council, and now we have architectural competitions for single parts of it. So, this is a call for subsidized housing in that way, in that a number of developers and architects and landscape planners as a team apply for that. They go into a competition. Then, we have a jury who will say, "Okay, this is good because the apartments are cheap enough, they are..." #00:25:47.5#

I-EDUARDO OLIVEIRA WSL: Energy efficient? #00:25:53.4#

R-ID14: Well, they have to be energy efficient. If they don't do it well they can't even get into the competition. They are kicked out immediately. Affordable. Affordable housing. That is controlled if the standards are fulfilled and so on. We had this jury recently, last week or two weeks ago, we had the final meeting of the jury and now we have the project. We have five different architectural teams and developers, and they start to build next year. #00:27:05.3#

I-EDUARDO OLIVEIRA WSL: Just speaking of these subsidies. Are the subsidies directly to the people or to the urban developers? #00:27:12.8#

R-ID14: To the developers. #00:27:13.5#

I-EDUARDO OLIVEIRA WSL: To make the houses cheaper? #00:27:15.2#

R-ID14: Yes. They make the house... well, there is this project. That's one thing.

They have to build the houses and they have to show in the calculation that it is not more than €1700 per square meter, including everything. Including what they paid for the property and so on, but there is also that people get subsidies, not as in they give you money, but they don't pay that much for one square meter. #00:27:57.1#

I-EDUARDO OLIVEIRA WSL: I see. Yes. #00:27:58.8#

R-ID14: So, that's the way it's done. #00:28:01.0#

I-EDUARDO OLIVEIRA WSL: So, indirect. #00:28:02.0#

R-ID14: Yes. Let's say it has also changed a little bit. I am living in a subsidized area, but my wife and I didn't get any subsidies because we earn too much money. So, we are living next to people who got subsidies. At this time, it is owner occupied and we paid €2250 per square meter and people who got subsidies paid only €1750. So, they paid €500 less per square meter. That's the balance. People don't complain, that's the interesting phenomenon, that people say, "Oh, they get subsidies and I don't. They paid less than me". It doesn't happen. #00:28:56.2#

I-EDUARDO OLIVEIRA WSL: The quality of housing is secure housing, but you have infrastructure and builder qualities. #00:29:05.2#

R-ID14: Yes. Well, from my point of view, honestly, the quality is too high because it makes it so expensive to build houses and it is quite difficult to keep the high standards with the low rents and low prices. So, the building standard in Vienna is enormous. It is unbelievable. #00:29:34.6#

I-EDUARDO OLIVEIRA WSL: Yes. The number of rules. On Friday, I got that information. #00:29:38.6#

R-ID14: It is really, really high. In fact, I am not satisfied with the way we build houses. We have prefabricated concrete and then 12-14cms of insulation. So, everything is low energy, absolutely. It's enormous. The apartment I am living in, we pay a little bit for heating, but it is nothing. We pay more to water our plants

because we have a huge terrace, but we pay more for the water than for the heating. So, that's enormous. The standard is high, the windows, the doors... #00:30:23.6#

I-EDUARDO OLIVEIRA WSL: Yes isolated. #00:30:25.6#

R-ID14: Yes. So, that's fine. Okay, and then they start developing and then it is. #00:30:30.6#

I-EDUARDO OLIVEIRA WSL: Then it is. Just back a little, these examples are really good. The idea starts before this "conclave planning". So, you start the planning procedure, but **who actually got** the ideal politician, yourself, your department, or also as a result of a small informal negotiation? #00:30:55.7#

R-ID14: I think there is not a clear answer to that. Most of the cases, I would say that the developers... if we speak about this residential housing, as an example. The developers have bought some property, before they are asking the relevant people or people who are informed, "Does it make sense to buy this? What is the idea? How will the development of this area be?" It could be, for instance... one developer asked me about this property, she was the acquisition manager for this company and she said, "Let's go for a coffee. What do you think? Could we build something here?" and I said that from my point of view, from her planning point of view it is the perfect place.

I did a sketch of what I thought it could be and then they went to the political decision makers in the district and said, "Would you support this or would you oppose it?" and they said, "Okay, well let's..." Then, we do it. So, most of the time, the developers or the people who want to build something come to us and ask us first of all for our point of view from an urban planning point of view and we said, "Okay, here yes, here not", and then they **buy**. A very, very good example is this industrial area. It is the biggest and almost 40-50 actors. It was established in some parts in 1823 in Vienna. At this time, it wasn't even part of Vienna, but it has declined. So, about six years ago the urban planning department, our department, the Vienna chamber of commerce and the Vienna business agency founded a cooperation, a consortium, to upgrade this industrial area.

One main reason for the decline was that a lot of companies didn't want to settle here anymore because there is so much pressure from the residential housing, but they said, "Well, if we have the company here, as you can see, there is the residential housing, the company moves in here and then people move into the apartments and as soon as they are in the apartments they are complaining about the noise and so on and that can kill the company". This was the main reason why they didn't move into there, because for them it was not safe to stay in this place. So, with this consortium, with this cooperation, we just said that this will stay an industrial area. If you want to buy a property here, you can never use it for apartments. We were backed by the politicians.

There was a political commitment of the three main parties, the Conservatives, the Social Democrats and the Greens, who said, "We'll keep this as an industrial area". To this moment, every month there is someone who wants buy some to build some housing and we say no. To this very moment, we have this upgrade. Now, companies move in. So, as you can see, if the property owner or if someone wants to buy a property, if he is intelligent enough he comes here first and asks what the parameters are. If there is someone who buys something, "I want to build some houses", "Sorry, you can't do it". So, I think that works pretty well. Since we have started this, since we've had this commitment, it is fantastic. #00:35:42.4#

I-EDUARDO OLIVEIRA WSL: I think there is this commitment negotiation behind the plan itself, it is pretty much on the process of discussing the elements. Then these potential investors will also come here if they need some improvements of their infrastructure, if they say, "Well, I want to fix my company here, but the roads are not so good. I would like to connect to some transportation". #00:36:10.3#

R-ID14: I will give you a booklet afterwards about this project because we have... #00:36:17.2#

I-EDUARDO OLIVEIRA WSL: I also will ask, where was this first located in Vienna? I have an idea. #00:36:23.7#

R-ID14: This is Vienna and it's here. #00:36:28.2#

I-EDUARDO OLIVEIRA WSL: Okay. #00:36:29.2#

R-ID14: It is very much in the south. So, this is the southernmost district of Vienna. So, here is Lower Austria. This is the other universe, which is not to say that the colours of the map aren't strong, but that's Lower Austria. That's the (? #00:36:48.9#) district. #00:36:49.1#

Commented [E07]: ?

I-EDUARDO OLIVEIRA WSL: I've got the location. It's just where this idea is also important. #00:37:00.9#

R-ID14: Yes. For me, it is one of the most interesting parts in local planning in Vienna, because we have nearly every kind of challenge here. It was already a development area four years ago, but because Vienna declined, or the number of inhabitants declined in the 70's and 80's, the situation of the Vienna was a city, a huge city compared to the size of the country with no intellect. So, we were suffering from the iron curtain. This was 40kms width, which was the iron curtain. Are you from Portugal? #00:37:54.2#

I-EDUARDO OLIVEIRA WSL: From Portugal, yes. #00:37:54.2#

R-ID14: Where in Portugal? #00:37:56.3#

I-EDUARDO OLIVEIRA WSL: From Braga. #00:37:56.7#

R-ID14: From Braga? Wow. A beautiful city. #00:37:58.9#

I-EDUARDO OLIVEIRA WSL: Do you know it? #00:37:59.6#

R-ID14: Yes. Good. I am not from Vienna, I am from Linz, between Salzburg and Vienna. I was brought up 40kms away from the iron curtain. Someone who has not seen that and wasn't brought up there can't imagine. So, there were watch towers everywhere. We were brought up thinking that behind this border there is evil and

we are good. On the other side of the border, they are the evil, but we are the good. Having ever crossed such border, you know what it is to be scared. You were scared, I wouldn't say scared to death, but you were scared because there were people at the customs, there were police and everything. It was... #00:39:01.3#

I-EDUARDO OLIVEIRA WSL: They really had these watchtowers? #00:39:03.3#

R-ID14: They had the watchtowers. If you tried to enter this area, you were shot immediately. So, you never went as close as possible, you would always be at least a couple of hundred meters away. So, this impacted the mind that this whole Vienna region was not a prosperous region. It was because of this lack in intellect. So, you couldn't go out of Vienna more than 30kms. Bratislava was a different universe. Now, that's the reason we are so happy and the reason why **the elderly**, but we highly appreciate European ideas and we are so pissed off that people are fighting against Europe and the European Union. Okay, not everything is perfect, but what we have now is 70 years of peace. It takes quite a while. We fought each other for maybe 30-45 years. Now, we expect that everything is perfect? No. This iron curtain, to have no iron curtain anymore, as someone who have lived in Vienna now for 38 years, to go right into the middle of Vienna, get on a boat and go to Bratislava without showing a passport... you just get off the boat, have a look at Bratislava, get on the boat and go back. #00:40:54.1#

I-EDUARDO OLIVEIRA WSL: Ride your bicycle. I did that. #00:40:57.4#

R-ID14: You did? It was impossible. #00:41:00.2#

I-EDUARDO OLIVEIRA WSL: Yes, but that is definitely relevant because you live the experience of the iron curtain, and you mentioned that I am from Portugal and I also see people fighting against the European Union. We didn't live the past as some of you guys did here with this division. #00:41:26.6#

R-ID14: You have different problems. The first time I was in Portugal was in 1976, two years after the Carnation Revolution. So, at this time Portugal was such a poor country, it was so poor, and if you look at Portugal nowadays, it's a different world. It

is completely different, but you have other problems. #00:41:52.7#

I-EDUARDO OLIVEIRA WSL: Yes. From those years until now, we got a lot of support from the European Union. If some of our politicians used the money improperly, that's another story, but we get a lot of opportunity. I think my PhD was a scholarship partially funded by the government and partially by the European Union. So, I see a lot of advantage. #00:42:20.4#

R-ID14: Of course, yes. Okay, coming back to that. This was a main development area, but there were no people because we had a declining population, but after the fall of the iron curtain it went up. Now, since 2002-03, it really went up. So, we have the fastest growing city within the European Union. So, we need this and that's the reason we have more dynamic here than we had before. A couple of years ago we expected every year approximately 20,000 additional people in Vienna and now we have up to 40,000 every year. So, that means that we need at least 10-15,000 apartment every moment and we can't meet that. So, there is a lot of pressure on the housing market because we need to accelerate. In this area, which I am responsible for, and a little bit here as well, over the next ten years we will build approximately 30,000 apartments. It is only this area that I am responsible for. #00:43:43.0#

I-EDUARDO OLIVEIRA WSL: High density construction? #00:43:44.7#

R-ID14: Yes. No single families. #00:43:48.6#

I-EDUARDO OLIVEIRA WSL: No single families. #00:43:49.0#

R-ID14: No single families. In this area, all of this, in this project there are 1200 apartments. This build will start at approximately... well, by the end of this year, 3000 apartments. 1000 are already built more or less. 1500 apartments here. 1000 here and so on. #00:44:11.9#

I-EDUARDO OLIVEIRA WSL: For housing, I have one question and then we'll begin on the elements, on the type of land use priority. So, I think that housing is

definitely a key goal. #00:44:23.1#

R-ID14: Yes, it is the main goal. It is the main aim. That's something we are really lacking and it has a lot of additional challenges than the social infrastructures like schools and so on. We have to provide traffic, public transport and so on. So, that makes it a little bit difficult because as far as we heard and know, the Viennese project has some problems already. So, to provide everybody with good schools and so on. So, that makes it difficult. #00:45:09.6#

I-EDUARDO OLIVEIRA WSL: Also the green space and open spaces, which I understand are also relevant in Vienna. #00:45:16.6#

R-ID14: It is. So, for us... this project, I hope we can make it in the way we have planned. So far we are on the right track. This is trying to find an answer to density and quality, but also green space, but every apartment, and this is linked to gardening, means that we try to provide a public space, a scenic public space, or a private green space on the site. Once I did a presentation in New York, the urban planning department, and I was quite proud of the work because one guy... I said, We have one answer to this challenge of density and quality and I think it is one of these answers that we are carefully working on this balance between built up areas and green space.

For me, the most important thing is what is happening, even though I am an architect, but nevertheless the most important thing is what is happening between the architecture. This public, scenic public and private space, is that a space that makes the city work? If you don't provide the people with this quality in public space, you will fail, definitely. We have some good examples and we have some bad examples, like in every city, and in this case I think we are on the right track, hopefully, but it is always a challenge and we have in this case, for instance, a strategic plan for this area. So, that's the collection of all the measurements. I told you briefly, how do we deal with the green space? How and where do we have to provide?

For instance, in this area which is about here, we have to have, for example, two parks. One here, and then three adverse. It is still private property, but the city of

Vienna has to buy it more or less. Here, this is another huge camp ground (? #00:47:52.9#). This is the second park. So, we have two parks linked to the (? #00:47:58.7#), which is one of the main leisure/pleasure areas in the neighborhood here. So, to link these green areas together is important. Something like this, for instance, it is a private part. We can't get it. So, it is not open to the public and we can't open it, it is impossible. So, we have to live with it. #00:48:24.2#

Commented [E08]: Areas in the city

I-EDUARDO OLIVEIRA WSL: It is a private park. #00:48:24.6#

R-ID14: It is a private park. It belongs to the lawyer. So, that is something. We have to take every single... So, for instance, this project is here. This is the old village core, also the planning bid. Abandoned factory buildings and so on. It is an area of transformation. Here, we made also with this conclave planning procedure quite a dense settlement, but again we had the landscape plan with us. So, we had a very broad variety of green spaces, urban spaces, public spaces a porosity, how to go through work and people gathering. So, let's say, in many cases meanwhile we start to focus on the public space and the architecture is working around all of this. So, that is how we go. To focus on what makes a city, that's the space between the houses. That is something in this section that is our main goal. #00:49:58.2#

I-EDUARDO OLIVEIRA WSL: By laws here I think, the principle. #00:50:02.0#

R-ID14: Yes. The principle. Applying the principle. So, as you can see, there are quite a lot of things. How long do you want to stay in Vienna? #00:50:15.4#

I-EDUARDO OLIVEIRA WSL: I am leaving on Wednesday morning. #00:50:17.6#

R-ID14: Oh, Wednesday morning. Okay, you won't have time. As you can see here in the background, that's the view from here to there. These buildings you can see. #00:50:30.0#

I-EDUARDO OLIVEIRA WSL: They have a swimming pool on the top? #00:50:32.5#

R-ID14: Yes. Right. I will show you. #00:50:34.0# These buildings, yes, they were built in the 70's and early 80's. Now, these are huge blocks. In every other city this is a problem area. In Vienna it is just the other way around. For 40 years now, it is number one in living quality ranking in Vienna. Even higher than single family housing areas. The idea behind it was that the advantage of living in a high rise building was the view. What is the advantage of living in a high rise building on the third floor? Not the view. So, what he did was in the lower floors he provided the people with huge planting pots to provide them with a living quality in their own apartment, and on the top of the roof he made the swimming pools. So, these are the swimming pools with the best view in town, of course, and they are really packed with people. Also, in the case of an emergency like fire, it is used for fire extinguishing, and the buildings themselves, because they have this shape, inside they have indoor swimming pools, they have clubrooms for everything from chess to archery and so on. So, people here also have their leisure and pleasure facilities within their house, within the area. The funny thing is, the statistics say that people leave Vienna 30% less in the weekend because they have everything here. They don't have to go out somewhere because everything is there. So, it was 40 years ago that this was designed. It is very well maintained and administrated. So, that's pretty good. That's the funny thing, at the beginning of the story, if you have a settlement with 200 or more apartments, people demand a swimming pool, but we have such a small society. Subsidized housing. People in subsidized housing demand a swimming pool. #00:54:01.8#

I-EDUARDO OLIVEIRA WSL: They expect the municipality to provide them with open green areas and transportation as well. #00:54:11.7#

R-ID14: Yes, and as you can see, we have huge green areas as well. In fact, the other project which was in the last 10 years, the showcases that came with factory building, I was one of the project coordinators for that and this is our showcase and where for the first time we really started to define the public space and to rent the architecture around. So, I live in this settlement and I can see that there is a living there, so how does a project develop from the very first ideas to them when the people are living there? I learned a lot and I still learn on what we have to focus and as you can see it is a public space. #00:55:09.2#

I-EDUARDO OLIVEIRA WSL: The relationship between architects, urban designers or place makers and planners, the relationship is quite good, I would say. #00:55:25.6#

R-ID14: I would say so, yes. It is always okay combined with fights and so on, but nevertheless we try to negotiate and we try to do a lot of things the informal way. It is always dependent on the people. So, if you have things to ask about something, then it's easier to do something. I have colleagues who are not enthusiastic. So, of course, you're like, "Why? People are". For us here, I wouldn't say it's a general opinion, but I think that if we have a plan here that's okay, it's nice to have a plan, but the realization and the implementation of this plan, this idea, of the quality is the second chapter of the story. If you don't watch it until the very end, if you don't look after the quality, you fail. That's something I am now really fighting for really hard, that we have to stick to the project to the very end. What our department has to do is make the zoning plan. After that, it is not our job anymore, but I think it is our job, it must be our job. #00:56:53.2#

I-EDUARDO OLIVEIRA WSL: Yes. To try to follow it to the end. #00:56:55.7#

R-ID14: We have to, but that's only my opinion, not the general opinion. #00:57:00.5#

I-EDUARDO OLIVEIRA WSL: Otherwise people will not move there, if you are building new settlements and you don't make it attractive. The fact that Vienna is attractive is on the top of the ranking in terms of likability and so on, but then the reality is that they have to find quality and some will leave. #00:57:23.5#

R-ID14: That's a problem we have. We have such a demand for apartments that people don't think about the quality of public space and so on. They know, "Well, the architecture is okay, fine. Well, we have an apartment", and they need an apartment. So, it would be better if there was more competition in that way. So, because there is a demand from people, from the normal citizen who has not a thought about architecture, "Okay, it's a nice building. Okay, it's a good location, I

go there". A lot of people, and this is something that astonished me, they don't think about the environment there. They complain afterwards. They buy an apartment for a couple of hundred thousand euros and then they are complaining. I remember when it came to my "wire factory" we were really next to the metro. The metro is here, and people are complaining that they can hear the metro. I cannot understand this. It is ridiculous. We are such a "spoiled" society, but it also shows that people don't look at where they are buying an apartment, "Okay, well if this building, okay I'll go there". I don't understand it. Obviously I don't understand. #00:59:06.4#

I-EDUARDO OLIVEIRA WSL: Then, you told me that they don't pay attention to these elements. I was about to ask about supermarkets and small shopping areas in these neighborhoods. You mentioned that the access to public transportation is important. Is it important also in the planning procedure? Understanding if these will be served by public transportation, what kind of supermarkets people have near? #00:59:37.8#

R-ID14: Yes. It is always important. #00:59:38.9#

I-EDUARDO OLIVEIRA WSL: Do you engage with interest groups in these terms, or do you also engage with other planning departments in the city to come to a consensus? #00:59:50.5#

R-ID14: Sorry, the last question. #00:59:53.3#

I-EDUARDO OLIVEIRA WSL: If you engage with interest groups privately and also, for example, on transportation, in the case of a project you also told me that people from other planners... #01:00:07.1#

R-ID14: Yes. Always. There has to be. We have project, like we had one down there. It was an old cement factory and this is a beautiful project because its right in the Vienna forest, but for instance we knew that the biggest disadvantage was the lack of good planned transport. We said, "Yes, that's right. Probably we can improve it with a better bus interval and so on". On the other hand, we say, "Okay, its subsidized housing and living in one of the greenest areas in Vienna, so what else

in the role can you do?", but you have the disadvantage that you are more planning on the car than in other parts. So, that is one of the... So, we negotiate. We think, what could be the possibilities to improve the public transport, and sometimes we can say, "Okay, that's the only ...we can't solve the problem", but there are a lot of other advantages which are, let's say, overruling the disadvantages.

In this case, it was that this old cement factory covered for a long time the whole area with a white or greyish dust and it was a ruin then. So, now we can have wonderful apartments right in the middle of the forest and to live there must be wonderful. So, sometimes, like in this project here, we say, "Okay, we have to improve the public transport here, the main roads to Vienna". This is one of the main entrance roads. So, in the south we have a big problem with commuters. Every single day 160,000 people are moving in and out. 160,000 people. That's a lot. So, how do we deal with that? We have tried to find solutions for the public transport here. So, step by step solutions. In this case, the first step is that we widen the street where it is possible and install bus lanes.

The bus lanes are steered that way so that at the traffic lights they get yield, so the bus becomes the fastest in the town. In the long term view, we hope that we can install a tramrail. So, it could be happening in the next 20-30 years, but we are already thinking of that. So, it is always step by step. Also, something a lot of people are criticizing, "You are building something there and there is no public transport", and we say, "If we go to the Vienna transport company, they say there is no need for it". So, it is always the hen and the egg question. We say, if there is a pressure on them, then they will start. So, the pressure only comes if there are people there. It is always this point of view and how to explain it, and probably the fact that it is **that**, yes. #01:03:42.9#

I-EDUARDO OLIVEIRA WSL: This question, maybe you have no answer for me, I don't know. The relationship with this project and the plans and either the Vienna or the development plan, do you follow it when you designed this, in that case, with the preoccupation of being a green district for example, is it in line with the STEP? #01:04:15.4#

R-ID14: Yes. Especially with this step, with this development plan because it's pretty vague, but nevertheless it is also in line with all of the other development plans before because there are things where we say, "Well, there is no other possibility". We would be careless not to intensify building around public transport. We would be careful not to use this abandoned factory site close to another station with the S-Bahn. So, we would be careless if we built single family housing here. We would be careless not to try to keep the companies within the city boundaries. So, there are some logical things and it is quite easy for us to explain that to the people, even if they do not want to hear it, but we say, "If we don't do it, we would act without responsibility". I think it is quite easy to answer because whatever we do, from my point of view, I would say, we have a clear explanation. There are all the parameters we have to fulfil and that's it. #01:06:18.7#

I-EDUARDO OLIVEIRA WSL: Yes, and the entities are accountable for their actions. Everybody knows what they have to do and also the departments know what roles they have to follow. The things are quite clear. #01:06:40.7#

R-ID14: Yes, I would say so. There are all of these different opinions about some of the things, but in general I think, especially in this area, because it is a target area it is clear that something has to be done. Sometimes in the approach there are probably different opinions about it, or should we do it this or that way, but what we have always tried, especially here, is to work with the identity of the place. For me, I am working at an international level now for about 15-16 years. We have a group of experts. We did a lot of so called implementation laps throughout Europe. We did one in Lisbon with 10 different sites. It was in 2007. We did a huge competition and it was great. I loved it. Our group did in "Seixal" (Great Lisbon, Portugal). It was really great.

I don't think that it had a lot of influence on the community there, but there were a lot of other things in different countries, from Ukraine to Scandinavia to Spain and so on. It had a lot of influence on the urban planning and one thing was that we were always focused on the identity of the place. So, that's something, in urban planning we should deal with that because there is no place in the world which has no identity. Some weak and some stronger, but there is an identity. In this case, for example, it

was this transformation from **suburban structure to an urban structure**, but also what this small scale development in division C... So, this is the whole village core and we said, "Okay, this suburban area won't stay as a suburban area. We have to have a bigger density". So, we discussed it quite intensively in this process. "We have to do this, but it has to be a lot of different structures here, like a small village has". So, from this small scale to this urban scale, but it is dealing with the identity of the place. Here, it was the identity of the urban **area**. So, it could also be properties, structure, a lot of things. There are a wide variety of identities. In this international group of development, we said, "What are the important things in the environment?" Identity, connectivity, how it works with the car, bike or on foot. Socially, visually, how it interlocks with the existing fabric. Then, the critical mass, do we have enough people serving several functions? That is a big problem in urban planning, "Oh, we'll make a retail area", and then all the shops are empty because there are not enough people to serve this function. Then, the critical mass at a human scale, meaning does it feel fine? It doesn't mean that everything has to be cozy and nice, but to feel fine. For me, a good example is... do you know New York? #01:10:35.3#

I-EDUARDO OLIVEIRA WSL: Not personally. #01:10:39.0#

R-ID14: There are some places in New York surrounded by skyscrapers. I love to be there. I feel comfortable. So, starting off with Broadway bowling green. A very small part and packed with people, but I love to sit there and I feel fine. So, that's human style. Then, promotion marketing is also something important. You sell it to people. You've give them something good to talk about and the right process, how to start a process is also something important. So, these are our main focus points in urban planning in this area. #01:11:17.4#

I-EDUARDO OLIVEIRA WSL: Well, I did my PhD in place branding and strategic spatial planning. I work on the other strategic special planning, but I am familiar with the identity. My research area was not in Portugal. So, I took the whole region and tried to understand to what extent it is possible to build a regional rent to position the region, but I see that in this case it is not comparable. You work a lot on this small scale with a lot of place making as a way to attract people, and the you also have the communication part. You communicate to the people that you have these elements

here to make this place good. #01:12:03.2#

R-ID14: Yes. That's important. #01:12:04.0#

I-EDUARDO OLIVEIRA WSL: To live, to play, to love... #01:12:08.9#

R-ID14: That is very, very important and I think if you do it... Well, for instance, I almost tried something that's not understandable for a lot of people. I always try to have a **light design** in the very beginning of the planning process because we don't think about the small light summary, it's the point of view of the **light planner**. It is the city at night. So, he has a completely different imagination of the city and the city is half of the year in the darkness. So, how do we fill it with people in the darkness? We are always planning this. We have 365 days a year, 24 hours' daylight, but its half of the year. So, to have this few **help us a lot** because he brings him... Well, I am working with one guy and he is absolutely brilliant, but he has a completely different view and that helps very much. #01:13:15.0#

I-EDUARDO OLIVEIRA WSL: To make Vienna for day and for night. #01:13:18.5#

R-ID14: For me, I think urban planning is something very, very holistic. In fact, we have here... this is an old coffee factory. They shut down two years ago and now we have started a temporary cultural use there. So, we have two guys who are brilliant introducing that and they are very well connected. For me, it is so important to also have this art function here. If you look at Liesing itself, a city with more than 100,000 with absolutely no cultural institution there, and the city of culture of Vienna districts have no... and here in this coffee factory, which is here, we started already to introduce this and they've done a really good job, and so it will be permanent use. So, we have a lot of different things. We have culture here, we have green space, we have residential housing... #01:14:38.8# If there is a company here and it works, we want to keep the companies as well. So, we don't want to push them out. So, to have this multifunctional use. For us, it is so important to have a multifunctional use, to keep the people here, to make no dormitory corners out of it. So, yes, it's a bit challenging. #01:15:05.6#

Commented [E09]: Light designer

I-EDUARDO OLIVEIRA WSL: On this cultural unit then, are you opening it to the community so they can come and... #01:15:16.5#

R-ID14: Yes. We want to install a brewery in there as well. So, in this block we will have the cultural thing, and then is the school, and here is about 700 apartments. So, altogether that's how it works. #01:15:38.0#

I-EDUARDO OLIVEIRA WSL: In line with this question, I have one question on the knowledge, but this question is related to the types of knowledge participating in the plan making, the wider ones or the more strategic ones and the more detailed ones. You mentioned already that you bring expert knowledge into the discussion. What types of expert knowledge? Knowledge from the business sectors, more academics, do you engage with these groups of different people when it comes to preparing a project? #01:16:14.6#

R-ID14: Yes. So, whenever there is a need. So, let's say urban gardening. We need people, so we work together with the Gardening School of Schönbrunn (? #01:16:29.7#). So, they have a whole school there where you learn gardening. It is a high school, a gardening high school, so you can go further onto university afterwards. It is a five-year school, it is of a high level and the guys there are brilliant. We get the support from them. So, we ask them for advice, "Is it possible?" So, that is one key example. Also, here there are people who know something about culture and how to run it and they are very experienced in that. So, yes, everywhere. #01:17:13.7#

I-EDUARDO OLIVEIRA WSL: Picking up a question here on the inspiration, which is also related with the inspiration on the background of these plans, but then we can transfer to what we are talking about. You mentioned that you go to some international presentations and you engage with these labs. You mentioned you have been in Lisbon. So, this work also has inspiration for your work, the work of your department. Where do you go to get some ideas to implement in Vienna, or does Vienna work more as a showcase for others, or do you also gain from other cities? #01:17:55.4#

Commented [E010]: <http://www.schoenbrunn.at/en/things-to-know/gardens.html>

R-ID14: Honestly, what I have learned about urban planning was that its change was the people from outside. This was for me the most important thing. The first thing I learned about urban planning was with the cable and wire factory project, when all the participants I think started to learn about urban planning. It was such an intense... it was a cooperative planning approach, but it lasted for two years. It lasted so long because I think that everybody... we had to rethink urban planning. Then, from 2000 on, I had so much exchange with people from the outside that I think it's not that Vienna knows everything about urban planning, absolutely not. I would say that Vienna is one of the cities with the highest quality of living despite 'blank'.

No. I think it is so necessary to get ideas from outside and it doesn't matter where it is. Every year I have at least two or three workshops in other cities. So, at the beginning of July we had one in Wrocław, Poland, which was fantastic. Again, I had some ideas taken from this situation. We had one in Estonia last year which showed me for the first time that lots of green space can divide a city. It was funny to realize during the process of this lab, because they have always suffered from, the city of Tartu, which is the second biggest city in Estonia... Have you been there already?
#01:20:13.7#

I-EDUARDO OLIVEIRA WSL: No. #01:20:13.7#

R-ID14: It is completely different to Tallinn. Tallinn is this wonderland. A beautiful city. Tartu is an old city, a normal city, a nice city, and it is divided by a river. The people said, "Oh, we need additional bridges", and during the implementation lab we found out, no, it's not the bridges, you have enough already, but there is a park on the other side of the river which blocks the view to the other side of the city. So, the people always felt, "I am from there and they are from there", and then we said, "No, we have to have buildings there instead of parts of the park", and then we saw by accident a historical photo and there were buildings at this place, but they were bombed in the second world war and then never re-erected.

Instead, a park appeared there by accident with huge trees and so on, but this was one of the main reasons why there was not this visual connectivity I mentioned

before. So, we tell them. We learned also that all of this green is not always good. It can also have negative influence on something. So, I learn and I learn. I soak it up like a sponge. It is so important to me. #01:21:50.5#

I-EDUARDO OLIVEIRA WSL: Yes, I believe that. Now, to try and pick up a few questions, not many, because the time is already one hour and 21 minutes. So, to pick up a question on the step. How do you see the leadership in Vienna? How do they embrace the step? Do they take it as part of the integration or do they see it as a necessary thing to do and it's just there, it's nice, its colorful, but the reality is slightly different? How is this institutional relation and then practical relation between this plan here and the reality and the detailed plans that happen that make the city appear as it is? #01:22:38.9#

R-ID14: My personal view is not the official, of course not. As I mentioned, this is so vague that you can interpret it any way you want to. For me, it is here, this, because there are general things in urban planning. Let's say you have to prevent urban sprawl, you have to provide the people with good public transport, with good open space, and that is clear. Yes, okay, its logic, but if you are going to these single areas, you have to think about what are the parameters here? You have to act and react in that way. For me, this is the crucial thing. It is a picture and I think it's okay, it is okay to have this picture. From my point of view, it should have been more defined not to... because I'll show you in another step. If you look at this and we take my main area here.

So, here it is very detailed with the density and what should be the density here and so on, and now look at this, it is something like that. It is very, very vague. I think that here it was not bad, it was very well designed and I still, if I talk to people and say, "You can't build there. What are you doing?", well in '85 we already had this density and you bought your apartment five years ago. You just should have looked at the urban development over the last 30-40 years and you could have seen that this is already due to build to quite a density. So, if you look at these two and you see the difference. That one is '84. #01:25:51.9#

I-EDUARDO OLIVEIRA WSL: Do you think this happens for some specific reason?

To market influence, political interest? #01:26:00.5#

R-ID14: No, because people are political. I think today that politicians aren't brave enough anymore. They don't say, "Well, we have to do it that way. If we don't do it we act carelessly", and today it's like, "Oh, I don't know", and that's the reason why we have a crisis in politics. People want to have clear statements. Here, it is similar. It is a bit different, but it is. #01:26:47.6#

I-EDUARDO OLIVEIRA WSL: So, the process of plan making between these steps, they were also different in terms of...? #01:26:56.7#

R-ID14: I don't know how... I am now working for... Let's say, yes, I think they were a little bit different. Today, it's a theory, but you try to talk to everybody and because you talk with everybody, the result becomes weaker and weaker and a compromise here and I don't want to be as direct probably. I could insult this group and that group. #01:27:31.7#

I-EDUARDO OLIVEIRA WSL: So, they want to satisfy everybody? #01:27:34.0#

R-ID14: Yes. #01:27:34.5#

I-EDUARDO OLIVEIRA WSL: They make it for everybody, but in the end... #01:27:37.2#

R-ID14: Yes, and in the end, a very fluffy result, and in this time I think it was different. It was, "Yes, we have to do that in that way. Well, we are urban planning experts, we consult this or that", but that's it, but here we talked in groups and subgroups and sub-sub-sub groups and in the end we have this. Also, it's still here. In 2005, it was quite clear that the development, the built up areas was something that had to be. It was very clear. Here, we returned... #01:28:26.3#

I-EDUARDO OLIVEIRA WSL: Yes, the general picture. #01:28:27.4#

R-ID14: Yes, and that's a pity. For me, it is also Vienna... if you look through the

history of Vienna, there were clear statements to do this and that. In 1853 I think it was, the emperor said, "We have to bring down the fortification wall", because the city of Vienna is too small and it makes no sense at all. So, they tore down the fortification wall and opened up the city. So, the **Ringstraße**, as you can see, was the result of it. Nowadays something like this would be impossible, completely impossible. For me, I had a presentation in Romania last year about smart cities and one guy asked me, "Since when is Vienna a smart city?" and I said, "Well, over 100 years".

The green belt was introduced in 1905, so this was revolutionary to say that we keep things unbuilt, we keep it as something important for the hygienic situation in Vienna. The other thing was, tearing down the fortification wall, of course, but also we have one of the best water supplies in the world. We get mineral water out of the tap because we have huge pipes from the Lower Austria from Austrian Alps bringing water to the city of **Vienna**. So, we could fill it into bottles and sell it because its mineral water coming out of there. It was because of wise people who said, "Okay, we need to change", the situation in Vienna at this time was horrible. Tuberculosis was called the Viennese disease because people were packed into these buildings, but these were not noble buildings at this time. They were packed with people.

There was a need for better water and so on, and so they built these huge pumps. Then calculating that Vienna will have 4 million people by 1930. Did they know? Well, okay, there was the first billboard and so on, so we declined from... at this time we had about... by 1914 we had about 2.2 million inhabitants. We declined down to 1.6, but still we have this good water supply because people didn't use that much water in recent times and now we use more, but that was smart. For me, from the lasting case, the most important thing was the Danube Island. The river Danube was a very wild river and there were a lot of floods throughout history. All of this was a swamp area before 1840-50. This was the main river about 200 years ago, but as you can see here, the remains of the old river.

So, it was quite difficult. Then, they started to regulate the river, so since then the flooding became less and less. So, the main **value** of the river was over this and this was a relief area during floods, but it was not enough. Then, they decided at the

beginning of the 70's, it was the decision of the social democrats, they were approached by all of the others, and said, "We'll build an island here 22km long and make a relief channel out of it". So, in times of flooding they can open here and it is calculated that enough water can go through, and if there are no floods they lock it here and here and you have a normal leisure and pleasure area. So, this Danube island has become a biotope, one of the main recreation areas in Vienna. It is reachable by metro, with two metro lines. There are new kinds of animals here, so there are biotopes and nature poor, but we have a lot of sporting. We have the Danube island party every year with at least 3 million visitors in three days. Sorry, not 3 million, 1.5 million in three days. It is amazing, but it was the decision of politicians who weren't afraid and said, "We have to do it". #01:34:09.4#

I-EDUARDO OLIVEIRA WSL: We have to do it. In the 70's? #01:34:11.0#

R-ID14: In the 70's. You can't do that nowadays. Never, because a lot of things will say, "No, you can't do this and you can't do that because this grass is protected", and so you need brave people. So, you can see in the step how it became less and less. #01:34:38.6#

I-EDUARDO OLIVEIRA WSL: I see. As for the role of leaders in planning something, we also want to try to understand. So, maybe at a district level, do they have a strong voice to come and propose some ideas for a specific area and maybe impact land? In the higher level, maybe they want to make a general beautiful picture and make a whole consensus. #01:35:15.5#

R-ID14: No. It's funny. The thing is, at the moment it is the other way around. At the higher level, they have a clearer picture of what has to be done and on the district level they are cowards. It is very interesting. I have seen it. We have no problems more or less with the municipal councilor, we can talk to her or her representative. The guy with whom we work, he is not the municipal councilor, but he is the... #01:35:56.4#

I-EDUARDO OLIVEIRA WSL: Assistant? #01:35:56.3#

R-ID14: Assistant, and we can explain things. We can say, “Well, we have to do this and that in that way”, “Yes, okay, we agree with that”. At a district level, “No, we can’t do that”. **This cable wire factory**, planning for instance, we made because we had both. We had one municipal councilor who was the initiator, who said, “We should do something completely new on this site”, and we had a district mayor who was absolutely brilliant. I once did a presentation in Salzburg and I said, “He is the ideal species of politician. He is brave and he is honest”. The whole auditorium started to laugh and I said, “No, he really exists. He is a brave and honest politician”, and he was. It was fantastic to work with him.

He was a very nice guy and when we had an idea to do this, he said, “I know that, but if you do it in that way we will run against a concrete wall”. So, we had to do it in a different way. So, he was always proactive. He was a creative guy to think, how could we deliver this idea to the people? He stood there and he said, “We do it because...”, and he said what we told him, it wasn’t in the plan, but he understood what was said, he said, “We have to do it because this is that and while there are probably some negative things, you get these positive things”, and it was fantastic. It was really hard stuff we had to do because the cable and wire factory was part of the identity of the whole district. So, the people loved this company because it was their company.

In the district, there was not one family who didn’t work there. So, it was for them identity and identification. Then, it was an unfriendly takeover by Siemens, who wanted to get rid of a competitor, and suddenly this company was gone and the people were really in grief. They were really in grief, they were angry. I visited the factory three months after it was shut down in December 1997, it was everything but no people. So, there was the open newspaper of the 19th of December. There was the coffee mug with the dried coffee. There was the plant on the office table dried out. The people stood up and went away. They were really, really sad. So, to do something there was a real challenge because you could have been sure just by visiting and not having talked to anybody before, to see that this would be hard work.

Then, we had a district mayor who was brave, who said we have to do that, he supported, for instance, also the cultural interim news. Everybody was opposed

because they didn't know what was going on with the big parties. People were always complaining and he was the one who said, "No, let's do it". There was vandalism all the time without this cultural news because if there is an abandoned factory it attracts a lot of stupid people, and he had this feeling already that if we do something on this site it would be advantageous. So, he supported the artists who wanted to do that and, yes, from the very first day the vandalism vanished. So, there was a brave politician. We worked together and it improved a little bit with this district mayor, but until half a year ago everything was a challenge, everything was an insult more or less, and that made it... Well, he really hated me. He really hated me. Maybe not so much anymore. #01:40:21.3#

I-EDUARDO OLIVEIRA WSL: So, the conflicts have been emerging more at a district level? #01:40:31.9#

R-ID14: Yes, and we see it in other districts as well. If you have a district mayor, someone who is brave, there is another approach, the 16th district for instance. One of the best we had was the 122nd in the north. He was fantastic. He was a brilliant person, but he passed away at the age of 52 from a heart attack and I still can't believe that he has been gone for two years because he was also a very brave guy and a lot of people thought he would have been the right mayor for Vienna, but then he passed away while hiking on holiday. That was such a pity, but you need these people. #01:41:25.8#

I-EDUARDO OLIVEIRA WSL: Sorry to interrupt, this district mayor came from the district? Are they born there and very familiar in the district? #01:41:36.1#

R-ID14: Yes. Most of them. Most of them were born up there or very close to that. I think of the district mayors I know were more or less either born or brought up or went to school, but they are very much linked to their districts. #01:41:57.2#

I-EDUARDO OLIVEIRA WSL: Yes, because it's very important to have the relationship with the community, with their needs, in case of this **Vienna, Cable & Wire Factory** #01:42:04.8#

Commented [E011]: <http://www.iiinstitute.nl/referencecases/r-c-vienna-cable-wire-factory>

R-ID14: Yes, and you have to have these people. Some district mayors are simple (? #01:42:10.3#) and some people are really with the people, who are open and go to the people, like this 12th district. This mayor said once to me, “If I had to walk home or go somewhere fast, I try to choose the other route because a lot of people will chat”. I think on the one hand he said, “I love it because it shows that I am very well accepted and I do my job pretty well, but on the other hand sometimes it can be a hassle”. Others are, for instance, this one here, we have citizen’s information and in Vienna we have a problem with parking crime and so on, and the districts have this so called parking sticker, so as a resident you have a parking sticker and you pay an annual fee for it and you are allowed to park in this district.

Commented [E012]: bureaucratic

A lot of people here want to have this parking sticker because there are park and ride areas for people commuting into Vienna and they want to get rid of them because it’s a hassle. If I live somewhere here and I can’t find a parking place because all the people from Lower Austria are parking there and I feel I live on the park for Lower Austria, I won’t like it. So, a lady said to me, “We have to have this parking sticker”. I said, “Well, sorry, from my personal point of view I think you are right, but it’s a political decision to have this and it’s not something we are planning. So, you have to ask the district mayor”, and he was standing there at the other edge of the room and she said, “Oh no, he is a coward”. She didn’t know me, but she said about the district mayor, “He is a coward”. So, in a district it always, whatever you do, it always depends on the people. You can have the best recipes, you can have the best handbooks and whatever, but if you don’t have the right people, you won’t make it. I have found three things that are always working against you; jealousy, vanity and stupidity. #01:45:01.7#

I-EDUARDO OLIVEIRA WSL: In this picture, you are now characterizing how the private companies join the game on the decisions concerning some parts of a district, if they want to build... not housing, because I understand that this goes in a different way, but a company wants to settle in a district or they want to develop something in a district, they go to talk with the mayor, I believe they talk with a politician at a higher level or... #01:45:42.4#

R-ID14: It happens. Maybe it was worse in former years. At the moment, I would

say we are pretty strong enough to say, "You can't do that because of this and that, or if you do it, you have to do it in this way". So, recently we had this area, this cultural area, and we have a group meeting every fortnight. So, every 14 days we send a representative of the urban department, me, of the Vienna chamber of commerce, and the Vienna business agency, and we have introduced to this area a quarter manager who has an office at the site. He is more or less the address of this area. So, everybody can go there and we have a webpage as well. There is an abandoned bus station, let's say, from the Austrian federal railway company.

So, it has been abandoned for 50 years and they want to introduce a hardware store there. Our policy is, we do not want to have this kind of hardware store or huge shopping centers here. That is against the policy of having companies who employ people who bring money to the city and not create traffic. We don't want to have them. So, they came here and said, "We have one hardware store that we want to be there. It is a great project", and we said, "No, definitely no", "We have been looking for 10 years to sell this property, we can't. There is no interest", and we said, "You are doing it in the wrong way. You want to sell four hectares at once. Only a few people want to have four hectares, but we know a lot of companies who need only 1-3000 square meters", because there are small companies looking for space.

We know is more exhausting to sell it in tranches, but it is the way that it is. So, they were really pissed off when they walked away and my colleague from the Vienna chamber of commerce said, "I wonder what they are doing now". So, it could be that there is some pressure from above, but we're still optimistic because we have this in the statement and we can probably also convince the municipal councilor that if you open this door to this shopping center and so on, and they are from the green party and we are backed by them, of course, but we have to be careful, but I would say in general it is not that much investor driven, urban planning. It is not where someone, "I want to invest and that's it". So, it's a very small **scale** when some people are very interlinked with people, but in general I think it's okay. #01:49:28.8#

I-EDUARDO OLIVEIRA WSL: You have this figure of the quarter manager. Are there more quarter managers in the district? #01:49:37.8#

R-ID14: No. #01:49:38.1#

I-EDUARDO OLIVEIRA WSL: Only for the target areas or very specific projects?
#01:49:42.0#

R-ID14: This is the first of its kind where we did this cooperation and installed this quarter manager who is very successful. We have a second one three or four months ago in the northern part of the industrial area. So, there is a second one, but there are quarter managers called area management, where people... not district, but we only get one in this district as well and in other districts, like the 3rd and 11th and so on, they have area management where they have three or four people who are very dedicated to their work who are an address that people can go to, they support them, they help them if they have some... in these small areas. I don't know the English term for it. #01:50:54.7#

I-EDUARDO OLIVEIRA WSL: Yes, I got it. #01:50:57.7#

R-ID14: They support it. I think that's very good. It's a very good thing to have there and people, if there is something they want to do or something they are complaining about, they have someone to go to. Not only always the district, but they work also on the very informal level and it's not politically driven. #01:51:25.4#

I-EDUARDO OLIVEIRA WSL: I see. Then, they also bridge the gap between the citizens and the planning department? #01:51:34.0#

R-ID14: Yes. There is something that we are missing here. There was always a little bit of reluctance from the district in the former years, but meanwhile I think we are on the way that we want to have this area manager in Liesing. We need that. We have this contact person. If I get, "Here is something, here is something, here is something", I can't be everywhere. #01:52:07.9#

I-EDUARDO OLIVEIRA WSL: You can't be everywhere, yes, or pick up phone calls from everybody. A question now on a different level and to close, how do you see

the regional dimension in Vienna? How do you see the expansion of Vienna as a metropolitan area? Do you see it growing as an urban region, as a city region? Also, how do you see the relations with lower Austria? #01:52:41.7#

R-ID14: I think at the moment we have this big problem being too federal states. That's the biggest problem we have. At the moment, there is no solution in sight, but I think there will be a time where they have to cooperate in a better way. So, we hope that with this **URBACT** project, we are focusing on this area here. You can see this is lower Austria, this is Vienna, and how can we interlock these places? How can we deal with problems which have an impact on both sides? How to deal with that. Maybe that's the first step, but there will be a time when there is an absolute must to cooperate. At the moment, we still have enough space within the city boundaries to work with and people are not so keen anymore to move out because it's another state, because the public principle is not that good and so on. So, this will be step by step, but I think the politicians are forced by the facts which come up. So, we are a growing city and we will stay as a growing city. There is no way. All over the world has the same fate. So, at the moment, they don't realize what is coming up because there are two worlds, but there will be a point where they have to cooperate. #01:54:52.0#

I-EDUARDO OLIVEIRA WSL: Yes. This **URBACT** project is a sort of experimentation? #01:54:58.0#

R-ID14: Yes. We are quite happy that it works the first time. The district mayor, for instance, was quite open minded to that, but at the same time he said, "I like it, but it will never work". I think it will work, of course. It takes time, but there must be something done. #01:55:32.8#

I-EDUARDO OLIVEIRA WSL: Maybe it requires a change of mindset towards cross border cooperation at this level? #01:55:40.3#

R-ID14: There is no alternative. If you look at that, this is horrible. That's a waste of land in a way that is not acceptable and you could do it with the same functions if you had this multifunctional use, you could put a lot of housing in there. We already

have a (? #01:56:08.6#), which is also a train, that goes in there, which you could intensify at urban intervals and so on. There are some possibilities to do that. So, these things... that's also why the reenactments rose. So, you could work on that and I think there are a lot of chances to be made. #01:56:27.9#

Commented [E013]: bahn/train

I-EDUARDO OLIVEIRA WSL: Yes, but there are a lot of power relations triggering some development in this area, so because we are talking about two states, there is the state power v. state power. Is Vienna stronger than Lower Austria or do we not accept me telling this? Does Vienna want to cooperate more than Lower Austria or...? #01:56:52.8#

R-ID14: I don't know. Honestly, I don't know. I think there is less willful cooperation from lower Austria. There is more will because Vienna suffers from global... we get money from people who move outside and there is something also, and that is a big disadvantage in Austria. Decades ago, subsidies for commuters were interfused, but this was at a time when upper Austria, where I am from, north of Linz, this was a very poor area and most of the people were farmers there, but the soil is not very fertile. They had the farmhouse, but it was a very small farmhouse and they had to work in the biggest steel factory in Austria, also the biggest in the whole of Europe I think, and Linz is a steel city. They had to work, but the public transport was poor.

To move in to Linz and out, to commute in and out, they got subsidies. That happened also for a lot of other parts in Austria. So, the general commuter subsidy was introduced, but now that has changed. A lot of people are not farmers anymore and they already live in Linz or they have changed their farming... or whatever it is, but now people move out of the city, have a single family house 30km out of Vienna and they gain the commuter subsidy. So, that's ridiculous because they really are wasting land building their family a house, creating pollution with traffic and so on, and they get money for it. That's ridiculous. That's absolutely ridiculous. So, no politician is brave enough to say, forget it, instead of that money we'll build a park and ride here and we'll improve the public transport, but that money has to be taken for that. So, it's a long way. #01:59:44.4#

I-EDUARDO OLIVEIRA WSL: Yes. Alright. I am so satisfied with the talk we've had and the elements we've picked up. Unless you have something else you would like to underline... #01:59:59.9#

R-ID14: No, if I could have been helpful for you, I am satisfied. #02:00:05.7#

ID14 Vienna 25 July

Commented [E014]: okay

ID15 Vienna 26 July

R- ID15: This was an ESPON project, probably you know that. #00:00:06.7#

I-EDUARDO OLIVEIRA WSL: Tango? #00:00:07.6#

R- ID15: No, not the TANGO the POLYCE. Metropolitan police and development in central Europe but you can enter this acronym "POLYCE Metropolisation and Polycentric Development in Central Europe" and you will find it. #00:00:34.9#

I-EDUARDO OLIVEIRA WSL: Yes, I will find it. I am familiar with the Tango definitely. #00:00:38.5#

R- ID15: And, this POLYCE project was...we had been the lead partner as from project to ESPON 11/12 or 12/13, something like that, with the planning departments of Vienna, Bratislava, Budapest, Prague and Ljubljana. So, this was a Polycentricity defined on three different levels. The local level is the metropolitan region, policing on that level, on the meso level the five metropolitan areas connected and in different forms of inter-relations, and the macro level polycentricity to five central European cities with the rest of the world. So, this was the basic concept and was a good, very intensive and hard-working project. You will find a lot of information if you read that as well. #00:01:46.7#

I-EDUARDO OLIVEIRA WSL: In terms of that. Some additional questions. As your experience as professor here in Vienna how do you see...how can we characterize the regional planning in Vienna? Can we talk about regional planning in Vienna? #00:02:08.5#

R- ID15: There is a distinction due to the Austrian Constitution we have two federal states. This is Vienna as a federal state and this is Lower Austria which is surrounding the whole city. So, this is it over here. Due to that we do not talk of regional planning of Vienna but we talk of urban planning, and we have the Stradtentwicklung Plan (STEP) which is the urban plan for more or less ten years. It is modified and made more or less every ten years. Last year 2015...2014. Talking

Commented [E01]: https://www.espon.eu/export/sites/default/Documents/Projects/AppliedResearch/TANGO/FR/ESPON_TANGO_Main_Report_Final.pdf

Commented [E02]: https://www.espon.eu/export/sites/default/Documents/Projects/TargetedAnalyses/POLYCE/FR/POLYCE_FINAL_MAINREPORT.pdf POLYCE Metropolisation and Polycentric Development in Central Europe

Commented [E03]: <https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008379b.pdf>

about regional planning means that there are some initiatives or efforts, let's say. To do that means planning across or beyond the borders of Vienna and with regard to this we have three different forms of cooperation, or planning approaches. One is PGO - Planungsgemeinschaft Ost, which is a contract between the federal states of Vienna, Lower Austria and Burgenland. So, this means it is all of east Austria. Burgenland is the most eastern federal state with the border - A small part to Bratislava and the majority to Hungary (Burgenland). Within the PGO they mostly do infrastructure planning. So far it is not changed for the federal states because the planning competence is given in Austria, basically the principal is given to the federal state and to the community. #00:04:44.2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:04:44.9#

R- ID15: Not to this state, not to Austria, Austria doesn't have any planning institution or a planning ministry. We don't have this. There is only one institution on the national level and this is the (? 00:05:02.1#) conference.

Commented [E04]: <http://www.oerok.gv.at/> Österreichischen Raumordnungskonferenz (ÖROK)

I-EDUARDO OLIVEIRA WSL: Okay. #00:05:33.3#

R- ID15: Österreichischen Raumordnungskonferenz (ÖROK) is a platform defined as an agreement of the federal states in order to coordinate planning activities on the level of the federal states. It has number one planning competence. #00:06:02.6#

I-EDUARDO OLIVEIRA WSL: I understand. It is around the coordination. #00:06:05.6#

R- ID15: It is the coordination of the actors and the planning activities on the level of federal state. #00:06:11.8#

I-EDUARDO OLIVEIRA WSL: Which institutions are involved in this Österreichischen Raumordnungskonferenz (ÖROK). #00:06:15.8#

R- ID15: All federal states. #00:06:17.9#

Commented [E05]: in Österreichischen Raumordnungskonferenz (ÖROK)

I-EDUARDO OLIVEIRA WSL: Federal states. #00:06:18.5#

Commented [E06]: in Österreichischen Raumordnungskonferenz (ÖROK)

R- ID15: The planning departments of the federal states included the different chambers. #00:06:25.6#

I-EDUARDO OLIVEIRA WSL: Different chambers, commerce and... #00:06:27.9#

R- ID15: Yes, and the Association of Cities and municipalities. #00:06:31.7#

I-EDUARDO OLIVEIRA WSL: Okay. Universities, institutes? #00:06:33.9#

R- ID15: Not in the steering committees but we are, for instance, we are working based on the contract on certain topics. #00:06:44.6#

I-EDUARDO OLIVEIRA WSL: Yes, I get it. #00:06:45.5#

R- ID15: So, on this platform the stakeholders of the federal states come together and define new objectives, define and discuss topics and then they issues a call or give the contract to certain... #00:07:07.4#

I-EDUARDO OLIVEIRA WSL: Develop more...not experimentation... #00:07:10.9#

R- ID15: No, but to do with empirical research and planning issues. #00:07:14.0#

I-EDUARDO OLIVEIRA WSL: That eventually will not impact, inspire the planning in Austria, in the states. #00:07:24.1#

R- ID15: Yes. So, this is the basic structure between Austria on a national level and the federal states. #00:07:38.4#

I-EDUARDO OLIVEIRA WSL: Federal states, yes. #00:07:38.5#

R- ID15: And, of course the municipalities have a lot of power in planning competencies on the local level. So, Vienna always has a double position, a double

competence, because Vienna is a federal state and a municipality. So, they have both competencies. So, this is the reason behind the strains of Vienna to do planning activities because they can always integrate interests and instruments at municipal, local instruments. #00:08:21.7#

I-EDUARDO OLIVEIRA WSL: Bearing in mind this fact that Austria is the federal state and a municipality wouldn't be expected to...their original dimension to be slightly stronger but then that's a forgone conclusion already. #00:08:43.1#

R- ID15: The reason that...and this is at the same time the reason that the regional planning is not really strong in Austria, generally, not very strong. In eight federal states here besides Vienna you have a program that is called a development program, or planning program for the spatial development and spatial order for this federal state, and there are some initiatives to bring forward regional planning. At the same time regional planning and regional planning approaches are not implemented or since 1995 by the Austrian institutions, but by the European Union. So, regional planning has become more important after the integration of Austria into the EU and all the agenda of regional planning had been displaced, reallocated to Brussels institutions. So, this means we have regional planning in Austria but basically this is realized on the programs which are defined in the issue over the last decade by the European Union. #00:10:27.5#

I-EDUARDO OLIVEIRA WSL: Yes, pretty much as a response to their opinion and deadlines. #00:10:31.7#

R- ID15: Now you have the different programs like Target One because Target One want to six and must lead the program etc. The Leader is very important. #00:10:45.3#

I-EDUARDO OLIVEIRA WSL: Interreg is very important. #00:10:48.5#

R- ID15: EU-Interreg programme is very important for Austria of course and this is, at the same time, the reason why we have three different initiatives. On the regional level this is one department, one hand side this is the PGO, this is the contract between

three Austrian federal states in order to see it from an original perspective, spatial development. There is a second one, I forgot about it, it is not really very important, so this means this is agglomeration of Vienna which is not very important and this one was (or is) the Centro based on inter-programs, and meant the enlargement of the region not only including Austrian regions and the PGO countries but even to integrate Moravia and Slovakia and Western Hungary. So, this was the Centro region. So, there is the idea for a regional planning but you will see that the other one is (? #00:12:41.3#) transportation region. It's called VOR - Verkehrsverbund Ost-region. So, this is the third one and it is predominantly the technical one which integrates the different transport systems of Vienna with metro, buses and trams with the different types of railway. #00:13:22.7#

Commented [E07]: Verkehrsverbund Ost-Region (VOR) Gesellschaft <https://www.vor.at/>

I-EDUARDO OLIVEIRA WSL: S-Bahn? #00:13:24.7#

R- ID15: S-Bahn etc. and even across borders. #00:13:28.6#

I-EDUARDO OLIVEIRA WSL: #00:13:30.5#.

R- ID15: In cooperation with Hungary, Bratislava. It is not only Bratislava it is with Slovakia and Southern Moravia on the Czech Republic side. So, (? #00:13:47.9#) was defined in the Interreg program of the first one in 2006/09. I guess this was the first one and the second one from 2009/13 and CENTROPE region was organized, or initiated by the city of Vienna with an Austrian research institute. They tried to install a central European region with the twin cities of Vienna and Bratislava. So, my experience is mostly based on this idea of the central European region because we had been working, not directly in this interact program this was done by other, but I was working with the University of Bratislava, the Technical University of Bratislava. I was doing some collaboration. I was working in Budapest with colleagues sometimes and we did our own project and one of the outcomes is this paper based on the network analogies for this region. #00:15:22.6#

Commented [E08]: Interreg CENTROPE region <http://www.centropemap.org/index.php?id=9>

Commented [E09]: <http://www.europaforum.or.at/>

I-EDUARDO OLIVEIRA WSL: So, within these programs central Europe tried to link different cities. Which one, in your experience, in your perspective is the strongest from the Vienna point of view? With the links...eventually, I know a bit of the answer

but is the strongest position in the links with Czech Republic, with Bratislava or Slovakia, the links with Hungary, Budapest in terms...#00:16:02.4#

R- ID15: So, it was in the 1990s. It was predominantly based on political attitudes and objectives that Vienna and Budapest was collaborating in a very strong way because mainly they liked each other but this has stopped completely since the political change in Hungary. This was even the case, many times I was in Budapest doing projects and we did a publication in the German language. Do you understand the German Language? Are you interested in such publications? #00:16:45.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:16:46.7#

R- ID15: A comparison of Vienna and Budapest region. #00:16:49.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:16:49.7#

R- ID15: Thank you. I will need to look it out. #00:16:51.9# You will get this publication after. This was the outcome of a small research project with our students and with partners at the end of the 1990s. It was a perfect project. It is not completed completely... #00:17:17.6#

I-EDUARDO OLIVEIRA WSL: Even nowadays? #00:17:20.9#

R- ID15: Yes. Even nowadays. So, on the university level we have some contacts. There is another institute of regional research and to the private university of (? #00:17:45.9#). There are some connections but to Budapest not, at least not for me. This was the same for the city of Vienna. In the planning department there was a lot of exchange between both cities and then when it became clear that the eastern European countries we integrated 2004/05, the corporation initiatives had been started with Bratislava because it became clear also that the labor market was not open at that time - Austria still had restricted access for Slovakian people until 2008, even longer 2013. There was the idea to start that and this was even part of their (? #00:18:57.3#) plan. You have probably seen these map with some ideas of spatial development and development access and (? #00:19:05.8#) of development and protected areas. All

Commented [E010]: few contacts with Hungary

Commented [E011]: plan

Commented [E012]: poles of development

this has to know is that this plan, which was elaborated, was done by the City of Vienna and not together with the federal state of Lower Austria. So, there was no chance to realize that because this was not part of the PGO, not done by the PGO, and not done by the PGO and there was no contact. So, the cooperation between both cities were relatively closed and intensive but not with Lower Austria. So, sometimes and this was even the case based on CENTROPE that the cooperation between the cities, Vienna, Bratislava, Bauer and Brno was relatively intensive but the regions in between didn't have such. #00:20:15.9#

I-EDUARDO OLIVEIRA WSL: Does this result in some conflicts, something else will be done? #00:20:24.3#

R- ID15: This depends we can say, on some good ideas but no substance. It was not ready, not many things had been realized. #00:20:37.9#

I-EDUARDO OLIVEIRA WSL: At the current time, the relations between Vienna and Bratislava are a lot stronger? Less strong? #00:20:47.1#

R- ID15: No. In fact, the CENTROPE project lasted 2001 to 2013 but the outcome was really poor, of the CENTROPE project and you can read this paper, if you look, we can see some conclusions on it. Here, you can see that it was always dominated by two actors. The city of Vienna and the **Europaforum Wien** which was the lead partner. So, the basic problem in this initiative was the dominance of the Austrian actors having capacity. #00:22:03.9#

Commented [E013]: <http://www.europaforum.or.at/>

I-EDUARDO OLIVEIRA WSL: Yes. It mentions here strong organizational capacity. #00:22:08.6#

R- ID15: Strong capacity and ideas and suggestions. Whereas the other partners had started with no capacity, no experience on how to cooperate, and more or less different suggestions. #00:22:31.4#

I-EDUARDO OLIVEIRA WSL: In line with their own needs, the Austrian needs in terms of spatial development, spatial transformation were different from their needs.

#00:22:45.6#

R- ID15: Yes. Also, there was a political commitment. You have to understand that the development in Austria was a relative harmonic on the regional level – why? Because eastern Austrian regions always showed disparities against western Austrian regions. They have been close with Bavaria, close with Switzerland, close with Italy. So, they were developed, since the 1950s, in a much faster way than all eastern Austrians and now having Vienna as a motor for metropolitan development in the region - this was accepted by everyone. But, look at Slovakia, it is different, in a different way. You have western Slovakia which is closed to Austria and you have eastern Slovakia or northern Slovakia to Poland, to Ukraine and to Romania, and you have increasing disparities from the very first moment. Bratislava as a capital has to care for the disparities within the country, and not so much the disparities against Austria. #00:24:18.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:24:20.3#

R- ID15: So, this is a pre-condition. #00:24:23.4#

I-EDUARDO OLIVEIRA WSL: Precisely, yes. #00:24:25.4#

R- ID15: Yes. And finally there was a national turn, even in Austria that we have to care more for Austrian regions and not start a cooperation with others. There was some enthusiasm. This was good. There were first experiences. It was very important but what hindered or what had been obstacles finally was the devolvement of the political systems in Slovakia and in Hungary changed several times due to administrative reforms, and political changes. And, in both cases the actors in such cooperation changed. #00:25:22.0#

I-EDUARDO OLIVEIRA WSL: Changed, I see. #00:25:23.1#

R- ID15: So, we did a lot of interviews and you can see how weak the partners are in the other...due to missing capacity and missing experience. They changed and our partners, or actors in Austria claimed very often that every year or two years you start

to build up trust, you build up ideas and common initiatives and then the partner is away and you meet a new person next times. #00:26:01.5#

I-EDUARDO OLIVEIRA WSL: And you have to go through the process again. #00:26:03.3#

R- ID15: Yes and this was disappointing even for the Austrian actors. So, this result has never been commented on by the central initiators. They didn't like it because it shows...and it was even on the Slovak side, we had problem even to make the interviews. In Hungary it was really difficult to get the interviews because the atmosphere changed so much. So, this was done in 2013. So, I'm not really enthusiastic. I keep optimistic but I am not enthusiastic any more. One has to be more realistic about what it means to do cross-border cooperation. It is not so easy. #00:27:04.5#

I-EDUARDO OLIVEIRA WSL: Yes, definitely. One of the other questions I want to ask – I see that this cooperation is pretty much based on projects. You have replied to the question that there is not such a strong political will to keep these governance arrangements between the cities at the metropolitan level. If a project comes eventually the cooperation will gain some more energy, if not it will remain pretty much... #00:27:39.8#

R- ID15: There was in the police project that we did in 2011/13. It was the first time that the planners of the city of Vienna and Prague met. There was no relation to Prague before, only to Braun but not to Prague. So, this was really astonishing. Also there was this attitude and this idea to make Vienna the centre of central Europe. The planners in the city did not really think in an inter-regional perspective and didn't have any experience with other capitals besides a little bit with Budapest but this was stopped in the 1990s. We had huge problems keeping Budapest in the police project and the input was nearly nothing. #00:28:43.2#

I-EDUARDO OLIVEIRA WSL: Yes. Nearly nothing. I was thinking now let's put all these programs and projects together and the outcomes of these projects including the ESPON POLYCE project. Is it possible to provide an example of some of the

outcomes and eventually is it something on the transportation, and then it was possible to make it strong? #00:29:09.4#

R- ID15: Yes it improved the transportation and mobility conditions, there is no question. There is some cooperation between the business agencies - Vienna and Brno mostly and a little bit with Bratislava. So, there is some outcome but there is a new ship line between City-liner, probably you have heard of that. #00:29:51.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:29:52.4#

R- ID15: But this was a single, or individualistic initiative. This was done by the...in Austria it was...the idea was not...not the chamber of commerce but the industry (? #00:30:10.1#). #00:30:12.0#

Commented [E014]: Association of Industries

I-EDUARDO OLIVEIRA WSL: Okay. #00:30:12.2#

R- ID15: It is the association of industries who I guess with the chamber of commerce in Bratislava. I'm not sure who the partner is there. This was one of the really good and important initiatives, it was done fast. Already starting in early 2000 with the first ship going between Vienna and Bratislava and nowadays it is a touristic attraction. #00:30:45.7#

I-EDUARDO OLIVEIRA WSL: Yes. #00:30:47.0#

R- ID15: It is a relatively expensive so for commuting it is not good because it is too expensive but it has become a touristic asset because it allows tourist from Bratislava to visit Vienna within one day, having a nice drink on the river and (? #00:31:11.8#). I did it several times with guests. #00:31:14.9#

I-EDUARDO OLIVEIRA WSL: I have not time to experience it but... #00:31:23.7#

R- ID15: You should. I can look at the ticket, no - it is high season. #00:31:27.5#

I-EDUARDO OLIVEIRA WSL: I cycled between Vienna and Bratislava some years

ago. #00:31:32.1#

R- ID15: Yes, okay. Of course, this improved but there is a more touristic force.
#00:31:40.5#

I-EDUARDO OLIVEIRA WSL: Just touristic force. #00:31:41.4#

R- ID15: Yes and even the retail sector, people are...consumers from Bratislava and go to Bratislava. #00:31:51.9#

I-EDUARDO OLIVEIRA WSL: I also want to understand the impacts of the governance arrangements in land use. I wanted to ask about specific projects that eventually unfolded in Vienna as a result of governance arrangements or agreements that influenced these projects. #00:32:21.9#

R- ID15: There have been other projects. More from the local level on the urban regional level of Bratislava because the suburbanization of Bratislava is going far beyond the Austrian border. Not far but going beyond the Austrian border. This means most of all, there are three municipalities neighboring, close to Bratislava where they reorganized the bus services for pupils because many Slovakian households are on the Austrian side, having their family house and living in Austrian municipalities, and pupils go to Bratislava schools. #00:33:08.8#

I-EDUARDO OLIVEIRA WSL: I see. #00:33:09.4#

R- ID15: But this does not really have an effect on Vienna. #00:33:14.9#

I-EDUARDO OLIVEIRA WSL: Yes. In terms of the expansion of Vienna's metropolitan region, in your experience where do you see Vienna expanding itself as a city? It is more towards the border with Bratislava, or towards Lower Austria? Thinking in the growth rate of Vienna, Vienna will grow towards... #00:33:50.9#

R- ID15: No, this is clear. This is northeast and northwest. So, this means we have a strong development settlement of allotment here, towards Weisberg. This is

northwest, it is a more attractive region with some hills and this is towards north and southeast along here. This means here towards the airport. #00:34:22.6#

I-EDUARDO OLIVEIRA WSL: That is the airport? #00:34:23.5#

R- ID15: And, beyond the airport in the direction to Bruck and (? #00:34:29.6#) and Niederösterreich. It is easy to Vienna now. So, this is one of the municipalities who benefited most are Niederösterreich and (? #00:34:58.3#). They have huge commercial areas now. Very fast growing during the last year. And, even here and Aspern. Aspern is did you hear about that? #00:35:20.5#

Commented [E015]: <http://www.aspern-seestadt.at/en> Aspern Vienna's Urban Lakeside, one of Europe's biggest urban development projects

I-EDUARDO OLIVEIRA WSL: Yes. #00:35:22.7#

R- ID15: Okay. A new pool of growth here. So, it probably takes you longer by car to go to the city centre of Vienna than to Bratislava. It depends on traffic. #00:35:39.6#

I-EDUARDO OLIVEIRA WSL: Yes, of course. #00:35:40.4#

R- ID15: From Aspern it takes you half an hour to go to Bratislava or forty minutes but it is easy to go there. #00:35:51.7#

I-EDUARDO OLIVEIRA WSL: As an academic experience and experience on spatial planning how do you see STEP 2025 new urban development for the city of Vienna? #00:36:07.8#

R- ID15: I have not really read it up to now. #00:36:12.6#

I-EDUARDO OLIVEIRA WSL: From the previous ne was STEP 2015? #00:36:18.3#

R- ID15: Yes, 2015, the last one was 2015. I didn't really...I was not included and interested in corporate. I was working, until last year, on an international level on 'Smart City' issues. #00:36:38.1#

I-EDUARDO OLIVEIRA WSL: Yes. I would also like to hear something more about

the 'Smart City'. #00:36:43.9#

R- ID15: I was not involved with Austria, in last years. I was always somewhere in the world but not in Vienna region. Not too much. #00:36:53.7#

I-EDUARDO OLIVEIRA WSL: Some other people write...This is from the METREX network this is for the metropolitan regions. I was also very curious to hear that the governance gains a lot of visibility in Vienna, in Vienna as a city region and as a metropolitan area. #00:37:25.4#

R- ID15: In which form, municipality? #00:37:30.0#

I-EDUARDO OLIVEIRA WSL: Bearing in mind that the municipalities have political capacity to decide upon the development of their territories and it is difficult to think in a regional perspective to overcome the power of the municipalities, and the power of Vienna, my understanding is that governance emerged here as a channel or the best possibility to make the arrangements at divisional level. #00:38:02.5#

R- ID15: Yes. Okay. #00:38:03.3#

I-EDUARDO OLIVEIRA WSL: So, that's my understanding. How governance comes and then Christof Schremmer underlines that governance implementation strategy which is one of the alternative questions I have here to ask him. On page eight of one of these presentations. Then imagine governance as implementation strategies so I am curious, what is the understanding of governance in Vienna? #00:38:32.0#

R- ID15: This is the reaction of the disappointing fact that Vienna and Lower Austria do not really cooperate. #00:38:43.4#

I-EDUARDO OLIVEIRA WSL: Yes, I'm building that perspective as well. #00:38:46.4#

R-ID15: We, as planners or as regional researchers on the metropolitan issues, we hope that on the level of projects some cooperation can be implemented but one has to be realistic when looking on CENTROPE for instance, it is on the international level. It

does not really work like that. On the urban regional level Vienna and all municipalities in Lower Austria it is better. There is this instrument of regional managers. #00:39:36.2#

I-EDUARDO OLIVEIRA WSL: Okay, I've heard about it. #00:39:38.4#

R- ID15: This is one regional manager for the north municipalities and one for the south municipalities. So, this is done on a very local level even for smaller projects. Mostly regarded to transport problems and mobility issues but based on instruments of municipal planning, master planning. But because we have a lot of mobility problems and transport problems in the meantime - too much traffic in the southern regions, they are very intense because of commercial development and housing, and a very fast development of housing and commercial areas in the northern parts, very fast. So, there is some initiatives from municipal to regional but not from metropolitan to regional, it does not really work well. #00:40:52.5#

I-EDUARDO OLIVEIRA WSL: Pretty much more at the local level. It is also in some of my conclusions after the two talks that things happen too much at the local level and at the district level with projects and then they may have some cooperation but... #00:41:13.4#

R- ID15: Yes, but for instance this means technical infrastructure and to transport systems but for instance looking at the retail sector it is a disaster because all of Lower Austria does not really want to restrict the location of retail centres. #00:41:43.2#

I-EDUARDO OLIVEIRA WSL: Yes. Is this also a fiscal policies? #00:41:47.3#

R- ID15: Yes this has to do with national fiscal conditions. #00:41:52.2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:41:52.7#

R- ID15: That each municipality is interested to have it and if one municipality says we don't like it, they don't have a problem (? #00:42:05.6#) the next. But even in mobility and model split the system is not really very established. This is one of the weakest

Commented [E016]: ?

parts that the transport systems are not really very well integrated. They are integrated in a relatively high level but not in combination with settlement development.
#00:42:33.5#

I-EDUARDO OLIVEIRA WSL: Okay. #00:42:35.3#

R- ID15: So, we did...even in the police project you will find some analytical results based on comparison and recreational analysis. How to put it, whether Austria shows a good and robust policing development. This is not the case because the planning instruments are not strong enough in order to steer a clear police interactive development. It is still mono-centric, Vienna is the core and now we've seen Vienna is a little bit better organized settlement or population distribution and replaces transport systems. This is okay in the meantime. We know that Vienna have a very good model split, a half share of the public transport system but not on the regional level. So, because the city of Vienna is always claiming that in Vienna more than half are going via public transport but this relates only to Vienna residents, but not to the region. So, this means the traffic, individual transport is still increasing but coming from outside because the conditions and the cooperation on (? #00:44:21.3#) etc. is not so good.
#00:44:21.5#

Commented [E017]: S-Bahn...etc

I-EDUARDO OLIVEIRA WSL: Yes. Do you see any improvement in the coming years? #00:44:25.2#

R- ID15: There is one improvement. This is the Northe station because it allows modification of the complete system going north-south, going through north, south, and east-west which was not possible before. So, this is really an advantage. For instance now it is easy to go even to the airport because it is not only being met by the S-Bahn but also the main station the (? #00:45:10.3#) with intercity coming from Strasburg or from Linz. This is a really big improvement. #00:45:21.0#

Commented [E018]: hauptbahnhof

I-EDUARDO OLIVEIRA WSL: Yes. Even myself I came from Zurich by train.
#00:45:25.5#

R- ID15: You came by train? #00:45:27.0#

I-EDUARDO OLIVEIRA WSL: I came by train. #00:45:27.5#

R- ID15: To Vienna? #00:45:28.2#

I-EDUARDO OLIVEIRA WSL: To Vienna. #00:45:28.8#

R- ID15: This is okay but now Austrians can go from Linz or Strasburg but from Linz you need less than 90 minutes, 80 minutes from Linz to Vienna airport without changing. #00:45:45.3#

I-EDUARDO OLIVEIRA WSL: Okay, yes. Without changing. #00:45:46.5#

R- ID15: Without changing. #00:45:46.9#

I-EDUARDO OLIVEIRA WSL: Yes. #00:45:48.9#

R- ID15: Or you go from (? #00:45:52.0#) or Vienna without changing you have two lines now to the airport, for example the S7. #00:45:58.9#

Commented [E019]: Salzburg

I-EDUARDO OLIVEIRA WSL: Yes, I understand. I'm aware of those names. #00:46:00.8#

R- ID15: And, (? #00:46:02.9#), Even for me, I live in the southwest of Vienna and it is a big improvement to go to the airport that way. However, the S-Bahn system could be better. The system should be intensified. They are working on that but what is more, from my experience knowing my parents live in one of the suburbs, municipalities which are in the region, the park and ride system is not sufficient, it is elaborated. So, people in the region still have this dominant idea that they have to go by car and not by train. Therefore there is still too much traffic in the city but this is mostly the result of the regional topic. #00:47:10.9#

Commented [E020]: hauptbahnhof

I-EDUARDO OLIVEIRA WSL: The regionals, yes. Then I'm picking up here some of the statistics regards the settlements or the housing, transportation and in the

economical dimension where do people go to work in Vienna? Do they all go to work in their car? At city there are some industries around that I'm aware of which are the main players in economical (if you are aware) in the economical side here in Vienna is a very important region. The main industries are international industries.
#00:47:57.7#

R- ID15: This is Siemens. Siemens, they have "Siemens city" in the 21st district in the northern part of Vienna, here. #00:48:11.4#

I-EDUARDO OLIVEIRA WSL: Okay. #00:48:11.6#

R- ID15: It is not really very accessible. You can go by S-bahn but not with metro but anyhow this is one of the big employers. Within Vienna it is on the one hand it is tourism. So, Vienna has concentrated on the city centre. A lot of hotels. But this is relatively new, knowledge intensive activities – the computer branch. So, digital services, digital activities is a fast growing sector branch in Vienna and this is (I have not a new map but I think this is relative for distributed, at least in the inner districts, including the 15s and 16s districts in the meantime) the big commercial areas are in the south and north of Vienna. There you have logistic centres, retail and commercial shopping centres both in the north and the south. The problem is that on both sides the largest one are outside of the city and is not accessible using metro. So, they are really causing a lot of individual traffic. #00:50:18.6#

I-EDUARDO OLIVEIRA WSL: Yes, indeed. #00:50:18.9#

R- ID15: There is the shopping centre south and the shopping centre north. (? #00:50:30.4#) **Gasthof** has a very large shopping centres but not very accessible via public transport. #00:50:48.9#

I-EDUARDO OLIVEIRA WSL: A question here on the shopping areas as...so they impacted land use, if you know something about this. Why are these shopping centres in these locations? Is it pretty much the result of interest groups, stakeholders, interested in developing these centres in these specific places, or is this result of any other arrangement between the city...? #00:51:23.1#

Commented [E021]:
G3 Shopping Resort Gerasdorf <http://www.g3-shopping.at/de/home>

R- ID15: There is no arrangement. The city doesn't like that the residents make their shopping trips outside the city because retail in Vienna is suffering. It changed a little bit because there is a restructuring to shopping streets, at least the most important ones, gaining again. The Mariahilfer Straße (? #00:51:57.8#) have become much more attractive again. #00:52:03.5#

Commented [E022]: Mariahilfer Straße
<http://www.mariahilferstrasse.at/>

I-EDUARDO OLIVEIRA WSL: With pedestrian zones...? #00:52:04.9#

R- ID15: Pedestrian zones, metro stations etc. #00:52:09.0#

I-EDUARDO OLIVEIRA WSL: Yes, those streets around these area? #00:52:09.0#

R- ID15: Yes, (? #00:52:18.1#) okay the (? #00:52:19.7#) is the most important, the (? #00:52:22.5#) and (? #00:52:23.3#) are the most expensive streets. #00:52:27.4#

Commented [E023]: Kartner Strabe as the most important shopping street in Vienna core city centre

I-EDUARDO OLIVEIRA WSL: Yes, very expensive rent? #00:52:28.0#

R- ID15: It is not as much as in Zurich but anyhow but anyhow but for Vienna they are the most expensive places. So, Mariahilfer Straße has gained a lot through the metro line 3 which was opened fifteen to twenty years ago and. So, nowadays shopping streets in Vienna have rearranged and are regaining... #00:53:09.2#

I-EDUARDO OLIVEIRA WSL: They have become more attractive? #00:53:14.4#

R- ID15: Yes, more attractive and re-attracting citizens, and the city and the planning never discussed a prolongation of metro line number 1 which is only 500 metres towards the shopping city street but it is on the other side of the border in federal Austria. If even another initiative...there had been one in the nineties to make a new shopping centre in the 10th district above the city highway. This is the city highway, north-south and one of the most highways in Europe and to make a shopping centre across it because going from north into shopping centres south you would pass by there. They didn't. Nowadays and for ten years we have this discussion, the city is discussing another shopping centre close to the border – 3km before the shopping city

street on the area of Vienna but again it is an agrarian area. So, up to now they didn't really make that. There was one investor involved but I guess it will not come in that way. #00:54:50.5#

I-EDUARDO OLIVEIRA WSL: So, this sort of border effect is pretty much intangible - an intangible border between Austria federal state and Lower Austria federal state is quite a remarkable division, intangible divisions. This question of the border and investment that eventually goes across the border will not get much support from the federal state of Vienna city, or is it this way? #00:55:19.3#

R- ID15: What do you mean, intangible? #00:55:24.1#

I-EDUARDO OLIVEIRA WSL: That when you mention the borders here you are referring to borders between the states. #00:55:30.1#

R- ID15: Yes, the federal states. #00:55:31.8#

I-EDUARDO OLIVEIRA WSL: Is it something that is really strong then it impacts eventually investments, the fact that one commercial area will eventually benefit the Vienna city but has to be located in the Lower Austria, this will create conflicts between the federal states, or...? #00:55:59.7#

R- ID15: No. In reality the politics do not mind where they are located, officially. They said this is the retail sector and they have to care for themselves. So, if purchasing power is going from one centre to the next then the first one will lose and will disappear. This is marketing but of course knowing that this is purchasing power from Vienna, which is lost if everyone is going to the shopping centres in the south or in the north, this means that the shopping streets in Vienna will lose and (? #00:56:55.6#) wins. This, for a long time, was really the case and they hadn't any idea how to change that. There was no chance to find a regulation on a national level, not at all. It is not possible, not between the municipal quarters and not on the national level. So, if Lower Austria is not interested to have any regulation together with Vienna. #00:57:29.2#

Commented [EO24]: Deteriorate

I-EDUARDO OLIVEIRA WSL: Okay. #00:57:29.2#

R- ID15: There is no...they compete. In fact, they allow the competition and provide the better conditions on the Lower Austrian side because they have more space. #00:57:42.5#

I-EDUARDO OLIVEIRA WSL: Yes. Okay. #00:57:42.5#

R- ID15: They have more but this is problematic because this is a conversion from (? #00:57:51.6#) areas to commercial areas. #00:57:52.0#

Commented [E025]: Agrarian areas to commercial areas

I-EDUARDO OLIVEIRA WSL: Okay, now I am building the picture... #00:57:54.4#

R- ID15: This is one reason why Austria is one of the European countries having the fast growing settled areas, in Europe. So, the consumption of unbuilt area is really half and growing fast in Austria and this is one reason because they do not allow, or not agree in a strategic document how to reduce the consumption of (? #00:58:32.0#) areas is really high and fast. This is one reason, because they don't agree on a strategic document – how to reduce the consumption of agrarian areas. Vienna can do their own but then goes on the Lower Austrians and you have suburban development in these areas, very fast. So, Vienna has the problem. Nowadays for Vienna the retail sector is not a problem because Vienna is a very fast growing city so there is a lot of chasing power and demand. At least for retailing for simple retailing. Vienna has the problem of housing because due to the planning documents 47% - 48% are dedicated as green land or not for building and construction. So, the problem is very similar to (? #00:59:31.1#) we have to allocate new residence. #00:59:33.7#

Commented [E026]: Unbuilt

Commented [E027]: Zurich

I-EDUARDO OLIVEIRA WSL: New residents, yes. #00:59:34.0#

R- ID15: And where to locate new housing projects. This area is a big problem. There have been some potentials for recycling of former areas of the railway system because usually you have large railway stations with large areas. Now it is reduced to small areas with a lot of brown field land. #01:00:09.1#

I-EDUARDO OLIVEIRA WSL: Yes, brown field. #01:00:10.2#

R- ID15: So, this was the case in three different places, restructuring the railway system. This is the case even (? #01:00:24.2#) was a brown field area, it was a former airport which was built by the Nazi's, no - before the Nazi's, already an airport in the late twenties and then it was used by the **Nazi's as a military airport** and then it was given up so it was up for **airport** for a brown field area. So, then it was not a area to lose #01:00:53.0#

Commented [E028]: Even in Aspern
<http://www.aspern-seestadt.at/en>

I-EDUARDO OLIVEIRA WSL: Yes, to transform to...Well then we are covering everything. Just one last questions on the 'Smart City' because you are an enthusiast on the 'Smart City'. #01:01:03.5#

R- ID15: Yes. #01:01:04.3#

I-EDUARDO OLIVEIRA WSL: Briefly, what is 'in your words' a smart city in Vienna? What does it involve? Is it just technology in the city? Is technology helping the pedestrians? #01:01:19.8#

R- ID15: Not for me. Only technology or predominantly technology and this is even the case in Vienna. Also, I was never working in a project for Vienna for the city. I'm doing, it was to the planning director so it sometimes has more impact than having a project, having some meetings somewhere and they know me for many years because we worked on 'Smart City' from the very first moment. In Vienna I had to look for a known concept of 'smart city' because when this has become a bus route... #01:02:10.2#

I-EDUARDO OLIVEIRA WSL: Definitely a topic. #01:02:11.7#

R- ID15: In the many different departments of the city administration they wanted to be 'smart'. From a strategic point of view they had to look for their own interpretation or definition and so they did it in a very intelligent way saying 'okay, we can develop a smart city idea based on this narrative of how to improve living and environmental conditions, considering technology as **one** of the instruments to improve that. So, the

basic idea is to reach environmental goals in front of climate change. Okay.
#01:03:10.6#

I-EDUARDO OLIVEIRA WSL: Yes. #01:03:10.9#

R- ID15: Surprisingly with very ambitious objectives, numbers. For instance to increase the public transport up to 80% of Vienna citizens, it is a lot. #01:03:35.2#

I-EDUARDO OLIVEIRA WSL: Yes, it's a lot. #01:03:36.6#

R- ID15: But in 2050 or 35 so it is not...recent politicians will not be responsible.
#01:03:45.3#

I-EDUARDO OLIVEIRA WSL: So, it is not always easy to tell. #01:03:48.0#

R- ID15: To have some reasoning behind but anyhow it defines very precisely objectives and then they say 'okay, now we have the CLIP (this is the climate plan), we have the transportation plan, we have the urban development plan, we have the environmental plan and they had housing plans and they have to be integrated to realize the objectives of the 'Smart City' strategy. #01:04:24.5#

I-EDUARDO OLIVEIRA WSL: I see. #01:04:25.3#

R- ID15: So, it was not part of any of the existing plans but it was on the upper level.
#01:04:35.1#

I-EDUARDO OLIVEIRA WSL: Upper level, I see. #01:04:36.1#

R- ID15: A more concrete strategy or a strategy with more concrete objectives.
#01:04:43.8#

I-EDUARDO OLIVEIRA WSL: Objectives. #01:04:44.1#

R- ID15: Now we can discuss do the different plans really help to realize these objectives. So, it was relatively intelligent because it didn't bring problems between the different departments and at the same time they took it up as a new label.

#01:05:07.8#

I-EDUARDO OLIVEIRA WSL: Yes, I got it. Well, thank you so much for your time, I really appreciate it. #01:05:14.9#

ID15 Vienna 26 July

Commented [EO29]: okay

ID16 Vienna 26 July

I-EDUARDO OLIVEIRA WSL: We would like to know more, from your words, about the spatial planning in Austria and the spatial planning in Vienna in particular. The steering entities, the entities in charge. I know that municipals hold the power/decision making capacity, but could you give me some highlights on this spatial planning in Austria and in Vienna? #00:00:35.2#

R- ID16: Well, you probably have heard from the colleagues before that spatial planning in Austria and the legislative level is in the competency of the regions, the lander. **There are nine landers in Austria.** So, they give the legal framework so there is nine different planning law in Austria. #00:00:58.6#

Commented [E01]: 9 states

I-EDUARDO OLIVEIRA WSL: Okay. #00:01:00.9#

R- ID16: So, which is...#00:01:04.3#

I-EDUARDO OLIVEIRA WSL: Makes it complex. #00:01:04.9#

R- ID16: Makes it complex and so this is one of the reasons (in the background) why there is a metropolitan region specifically in Vienna. This is difficult, to have metropolitan governments in general because the city of Vienna is one of the nine Lander. So, they have their own planning law and the whole surrounding region called Lower Austria, they have a different planning law. So, the city of Vienna is a lander, a province, and a city in legal terms – both, incorporating both levels of the lander and of the municipal levels. So, that's two things.

In the surrounding region you have the lander which is governing institution, you have their governors and then you have, in Lower Austria, I think three hundred of four hundred municipalities. So, if you have a regional context of a metropolitan region you have the city and the core, and then you have a relevant number of (let's say) one hundred and fifty, or two hundred of those municipalities which are, in terms of spatial planning, the main institution. The spatial plan of the city or of the small local municipality is governed through the municipality. The municipal level. Also, in the

city of Vienna it's a decision where the municipality of Vienna – what the city plan looks like. #00:02:55.8#

I-EDUARDO OLIVEIRA WSL: Looks like...#00:02:56.4#

R- ID16: Or is the contact. So in an agglomeration you have to have governance in an informal way, or in our situation, in an informal cooperation way. #00:03:13.2#

I-EDUARDO OLIVEIRA WSL: So, the governance takes shape as a cooperation. #00:03:18.3#

R- ID16: You cannot have a legal plan for the whole area. You cannot have that. It does not exist in the legal system. So, in the case of Vienna, of course they can do their 'Step', they can do that and below that there is the zoning plan. #00:03:38.3#

I-EDUARDO OLIVEIRA WSL: Zoning plan. #00:03:38.9#

R- ID16: Very detailed and which is also giving all the details of building heights and densities and...#00:03:45.4#

I-EDUARDO OLIVEIRA WSL: Space between the buildings. #00:03:47.6#

R- ID16: Space between the buildings. Everything is there. In Lower Austria you have these individual municipalities doing their individual land use plans. They do not have, very often they do not have the detailed zoning plans giving building and construction details, it's more rough. So, that's the basic situation between them. You have it here. So, in this image that there is cooperation between the two landers Vienna and Lower Austria in this case, and then within a specific functional region, you'd say...#00:04:33.6#

I-EDUARDO OLIVEIRA WSL: Functional. #00:04:34.2#

R- ID16: Yes, whether it's commuting or there's a lot of exchange in economic terms then there should be cooperation. In reality, it should be, in reality this cooperation in

terms of strategic spatial development plan does not exist. It is not there. Too complicated, too difficult to different political interests. They do not want to cooperate very much. #00:05:10.1#

I-EDUARDO OLIVEIRA WSL: Difficult power in relations. #00:05:11.8#

R- ID16: Yes. So, you have a number of reasons for that. So, there's competition for firms, there is competition for population growth between the core city and suburban areas. #00:05:26.1#

I-EDUARDO OLIVEIRA WSL: Suburban. #00:05:27.2#

R- ID16: And, of course there is some political competition. You have the left-wing government in the city and you have a right-wing government in most of the surrounding areas. So, it is not easy. There is some cooperation in terms of transportation planning because infrastructure planning needs a larger spatial commitment and planning. So, spatially for high level motorways and roads there is of course federal level in charge (for motorways and high level fast roads) also, for railways. #00:06:11.1#

I-EDUARDO OLIVEIRA WSL: Railways. #00:06:11.9.#

R- ID16: The federal level is coordinating. So, and the federal level is coordinating the provincial level. So there is more governance in the transportation field but in spatial planning it does not exist. There is no coordination through the federal level there because it is not in the constitution. #00:06:39.2#

I-EDUARDO OLIVEIRA WSL: Yes. You mention that the governance takes shape as an informal coordination and this is pretty much the result of leaders individually, of interest groups that want to eventually strengthen the ties between municipalities, or between entities in different municipalities. Where we can find, or is the political will from Vienna core city or more from the municipalities. #00:07:13.1#

R- ID16: Well, there is one institution that probably you have not come across. It is

called PGO Planning, Planungsgemeinschaft Ost. Have you...? #00:07:26.7#

I-EDUARDO OLIVEIRA WSL: Yes. This morning plus Professor Dr. Rudolf Giffinger mentioned it. #00:07:31.2#

R- ID16: It's a cooperation body. #00:07:33.7#

I-EDUARDO OLIVEIRA WSL: Cooperation body. #00:07:33.9#

R- ID16: Between the three provincial...it is also north, northern Burgenland. So, between Vienna, Lower Austria and Burgenland, these three lander have formed this PGO and this is a very small institution but it is shaped in order to bring a joint mapping for the whole area, and do some spatial development research, provide data analysis in terms of urban development, and it has also produced what is called sort of 'spatial developments scenarios 25, 2030' #00:08:20.3#

Commented [E02]: <https://en.wikipedia.org/wiki/Burgenland> and

I-EDUARDO OLIVEIRA WSL: Okay. #00:08:21.3#

R- ID16: For the whole region and this scenario is coming out (? #00:08:25.3#) so business as usual scenario or a more focused on transportation access development scenarios. Of course, they give recommendations but they have no power. #00:08:39.7#

Commented [E03]: as alternatives...

I-EDUARDO OLIVEIRA WSL: Yes. #00:08:39.9#

R- ID16: To rule anything. #00:08:40.3#

I-EDUARDO OLIVEIRA WSL: They give recommendations to municipalities? #00:08:43.3#

R- ID16: Yes and also to the lander level themselves because this body is actually a lander institution. There they have administrative people from Vienna and from Lower Austria and Burgenland central to this. So, they work together there. They have a little budget for research and communication.

#00:09:11.0#

I-EDUARDO OLIVEIRA WSL: Alright. #00:09:11.7#

R- ID16: They have a publication series and they do a website producing some material. #00:09:16.5#

I-EDUARDO OLIVEIRA WSL: Yes, I will check it because I wasn't so aware of that. #00:09:19.3#

R- ID16: Can you read German? #00:09:20.2#

I-EDUARDO OLIVEIRA WSL: No, I can't but my coordinator, she can. #00:09:28.0#

R- ID16: I think if you look at the metropolitan region you can use their material. I think, because the city itself is confined to the city. #00:09:38.6#

I-EDUARDO OLIVEIRA WSL: Yes, #00:09:40.7#

R- ID16: They cannot go beyond borders. They can think about it but they can't plan and this is... and this last year they had for the first time what they call a spatial concept on transportation, on mobility and there is a chapter in the beginning that they agree on... they agree jointly between the city and Lower Austria on the objectives. Then, of course all the measures are only the city of Vienna. It does not really connect to what shall be done in Lower Austria because if you want to deal with commuting you have to deal with commuters and where they live. #00:10:29.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:10:30.0#

R- ID16: And, where the transportation lines run, in both regions. #00:10:34.9#

I-EDUARDO OLIVEIRA WSL: In both regions. #00:10:36.4#

R- ID16: Yes. So, but that does not happen. #00:10:38.4#

I-EDUARDO OLIVEIRA WSL: Okay, because I was about to ask as a result of this **PGO**? Or if I can ask the effectiveness of these institutions in terms of in practical terms. Is it possible to give an example of any **joint efforts** that actually took shape in reality? It is mainly about the transportation but are there other examples of agreement for industry locations or locating a new settlements? #00:11:06.9#

Commented [E04]: <http://www.pgo.wien.at/>

R- ID16: No. There are no agreements on that. There are some exchanges on vague objectives but... #00:11:17.9# but, there should be sustainable development in the region, for instance. #00:11:22.5#

I-EDUARDO OLIVEIRA WSL: I see. It was more in the wider perspective. #00:11:26.7#

R- ID16: Yes. #00:11:27.2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:11:27.6#

R- ID16: But, if it becomes concrete and spatially concrete then it does not exist. #00:11:37.2# So, I don't know if you have come across the project 'SUME'. Sustainable Urban Metabolism for Europe. #00:11:48.6#

I-EDUARDO OLIVEIRA WSL: No. #00:11:51.2#

R- ID16: You have in this project...we have provided spatial developments in areas twenty-fifty for seven European metropolitan regions including Vienna, Munich, Newcastle, Porto, Marseille, Stockholm and Athens. And, of course there is nice maps for the Vienna regional where the development comes across. #00:12:37.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:12:38.8#

R- ID16: Hopefully we have some images, here. #00:12:43.2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:12:43.7#

R- ID16: It's there. This is the project. This is it. #00:12:49.3#

Commented [E05]: referring to my documents

I-EDUARDO OLIVEIRA WSL: Okay. I see some of these studies here. #00:12:58.3#
And Stockholm is on one of the cases. #00:13:15.4#

R- ID16: Exactly. So, but if you look at the map the administrative border of the city of Vienna is somewhere like here. So, if you want to deal with compact city development you should go along this axes here, and here, and there and there you need very stringent spatial planning regulations and that does not exist. There are some regional planning for some sub-regions here in Lower Austria. Maybe you should have a look at what is available in the Lower Austria planning department and they suggest some, of course some densification along these axes here, and they have worked with the municipalities there. But the reality is that all these municipalities are... you can see the administrative borders. These are all individual municipalities. They are quite independent. #00:14:36.5#

I-EDUARDO OLIVEIRA WSL: Yes. #00:14:37.4#

R- ID16: Quite autonomous and they do not want to have the lander level interfere with what they are doing. So, what is happening in reality is that some of these off, outside of the axes, all these municipalities grow faster than here which is contrary to what spatial planning objectives should say. #00:15:05.9#

I-EDUARDO OLIVEIRA WSL: Objectives. #00:15:05.5#

R- ID16: And this is the real situation. There are some attempts by the Lower Austria government to reduce this spread of course and it has been likely successful in the last ten years, I would say. We have been attempting to reduce the spatial growth in these areas and I think they are moderately successful but there is no coordination between the city and these municipalities. #00:15:43.8#

I-EDUARDO OLIVEIRA WSL: These municipalities. #00:15:45.7#

R- ID16: Especially if you talk about large scale population growth which is happening now. #00:15:53.9#

I-EDUARDO OLIVEIRA WSL: Yes. #00:15:55.0#

R- ID16: And, of course not about the settlement of enterprises and firms. It has not happened, so they are each municipality is competing with each other. #00:16:07.6#

I-EDUARDO OLIVEIRA WSL: With each other and decide upon their interests. So, the municipals they have this political capacity and organizational capacity if I can tell, and when it comes to attract investment or if you are aware of this, if a company wants to come to one of these municipalities what kind of arrangement would unfold in this context. Then the company goes to talk with the Mayor, they go to talk with the federal state...#00:16:50.5#

R- ID16: I think they very often, companies would go to some of the business aid institutions like there is what is called Vienna region and this is a sort of marketing institution for Vienna, Lower Austria and Burgenland, which is here. #00:17:11.8#

I-EDUARDO OLIVEIRA WSL: Right, investment attraction. #00:17:14.0#

R- ID16: Investment attraction and then maybe go to the individual lander institutions which are giving it to firms who want to settle in the area. So, like Vienna has (? #00:17:28.8#) economic agency. #00:17:31.0#

Commented [EO6]: German name for the "economic agency"

I-EDUARDO OLIVEIRA WSL: Yes. #00:17:30.3#

R- ID16: And, Lower Austria, they have Eco-Plus, Economic plus, that's their agency so firms would go there and they would give them some ideas about where the most attractive places are and then they go and deal with individual Mayors. #00:17:49.1#

I-EDUARDO OLIVEIRA WSL: Yes. I asked this, not pretty much to know about the business behavior but about if they then respect, in the case of Vienna the state or if they respect any spatial plan or land use, or land use plan to locate a new firm, a new

industry, or even a new settlement. I they...to try to understand if they stick to the plan or if they can actually re-shape what is written on the land use plan to try to attract some activity to their territory. #00:18:28.8#

R- ID16: I think that in most cases reshaping of the existing plan is possible for the municipalities, you know. Very often that is not even needed because the spatial plans are offering enough open space for firm settlement. In terms of location of firms there is some difficulties if you have very large settlements or if you have a firm which is producing a lot of transport, a lot of traffic. So, if you have a lot of goods being transported in and out then their neighborhood might be in conflict against it. But, I think these cases are rather rare. #00:19:29.1#

I-EDUARDO OLIVEIRA WSL: Yes. #00:19:28.9#

R- ID16: It is not so industrial and not so heavy goods oriented economy here there are big problems. The other problem I think is much more relevant is housing. With this enormous population growth in the last years housing prices have gone through the roof. We have (since 2007) in Vienna real estate prices have doubled. So, it is like two times that of 2007 or 2008 values in real estate prices. So, this is heavy and the problem here is that if you have this growth you need a lot of housing construction. #00:20:18.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:20:19.8#

R- ID16: And if, when prices go up like this and the land owners are speculating on even further land price increases, then there is difficulty acquiring enough land at reasonable prices. So, this is the situation we have in Vienna but also in many of the more attractive locations. So, like here in the south or here in close vicinity to a railway. #00:20:57.8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:20:57.9#

R- ID16: Where you have regional metro railways situated. You have quite good areas for potential housing development. #00:21:10.9#

I-EDUARDO OLIVEIRA WSL: Yes. Very attractive. #00:21:10.9#

R- ID16: But they are so expensive and they are not even being sold because the people owning the land are speculating for even further land price growth. So, it is very difficult for ordinary people to acquire land and settle and this is another reason why they go out here or there, where the land is cheaper. #00:21:35.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:21:35.9#

R- ID16: So, there are no instruments, no instruments whatsoever to deal with that sort of situation. #00:21:42.6#

I-EDUARDO OLIVEIRA WSL: Just deal with it. This is... because we talked yesterday on affordability of housing. So, this speculation of land here for new settlements land and they are doing this speculation, is slightly against the affordability aims of Vienna becoming affordable housing. #00:22:06.9#

R- ID16: This is a very big issue and I know, I'm not sure if you have become familiar with it in Vienna the housing sector is very regulated, strongly, in terms of rent prices. #00:22:25.5#

I-EDUARDO OLIVEIRA WSL: Are there rents as well. #00:22:25.5#

R- ID16: Rent is regulated and especially the spatial situation of Vienna is that 65% of all housing apartments in Vienna are regulated very strongly because they had been aided through public money in construction. So, they are social housing in the wider sense, not in the Anglo-Saxon sense for lowest income people only but the very general type of housing. So these are building societies which are non-profit organizations, building societies or public owned building societies. We have from history in Vienna, there is two hundred thousand apartments owned by the city so the city itself built those and still runs those apartments. Two hundred thousand. There is no city in the world that has 20% of all housing owned by the city. So, there is a very special situation creating reasonable rent for all occupants in there. So they pay

between 550 euros and 570 euros per square metre, even newly built, even for new apartments. So, that is very reasonable and in order to continue this in the future there are very strict regulations for the land price. So, you can build this type of house only if the land price is a maximum 250 euros per square metre, and that does not exist in Vienna anymore. #00:24:23.0#

I-EDUARDO OLIVEIRA WSL: Yes. I've got it now. #00:24:24.6#

R- ID16: So, they have this limit through the aid scheme. This is public money, it is given to the building society, if you build the construction price for the whole building must not be more than 1850 (or something) per square metre, and of that only 250 may be land price, and you cannot do it anymore. #00:24:51.6#

I-EDUARDO OLIVEIRA WSL: You cannot find it. #00:24:53.2#

R- ID16: So, the city has to buy land, extra, at the much higher price and then give it to the building societies and that costs a fortune. #00:25:05.7#

I-EDUARDO OLIVEIRA WSL: Yes. I imagine. #00:25:06.2#

R- ID16: There is no regulatory instrument that can have an impact on land prices anymore. It was up until let's say 2005 we did not have big problems but from then on land prices exploded and it is very difficult to keep up this idea, and also the prices for social housing. So, 60% to 70% of new construction is social housing in Vienna up until five years ago. I think it is now down to 30%. No-one talks about it. You don't get figures on it. It is a real problem. #00:25:55.2#

I-EDUARDO OLIVEIRA WSL: It is a real problem. Does this make Vienna go to interact with other municipals to negotiate some land acquisitions or the other municipals in the surroundings state or do they have also their own scheme of social housing. Well, I didn't get much, I got the social housing principle of Vienna. Does it happen also in the other municipals? They can also buy land for social housing? Is it?

R- ID16: They can give...in Lower Austria there is also money for the land, on the

provincial level, to the builders. In a similar way, slightly different but in a similar way. They also give money to single family homes which does not happen so much in the city. So, we have different schemes there but the basic idea is there but they do not have money for acquiring land. It does not, they don't have that. #00:27:03.5#

I-EDUARDO OLIVEIRA WSL: Okay. So, these in the other hand also makes eventually a lot of pressure on the parts within the borders of the city of Vienna, brings a lot of pressure on the eventualities brown fields to be able to transform them into housing, or eventually to transform green areas protected or not, transform them into new...give them a different type of land use. Does it happen often? So, to overcome the issue of the land for new settlements is because they try to find alternative for that? Does it put a lot of pressure on land in Vienna? #00:27:52.0#

R- ID16: I'm not quite sure if I understood the question. Transformation between let's say railway infrastructure being transformed into housing has been a very important thing in Vienna in the last ten years. #00:28:12.8#

I-EDUARDO OLIVEIRA WSL: Okay. #00:28:13.1#

R- ID16: So, if you look at the railway main station when you arrived on Friday? #00:28:16.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:28:16.6#

R- ID16: This is a completely new railway station and behind that there is a large urban development area. I'm not sure if you have this in here. Yes. #00:28:32.1#

I-EDUARDO OLIVEIRA WSL: Yes...the **Quartier Belvedere**. #00:28:35.3#

R- ID16: That is correct. This is still as it was before. It was eastern railway going to this and southern railway going to here. They were two different railway stations and what they did is changed that and cut that through, and so they develop a business center here and so this whole area they take it out and it has become a housing area with a park in the middle. #00:29:02.6#

I-EDUARDO OLIVEIRA WSL: Okay. That replies to my questions. #00:29:07.1#

R- ID16: Yes. It is big. So, this is like 5,500 apartments and 120,000 to 150,000 square metres of office space. So, it is really bit, the whole area. So, if you go back tomorrow. #00:29:23.6#

I-EDUARDO OLIVEIRA WSL: Or even today, a bit later then I can go there and take some photographs. I don't know, I like to take photos. I take a lot of photos to document. #00:29:35.0#

R- ID16: There is one, so up they started with it, let's see 2005/06 I think, and there was one idea to overcome this land price issue. So, they did all this land owned by the federal railway. So, there was a partnership between the city and the federal railway. #00:30:01.5#

I-EDUARDO OLIVEIRA WSL: Okay. #00:30:01.7#

R- ID16: Telling the railway 'you can sell off this land' but we do the zoning. The city does the zoning, the railway can sell the land and the zoning was done in a way that there is expensive apartments and social housing in a mix, and office space. So, there is a mixed overall for the whole area, there is a mixed land price which is attractive for the railway but was also acceptable for the city to have a certain share of social housing. #00:30:40.7#

I-EDUARDO OLIVEIRA WSL: Very good. #00:30:40.5#

R- ID16: So, you have, in close vicinity there, you would have land prices like 2000 per square metre, and like 500 square metre. If it was real. So, it doesn't show anywhere but that was the deal. So, if you have a strategic partnership between a big player like federal railway and the city you can do this. With private individual land owners if you have 15 parcels here, that is much more difficult, the city cannot do it. #00:31:17.0#

I-EDUARDO OLIVEIRA WSL: Yes. I see. #00:31:18.4#

R- ID16: There is two more railway stations in the city. #00:31:22.5#

I-EDUARDO OLIVEIRA WSL: The Westbahnhof. #00:31:22.7#

R- ID16: The Westbahnhof and there's this one. This is Northbahnhof and that was the same story there. There will be another Northwestbahnhof, another one here. So, it will be developed in the next ten years, and this here. So, if you have this kind of partnership I can't deal with it but it is only if you think this is a huge area. #00:31:54.4#

I-EDUARDO OLIVEIRA WSL: It is huge, yes. #00:31:55.1#

R- ID16: It is 5,500 apartments and the city needs 11,000 per year so this project takes ten years or more than ten years but you would need ten of those projects. No, you would need twenty of those projects in parallel. #00:32:16.0#

I-EDUARDO OLIVEIRA WSL: How do you sustain those? #00:32:17.7#

R- ID16: That is not possible. They cannot do it. #00:32:20.7#

I-EDUARDO OLIVEIRA WSL: They cannot do it. #00:32:21.5#

R- ID16: So, that is why there is a lot of development, individual but private developers free of any regulation. #00:32:34.2#

I-EDUARDO OLIVEIRA WSL: Just in the market. #00:32:35.2#

R- ID16: In the market and of course it is much more expensive. The results will come through getting through land price rises and rent raises. #00:32:45.5#

I-EDUARDO OLIVEIRA WSL: Yes.

R- ID16: So, they are out of rent control, it is free financed. #00:32:51.7#. They can

charge much higher rents. #00:32:56.3#

I-EDUARDO OLIVEIRA WSL: It is maybe not that easy to find a strategic partner as the railway entity. #00:33:14.3#

R- ID16: The reality is that all the land in not so central is individual parcels, individual land owners and others, that's just awful. There is no imaging here...this is the Aspern seestad. #00:33:30.6# You probably see this on the **website** but this is all the main development areas. The main railway station, main station, north/northwest. This is another area we are called Aspern. So, these are main development areas and (? #00:33:50.6#). So, these are the big development areas within the city and they are all located in the densely built up area. You have very well connected in terms of subway and regional railways. #00:34:07.9#

Commented [E07]: <http://www.aspern-seestad.at/en>

Commented [E08]: Aspern seestad

I-EDUARDO OLIVEIRA WSL: Regional. #00:34:08.2#

R- ID16: These are excellent locations for urban development. #00:34:11.3#

I-EDUARDO OLIVEIRA WSL: There are already...#00:34:13.4#

R- ID16: It was very lucky to have this. #00:34:16.7#

I-EDUARDO OLIVEIRA WSL: Then if you know the idea starts from the city, the city politicians, the city planning department, or a mix of these altogether. All this silo trying to transform these railway areas into what we need to fulfil the housing needs. #00:34:35.4#

R- ID16: Yes. Well, of course there is a win-win situation because there is very old, not very intensive views in these railway stations, indeed all railway stations. It was a lot of logistics and...#00:35:04.5#

I-EDUARDO OLIVEIRA WSL: Lots of space not being properly used. #00:35:08.0#

R- ID16: No, not being very intensively used. You have logistics, you had old remains

and you had old transportation stuff. #00:35:20.1#

I-EDUARDO OLIVEIRA WSL: A lot of stuff, logistics stuff. #00:35:20.4#

R- ID16: Lingered around. So, not very important stuff but of course this is an area that we will create the for up to 10,000 apartments and I think that is a much more proper use for an inner city location nowadays, and the railway company of course can use the money for construction of infrastructure. They need a lot of money anyway. #00:35:48.6#

I-EDUARDO OLIVEIRA WSL: Yes (? #00:35:50.4#). #00:35:50.4#

R- ID16: The infrastructure – that was the win-win situation. #00:35:53.6#

I-EDUARDO OLIVEIRA WSL: Is this case written or during the plan making was it integrated on the step 2025? #00:36:04.5#

R- ID16: Yes. #00:36:05.6#

I-EDUARDO OLIVEIRA WSL: Was it integrated here? #00:36:06.4#

R- ID16: Yes. #00:36:06.8#

I-EDUARDO OLIVEIRA WSL: Okay. #00:36:07.0#

R- ID16: But the preparation started much earlier so this was... it started here in 2005. So, all these things have very long time discussion. #00:36:21.6#

I-EDUARDO OLIVEIRA WSL: Of discussion and...yes, and any other issues? #00:36:24.1#

R- ID16: What they had, they had long-term leases with some of the tenants here. The railway company had to get rid of the tenants in these areas. So, they had 99 year contracts and so when they come to the end of this period they could afford to get

rid of them, and it was economically feasible to get rid of some of the tenants and clear the area and things, develop it and sell it off to the city. #00:36:56.4#

I-EDUARDO OLIVEIRA WSL: So, we have been talking about the housing as one of the main challenges. You have identified here as well other challenges. So, what are the main, or the key challenges for Vienna as a metropolitan region for the years to come? #00:37:15.9#

R- ID16: Well I think that, of course, with this enormous population growth and the economic development is key now. We need up to 25, we need more than 100,000 new jobs in addition to what is there. So, we have like a million jobs (not quite) and we need 100,000 more and no-one really has a good strategy for that. #00:37:47.7#

I-EDUARDO OLIVEIRA WSL: That's good. If you get that from the past talks mainly at the city planning department and we talk a lot about housing but then I'm always concerned about where people go to work, and it is now necessary to provide jobs for those that want to live here in Vienna. #00:38:07.1#

R- ID16: Yes, and this I think is a challenge that is only now really starting to be recognized but at a political level and also in the governance system I think we just...myself I've finished a study for PGO on the economic development in the whole region – Lower Austria, Vienna and Burgenland. #00:38:35.7# And it shows very clearly that there has been job growth in the last ten years but the growth is minimal in the city. There is more growth in the surrounding areas and the job growth is in the number of jobs, not in the job hours. It is very difficult if you have more part-time jobs you look at the figures and say 'I have the jobs, the number of jobs has increased but in reality it is more part-time jobs'. The working hours in total are nearly constant in the city of Vienna. So, you have to put 10-12% more population but the number of working hours has remained constant in the last ten years. So, there is more people sharing. #00:39:32.0#

I-EDUARDO OLIVEIRA WSL: Yes. #00:39:31.3#

R- ID16: So, we have more people doing part-time jobs and this means less income.

#00:39:38.6#

I-EDUARDO OLIVEIRA WSL: Less income, definitely. #00:39:40.2#

R- ID16: So, and you have of course various job growth in unemployment in the city of Vienna. We never had that. This is, for the first time since the war, that we have more than 10% unemployment. #00:39:56.7#

I-EDUARDO OLIVEIRA WSL: To work with. #00:39:58.4#

R- ID16: So, I think it is like up 12% or 13% now. **We never had that grow #00:40:07.3#**. There are so many people coming in from eastern European EU countries like Bulgaria, Romania, Hungary, Poland and they are migrating here looking for jobs. They are not there. Plus you have the migrant refugees, they are not even in the statistics. They are outside of all the statistics but they need jobs to. So, I think in social and **political terms** this is the most difficult question now. Housing is difficult but I know they could do it if they **get their act together**. That's really it, do something but in economic terms I think they have no clue. They have no idea what to do. #00:40:57.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:40:58.0#

R- ID16: They hope that the city of Vienna is attractive for international businesses and stuff like that but there is very little instruments, not very powerful. There should be much more in terms of research money going into universities and innovation policy, start-up firms, start-up programs, whatever. There are such programs but they are not sufficient. #00:41:28.1#

I-EDUARDO OLIVEIRA WSL: Not sufficient. #00:41:28.6#

R- ID16: Not enough. #00:41:30.8#

I-EDUARDO OLIVEIRA WSL: To make a different dynamic to the labor market eventually. Tourism is not the solution for everything. #00:41:38.5#

R- ID16: No, not at all. Tourism interestingly enough is, I think, already at the limit because the city is rather small in terms of the sites and you can see, if you go around the sites, how busy it is there. It is not easy to pump through many more people. #00:41:58.2#

I-EDUARDO OLIVEIRA WSL: No, no. #00:41:57.9#

R- ID16: It is pretty...heavily congested already. #00:42:01.6#

I-EDUARDO OLIVEIRA WSL: It becomes quite chaotic at some of those, the tourist sites. To overcome these challenges one of the questions I have for you. How do you see the effectiveness of the on-going plans, are they able to tackle these challenges, is 'the step' able to tackle the housing issues, the transportation issues, and the economic issues or are there instruments needed to tackle these challenges? #00:42:36.7#

R- ID16: I think 'the step' correctly frames the challenges and correctly sees the targets and objectives for it to move but I think the instruments are not sufficient. So, I think it needs for housing – it needs a land policy, it needs more effective land policy. There is a fund, a city owned fund, for **acquiring land for housing** so they have that but it will need much more money and more power to acquire and yes, obtain land and develop it. Not just buy it and sell it off but really develop it in a coherent way. We have the situation that in the real life area, you talked **with Volkmar Pamer** in the south here you have traditional land parcels, land lots there from a good cultural tradition and there should be new towns for 10,000 apartments in this area along the subway line. The city will need the power to acquire all this land and re-shape it to form an urban street grid, not just build like a parcel here and a parcel there individually. As it is done now it will never become a city. It is like a big suburb. #00:44:35.6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:44:35.5#

R- ID16: So, the mixture of everything. There is no orientation, there is no urban design quality possible there and the street grid, and the pedestrian grid, and the

bicycle path grid does not develop in such...#00:44:57.1#

I-EDUARDO OLIVEIRA WSL: Integrated way. #00:44:58.2#

R- ID16: In an integrated way and so I am convinced that the city will need a very strong instrument to buy land and to buy at reasonable prices. It cannot be the case that for urban housing needs the city is at the mercy of the landowners only. So, because you have one or two, three in there who say I won't sell, or I want 2,000 euros per square metre or something crazy. So, it needs a process, it needs a legal instrument to acquire this land at a reasonable price and to pull the land and then make an urban development plan. A reasonable one. So, that is, I think that is, challenge number one which is not there.

Challenge number two is transportation across borders. There are spatial regulatory schemes that I think eventually the city will need to cope. We now have this parking scheme regulating the number of cars driving into the city. You have most of the city now short-term parking now. So, we don't have this city toll system like in other cities. We have short-term parking. #00:46:36.8#

I-EDUARDO OLIVEIRA WSL: Short-term parking. #00:46:36.5#

R- ID16: Which functions in a way but it is not very transparent. It is not clearly geared to the needs so we always have congestions in the mornings and in the afternoons, heavy congestion, and I think eventually there will be more instruments needed. And, of course that will mean more money needed to the regional railways system the (? #00:47:03.8#). This also relates to the railway stations capacities in the city. So, if you have commuters coming here, and coming here, and coming here through the railway outside, the railway stations need to be expanded. #00:47:24.9#

I-EDUARDO OLIVEIRA WSL: Yes. To respond to the demand. #00:47:27.8#

R- ID16: Yes and some of the tracks will need to be expanded here at the south main accesses, the south main access is only a two lane railway system and you need four. Two is not enough for such a big...so you cannot have the fast trains and the regional

Commented [EO9]: S-Bahn

commuter trains, you cannot separate them if you have two lanes only. So, there is a lot of money needed for this infrastructure. #00:48:03.2# And for that you need cooperation with the Lower Austria as well. #00:48:09.4#

I-EDUARDO OLIVEIRA WSL: Yes. #00:48:10.3#

R- ID16: Then you need some instruments on the spatial development in Lower Austria on a regional basis which does not exist. #00:48:21.8# So, all these say 'yes' we know we need this but it is not being done so far, and it will be. We have the perspective, like Vienna, growing maybe to 250,000 people in addition and in the surrounding area another 150,000 people. So like 400,000 people new – you have to place them in a good location. #00:49:00.9#

I-EDUARDO OLIVEIRA WSL: Yes, and provide jobs, green areas. #00:49:03.4#

R- ID16: Jobs and green areas. #00:49:04.5#

I-EDUARDO OLIVEIRA WSL: Transportation. #00:49:05.9#

R- ID16: For a developed city like Vienna, after the war we never had that fast developed so far. So, it is new. #00:49:17.7#

I-EDUARDO OLIVEIRA WSL: What I find interesting here is that good governance is policy here in one of these graphs, I think more at the national level, as is the national strategic framework. Could you please elucidate me on the meaning of this governance is implementation strategy. It probably has to do with a definition of governance and how the national entities in Austria define governance. What it really means is this governance as an implementation strategy is more...is it the way to overcome the weakness of regional planning, is governance based on coordination, on partnership, public/ privates. Could you elucidate me, somehow if you know? #00:50:11.5#

R- ID16: I think it has both elements in there. I think good governance, in my opinion, means overcoming the silos – administrative and political cycle. That is very

important. In the Vienna case where we have been doing a lot of research lately in a project called 'Transform and Transform Plus' which is about smart city development. You probably should have a look at the Vienna smart city frameworks strategy which is also available in English. #00:50:44.6#

Commented [EO10]: <http://www.transform-plus.at/>

Commented [EO11]: <https://smartcity.wien.gv.at/site/en/initiative/rahmenstrategie/>

I-EDUARDO OLIVEIRA WSL: Yes. #00:50:47.6#

R- ID16: It is sort of giving the overall framework and also for the urban development plan. Giving strategic objectives also for climate change, resource efficiency, transportation etc. And, this is our experience. The main problem is that the different departments in the city do not cooperate. So, you have the housing department, that's one, the city planning department is another and they don't cooperate. #00:51:18.0#

I-EDUARDO OLIVEIRA WSL: And the economic department? #00:51:18.6#

R- ID16: You have the economics as another, they don't cooperate. #00:51:21.9#

I-EDUARDO OLIVEIRA WSL: Yes. #00:51:22.0#

R- ID16: So, that is ridiculous in a situation where you have to very intelligently link instruments and make it more effective. So, that I think is within the city, is the main issue. **Governance in the Vienna case** specifically also means the relationship between the administration and of some of the city owned utilities. The city of Vienna owns the company for energy, it owns the company for public transport, **subway system and trams**. So, it is city owned companies but they are privately owned companies and so they do their own thing. They are owned by the city but not really governing what they are doing. So, there is a conflict even with this. It is ridiculous, even if the city owns it, the company has very large autonomy of saying 'well, the city planning is also transportation planning but in reality the subway planning is being done through the company'. They decide where they build the next subway line. #00:52:52.0#

I-EDUARDO OLIVEIRA WSL: Oh really... #00:52:55.1#

R- ID16: It is not the city planning department. #00:52:56.1#

I-EDUARDO OLIVEIRA WSL: Despite that the city owns the company? #00:52:59.2#

R- ID16: Yes. But that is a very specific thing because in other cities in Europe these companies are private companies. #00:53:07.3#

I-EDUARDO OLIVEIRA WSL: Yes. #00:53:08.6#

R- ID16: And then you have governance problems between the administration and the private sector but here it is public sector again, and still you cannot rule it. This is very interesting. #00:53:20.8#

I-EDUARDO OLIVEIRA WSL: Yes, definitely. #00:53:22.3#

R- ID16: In terms of research and governance issues, I would say. So, you have prioritization by legal framework. So, it is a private law company and the ownership is like 100% city. #00:53:41.7#

I-EDUARDO OLIVEIRA WSL: Okay. #00:53:41.7#

R- ID16: Then you have your government board and you have CEO. #00:53:48.4#

I-EDUARDO OLIVEIRA WSL: Yes, you. #00:53:49.8#

R- ID16: Of course, the city will decide who is in the government board and who will be the CEO but that's it. The company then does their own strategy, what they do and eventually they tell the city what they are doing. #00:54:04.7# So, for instance in Aspern we, for three years, we cooperated in a research project 'Transform' with city planning, city energy planning, and the energy company to design a new energy system for this **new town**. Then after two years when we had this design the energy company went out and said we do the other thing. We do the opposite and it was their thing, they took this decision, they could do it. #00:54:49.5#

Commented [E012]: <http://www.aspern-seestadt.at/en>

R- ID16: and city planning was surprised #00:54:54.6#

I-EDUARDO OLIVEIRA WSL: Yes, yes. #00:54:56.4#

R- ID16: The city planning they cannot hold them. So, governance can have many different aspects. #00:55:04.1#

I-EDUARDO OLIVEIRA WSL: Many different aspects, definitely, and different elements. In this context, as is mentioned also here, how is it possible to bring public participation to these already complex game as this? It is a complex game usually. You just explain with these examples and then we read in some documents also the relevance of public perception is always very nice to see. Does it happen in practice as well? #00:55:37.3#

R- ID16: It works quite different. It happens in some cases like in the planning process here, it was quite intensive and I think quite successful also, here. In the case of Liesing, probably you talked to **Volkmar Pamer**, it does not work at all. You have a situation where you have a district with let's say 90,000 inhabitants and in the middle this area will hold eventually 30,000 additional people. So, the city wants the population to expand from 90,000 to 120,000 in the district of Liesing. The people there, they don't like that at all, they don't want this. So, the city has not been very clear about what they want there. They go back and forth. They go individually, let's have a little project here, let's have a little project there, and then we do a little public participation thing here and participation there, they never talk about the real thing. The real issue and what will be the advantages or disadvantages of that. So, I think there is no good participation strategy in this case. #00:57:04.0#

I-EDUARDO OLIVEIRA WSL: In this case. #00:57:05.8#

R- ID16: And, it also has to do with the relationship between the city level government and the district government. #00:57:13.7#

I-EDUARDO OLIVEIRA WSL: The district government. #00:57:15.3#

R- ID16: You have elected district Mayors and the district elected district body there does not want this fast, rapid development in this district. They impose it. So, between the city and the district they are not able to agree on a general strategy. So, if you start with public participation, what are you going to tell the people? #00:57:45.9#

I-EDUARDO OLIVEIRA WSL: Yes. #00:57:46.5#

R- ID16: They have no idea. #00:57:49.4#

I-EDUARDO OLIVEIRA WSL: If there is no agreement between...#00:57:50.6#

R- ID16: They have no idea. They cannot agree on well we have this and this project for public transport improvement, or we have this and this for school capacities, and we have this and this for green space. They don't have this concept. So, they have individual projects to fill in the system but the existing system already feels overstretched. They feel they do not have enough school places, we don't have too much traffic and too much noise already, and all the green spaces are getting destroyed so this is what the people feel there. So, you have a big conflict. #00:58:37.9#

I-EDUARDO OLIVEIRA WSL: Yes. #00:58:38.8#

R- ID16: In this situation they have no clue what to do. #00:58:41.0#

I-EDUARDO OLIVEIRA WSL: What to do? But in other cases the city works better, right?...#00:58:46.2#

R- ID16: In these cases with the main stations it has been much better and it is also much clearer for the population in the surrounding areas. #00:58:57.7#

I-EDUARDO OLIVEIRA WSL: What they have to do with that. #00:58:58.1#

R- ID16: Yes, because they will have a big improvement because they will have,

instead of this barrier of a railway, they will have an urban quarter next to it, they will have parking and they will have a school there. So, it was much clearer, the message was much clearer to give to the people. #00:59:18.9#

I-EDUARDO OLIVEIRA WSL: Because, the synergies were well explored eventually between...#00:59:27.8#

R- ID16: And, you have this one big land owner and you have adjoined zoning, you can do this integrated planning, you can communicate it. In the case of **Liesing** they cannot communicate anything. They have an individual land ownership. They have individual companies who want to build, they do a peace-meal approach that you don't know what to say to the people. #00:59:54.7#

Commented [EO13]: <https://www.wien.gv.at/bezirke/liesing/geschichte-kultur/bezirksteile.html>

I-EDUARDO OLIVEIRA WSL: And, these...#00:59:55.6#

R- ID16: This leads back to the land ownership. #00:59:59.1#

I-EDUARDO OLIVEIRA WSL: Yes. #00:59:59.5#

R- ID16: You don't have an integrated strategy where you can acquire all the land and then develop and interconnected plan. Then it is a mess. #01:00:11.9#

I-EDUARDO OLIVEIRA WSL: Yes. It goes into chaos. #01:00:12.8#

R- ID16: So, we have more cases. #01:00:16.5#

I-EDUARDO OLIVEIRA WSL: Yes. I am seeing clearly now it is like building a puzzle. #01:00:19.7#

R- ID16: It has a lot to do with land ownership. #01:00:21.2#

I-EDUARDO OLIVEIRA WSL: Yes. Precisely what I was about to ask. It has to do with, often, the land ownership with a person or with a leader. Why did it work quite well in this case but it is not working so well in Liesing? It has to do with the district

Mayor or it has to do with the land owner? To what extent the leadership in the Vienna case plays a role in the land use? The leadership really influence the land use in Vienna? #01:00:51.3#

R- ID16: Yes. #01:00:51.3#

I-EDUARDO OLIVEIRA WSL: At a district level? #01:00:55.2#

R- ID16: You would need a very clear political leadership and a political message being said by the Mayor, get together with the housing department and city planning department and transportation department, get your act together, buy this land and develop it. #01:01:13.5#

I-EDUARDO OLIVEIRA WSL: Yes. #01:01:14.9#

R- ID16: Then go and tell it to the people and that's what they don't do. #01:01:21.1#

I-EDUARDO OLIVEIRA WSL: Do you see a difference in the coming years with somewhat joint...#01:01:25.0#

R- ID16: I think they will have to. #01:01:28.4#

I-EDUARDO OLIVEIRA WSL: Otherwise it will... #01:01:28.8#

R- ID16: Maybe it will need change in the political personage, some new people in there probably. I would think they cannot go on like this forever. #01:01:41.9#

I-EDUARDO OLIVEIRA WSL: Is it possible, from thinking of today and the coming years, that any specific project besides the railway stations that it will fulfil the needs of the city, in your mind is there any other project? #01:02:13.0#

R- ID16: You mean an individual specific project? #01:02:17.7#

I-EDUARDO OLIVEIRA WSL: Individual specific project or a new urban settlement

development located in the city. #01:02:27.6#

R- ID16: Yes, I think it is not as clear cut yet but what is happening now is that a lot of the former business areas are being transformed into housing. So, we are now observing that hundreds of hectares of business or industrial land are being transformed into housing, and we do not know what exactly the impact will be on jobs. #01:02:58.4#

I-EDUARDO OLIVEIRA WSL: Yes. #01:02:59.6#

R- ID16: Will it push out the jobs into the region? Will there be enough land at reasonable prices for businesses? As I have said before we need 100,000 new jobs. #01:03:12.5#

I-EDUARDO OLIVEIRA WSL: Yes. #01:03:12.9#

R- ID16: So, this is another conflict and one of the reasons why industrial land is being transformed into housing is of course housing pays more per square metre, land price, and the need for housing is so high, and the land prices in industrial areas are Lower. So, building societies go into industrial areas, buy land, industrial land, then go to city planning and ask them to re-zone if for housing. #01:03:49.1#

I-EDUARDO OLIVEIRA WSL: Re-zone it. Okay. #01:03:50.5#

R- ID16: Because the land is cheaper. So, you have this, and again, you have this land policy problem. This land price problem which is having an impact on industrial locations now because it is not clear how the building societies could acquire reasonably priced land. So, they go into industrial areas. This is a concept with city planning. #01:04:22.0# We have researched this last year and it is like at least 300 or 400 hectares of industrial land being transformed in the last five or six years. It is a lot of land. #01:04:54.4#

I-EDUARDO OLIVEIRA WSL: I ask about the adaptive capacity of the institution in charge of the plan. To what extent can they reshape the plan to fulfil a need, but then

you reply clearly that the housing society goes there and asks to re-zone, to do some re-zoning on that area. To transform from industry to housing. Can I ask about a specific example on this? #01:05:27.5#

R- ID16: There is...sometimes the locations are not very apt for housing. It is not ideal because it is industrial land. So, once you have housing come into an industrial area the pressure on the other firms that are there is high because they have neighboring conflicts, noise and transportation, and if you want to refurbish your plant you will always have complaints from the neighbors. Then, of course, the other issues 'Ahah, I could sell my firm which is now old, I could sell the land, gain a lot of money, and with a lot of money go out into Lower Austria and buy cheap land and have a new firm'. #01:06:19.8#

I-EDUARDO OLIVEIRA WSL: A new firm. #01:06:20.4#

R- ID16: A new plan, super, cool. So, we have a dynamic going on that is not intended by the city. #01:06:29.6#

I-EDUARDO OLIVEIRA WSL: Okay. And with green space this re-zoning also happens with green areas? #01:06:37.5#

R- ID16: Not really. No. #01:06:39.9#

I-EDUARDO OLIVEIRA WSL: Not really. #01:06:40.4#

R- ID16: They are very careful with that. #01:06:42.8#

I-EDUARDO OLIVEIRA WSL: Yes. The idea I have as an external person to Vienna is that they really got a lot of green areas and this is a very strong concept on their idea of livability and #01:06:58.5#.

R- ID16: Yes. I think this is true. #01:07:00.4#

I-EDUARDO OLIVEIRA WSL: Well, I think I am satisfied with the talk and we

covered the elements I came here to cover. Also, and with these additional questions and then also I have... unless you have something you would like to tell me. Is there a new study I should be aware of? #01:07:25.2#

R- ID16: So, you can, if you don't find it here I can mail you a report if you are interested. #01:07:35.7#

I-EDUARDO OLIVEIRA WSL: Okay. #01:07:35.7#

R- ID16: Also, probably on the economic policy, of course it is in German but there is a number of maps in it that might be of interest. You can download it from the PGO website. #01:07:48.7#

I-EDUARDO OLIVEIRA WSL: I will check it. #01:07:51.7#

R- ID16: Yes. #01:07:51.6#

I-EDUARDO OLIVEIRA WSL: On the way back. #01:07:53.1#

R- ID16: I think it is great, it gives a good idea of the situation in the whole region. Remember this image just...yes, this is probably of interest. In 2005, I was coordinator of the 2005 urban development plan (STEP 2005) then and we drew this map. We start about this close cooperation between Bratislava and Vienna. These two capitals so close together and they (? #01:08:29.7#) here, and this is the main actually the railway access here, but of course with fifty years of Iron Curtain here the infrastructure is not very well developed here. So, you would need to rebuild this and also this took very long because this is the motorway it took very long to be completed, and then you have this, along the river Danube, you have this national park. So, this is very nice to have. This green heart between the two capitals. #01:09:06.4#

Commented [EO14]: comment the map

I-EDUARDO OLIVEIRA WSL: The two capitals. #01:09:07.8#

Commented [EO15]: Bratislava and Vienna

R- ID16: If you look at it this is the end of the Alpine Arch so this is the very end of the Alps here. This goes all the way to Nice, alright. #01:09:19.6#

I-EDUARDO OLIVEIRA WSL: Yes. #01:09:20.4#

R- ID16: And, if you look at it here this is the beginning of the Carpathian Mountains which go in an arch like this. It is quite symmetrical. It is like in a mirror. Also, the city, the main city is north of the river, Vienna is south of the river. The mountains here north of the river the mountains here south of the river. #01:09:41.7#

Commented [EO16]: https://en.wikipedia.org/wiki/Carpathian_Mountains

I-EDUARDO OLIVEIRA WSL: South of the river. #01:09:42.7#

R- ID16: This is fantastic to have this. #01:09:45.5#

I-EDUARDO OLIVEIRA WSL: And this “green heart” in the middle but there is also this corporation between the cities nowadays it is not that...#01:09:52.7#

R- ID16: It is not very intense. No. Even if there is no border controls anymore, from 2011, and Slovakia has the Euro, so it is really like a joint economic space. #01:10:11.8#

I-EDUARDO OLIVEIRA WSL: A joint economic space. #01:10:12.4#

R- ID16: But the language barrier is quite hard at least for us. People here know English very well and German, and some of them know German very well. A lot of people from Bratislava commute and work in Vienna so there is a lot of exchange on this basis but the cooperation team between two capitals, that's never took off. #01:10:41.2#

I-EDUARDO OLIVEIRA WSL: And, in your perspective could be enhanced, there are some elements there that could sustain this cooperation? #01:10:47.1#

R- ID16: Yes. #01:10:47.3#

I-EDUARDO OLIVEIRA WSL: But is there any European project within the new financial framework that the cities can actually apply for...? #01:11:00.5

R- ID16: Yes. I think, of course in the **Interreg** there have always been a number of projects. This was always from the beginning and there is what they all called **CENTROP** region. So, Vienna, Bratislava and Brno, they are forming this **CENTROP** region and in Hungary in Sopron. #01:11:25.1# And there is some cooperation and some research projects and some exchange programs going on there but it is not very big. #01:11:37.0#

I-EDUARDO OLIVEIRA WSL: So, and you see the expansion of Vienna more towards the south, more towards Bratislava in terms of development? #01:11:47.6#

R- ID16: The overall picture is the natural growth dynamics is south east. South and south east. This city would like to have the north grow more and especially to have jobs north of the river. #01:12:08.9#

I-EDUARDO OLIVEIRA WSL: North of the river. #01:12:09.9#

R- ID16: Because there are so many commuters crossing the river. This is always a big transportation problem here but this is very difficult to have enough economic development in the north. So, you would need this new town for the autobahn for the motorway here, and you would need to strengthen this train link here, and so there is a lot of infrastructure money needed here, and there is a long discussion here to build this tunnel because this is a national park. #01:12:50.3#

I-EDUARDO OLIVEIRA WSL: Yes. #01:12:50.3#

R- ID16: If you want to close the motorway link here you have to go under the river and under the park so they will go fifty metres below the water, it is very expensive. #01:13:04.2#

I-EDUARDO OLIVEIRA WSL: Yes, very expensive. #01:13:05.4#

R- ID16: And, we have a coalition between social democrats and the green party in Vienna. #01:13:14.2#

I-EDUARDO OLIVEIRA WSL: In Vienna. #01:13:14.2#

R- ID16: The green party do not want the motor tunnel. #01:13:17.1#

I-EDUARDO OLIVEIRA WSL: Okay. #01:13:18.4#

R- ID16: So, we don't know. **It** is another long discussion. #01:13:27.8#

ID16 Vienna 26 July

Commented [E017]: okay

ID17 Helsinki 05 August

R: You will meet on Monday, the Helsinki city people? #00:00:08.2#

I: Yes, I will meet all of them, not altogether but one after another but I have the names here. #00:00:18.0#

R: I think it was Ricard Manninen. #00:00:19.7#

I: Yes. #00:00:22.1#

R: Arietta, she's the transportation. #00:00:24.4#

I: Okay, and Ricard and Heike? #00:00:29.7#

R: Heike, you know that he's the marketing director. #00:00:35.1#

I: Ah, okay. #00:00:36.7#

R: So, it's quite interesting also for you for this branding thing. He has a lot of experience of this place branding I think, and Arietta is quite dynamic, quite a young lady who has been my colleague when I was working before in the private sector. She's quite fresh in leading the transportation. She's really nice, yes. Ricard is really experienced. He has been a longer time now in the general planning so he is now leading a really big process with this Helsinki regional plan. #00:01:18.0#

I: Alright. #00:01:18.6#

R: So, you have really good people there. #00:01:20.5#

I: Yes, I think so. There were people in other cases; Vienna and Stockholm, Stuttgart, who mentioned that we are talking with very interesting people. I never contacted them directly so I've always interacted with an assistant person. #00:01:38.6#

R: About Stockholm, we are making really good cooperation. Of course the matrix is a really important network for us but with Stockholm, we have a really special, strong tie because, as maybe you know, Finland was part of Sweden until 19th Century and many of the governance systems and planning systems, in a way, we have copied from Sweden and it's really good for us because I think, okay this is my personal opinion but I think that they are always like 10 years in advance of us so it's always good that they have the systems already, like they are piloting in a way things and then it very often happens that we go after them doing the same thing because we have seen that it's working, already functioning in Sweden, in Swedish conditions, so it's a really good system for us. #00:02:38.1#

I: Yes, I like the case of Stockholm. I like Stockholm as a city and then as a visitor and then also the talks I had there with Hans and Nikolas Svensson from the city planning and Lukas Smas from the Nordregio. You are also familiar with Nordregio, they have been doing a lot of research. #00:03:06.4#

R: Yes, really good work. #00:03:07.7#

I: It's quite interesting with Stockholm that this matrix actually, it turns out... when I was starting this research in January this year, I found a matrix I was familiar with before but I found it not so well developed then I have been shaping my thoughts of developing matrix also in line with the opinions of the people I have been talking with. They also know it's very important and a platform to share ideas, knowledge. It's an exchange platform. So, they are organizing a matrix conference next year in Stockholm, the Spring Conference. #00:03:48.1#

R: Yes, and we will have it in the next Autumn then. #00:03:51.5#

I: Ah, you will have the alternating... #00:03:52.0#

R: Yes, we may make it somehow in cooperation with (? #00:03:55.1#) and the others in Stockholm. The idea is that it's first in Stockholm in the Spring and then in the Autumn time, it's in Helsinki. #00:04:03.5#

I: Okay. #00:04:04.0#

R: So, we will somehow interchange. #00:04:05.4#

I: I may go there to present preliminary findings. #00:04:11.1#

R: Yeah, that's a really good idea. #00:04:14.2#

I: Just to talk for 15 minutes more with the findings from the case studies because Mr. (? #00:04:19.8#) suggested that I attend the conference so I hope that's no problem with the institute, and then I also have the possibility next year to spend 15 days, three weeks, one month in some other city working with someone and then I'm considering Stockholm University. They have these conditions, or eventually Nordregio but it's still quite open and there are other places. #00:04:47.6#

R: Yes. What is the title of your research? #00:04:52.8#

I: I called it; The governance in strategic spatial planning and in strategic plan making and plan implementation, and impacts on land use change. It's quite broad for now but then I have to somehow multiply this title into different articles, so one will be more on the governance indicators which is the second part here, and then talk on the spatial planning systems in different contexts, and then very important is the land use change. I'm trying to understand to what extent the governance arrangements and then we can talk about informal, formal participation, impact on land use. The questions here in the second part, they reflect a study developed by Nordregio where they present... it was a European project sponsored by the ESPON, European Union entity on spatial planning. So, they elaborate indicators and dimensions of territorial governance so then my theoretical background comes pretty much from the Nordregio literature and Peter Smith from Stockholm University and other colleagues. I then took some of those indicators. They are the interest groups, coordination of interests, so there are some indicators but the aim is also to find in this case the other elements. For example, in Lyon, France, which is my only case study in France, they tell me that people in Lyon don't like to participate so for them to try and get

some information, they, themselves, take the material and they go to schools or they prepare conversations with kids in basic schools so they try to do things in a different way. These elements are all important. Maybe Helsinki works in a different way and then in Stockholm they have different ways of getting insights from the population and from the stakeholders as well. #00:07:15.7#

R: Yes, alright. #00:07:20.1#

I: We can start by focusing... my main focus today is on Helsinki, Uusimaa because I found it very interesting and it sounds to me – correct me if I'm wrong – quite a new entity and I'm also curious about the institutional background of this region, the council – if they are directly elected by the population, the political cycle is four years or five then you can tell me. After the institutional background, we can talk about the background in terms of planning; what the region has been doing regarding planning. I'm familiar with the land use plan and actually you called the regional land use plan is also your strategic document so it's not about what is going on at the moment but you're also envisioning land use for the years to come which is also a curious element I've found. #00:08:33.4#

R: I have some slides in English so maybe I can use them, you can have them afterwards. #00:08:41.0#

I: Yes, that will be great. #00:08:42.4#

R: I have a little bit to tell you about things. We should maybe start from the system. #00:08:51.1#

I: Feel free also to pick up elements that you say, "Okay, this is more relevant. These elements are always very interesting" so just to conclude the first part then we jump to the second. #00:09:04.0#

R: Yes. #00:09:04.5#

I: Also the driving force is sometimes why the entities decide to come with this region

is somehow a response to some issues or it's pretty much following the European trend of making regions stronger. This driving force is also interesting in some other cases more economically so the stakeholders from the economic sector, they try to influence the public entities to build a sort of regional entity. The entities involved with the steering entities, so you may have formal entities, informal, and the source of inspiration. You already mentioned Stockholm is one inspiration. #00:09:49.8#

R: Yes, yes. The matrix in general. #00:09:51.9#

I: Okay, that's very relevant. So, these elements are the first part and then we can... #00:09:58.4#

R: Yes. As I told you, this is old but I was thinking there is maybe some things that are interesting. For us, our location in the Baltic Sea, it's really important. The matrix, we have found really interesting for us. We know that we are a little bit in a (? #00:10:21.3#) like Portugal maybe is a little bit the same way, so Stockholm is more centralized in a way but we feel that it's really interesting for us, for instance, what happens in Russia and also Baltic states. We are having a lot of cooperation with the Baltic states. Maybe you know about the Baltic Rail. #00:10:51.4#

I: No, I wasn't aware. #00:10:52.8#

R: I'm focusing into our area, so now we are a leading partner in this EU funded project that is called Rail Baltica and (? #00:11:07.1#) which means Northern Sea Baltic Corridor, so it means that we will have this corridor. It's part of this TEN-T corridor so it is a kind of framework for transportation so the Rail Baltic will go through here until Holland, Netherlands, and we have 16 partners. We try to have the rail here, the connection to be started and part of that is also a tunnel between Uusimaa and Harju County in Estonia, or let's say Helsinki and Tallinn. We will also have this kind of twin cities concept there. As an inspiration, we also have of course the Sweden/Denmark, you know, the bridge, so we're having a lot of research in the good points and the risks on this twin city thing, so that's something which is really interesting. So, historically and professionally, we have really strong ties to Sweden, to the West but now we are also looking for the South to Europe, to connect

ourselves to Europe. We see it's important not only for our region, this Uusimaa region but for the whole of Finland because nowadays Finland is a little bit like an island. I mean it's far away. We always have to cross the sea to go to Europe, so the winter is really hard. It's ice here and it's all making the transportation logistics much more expensive, so it's really important for the whole of Finland in the future, in the long future to have this connection, straight or stable connections. #00:13:16.2#

I: Yes. It definitely will position Finland somehow closer to central Europe. #00:13:23.0#

R: Yes, yes. Definitely, and then the Russian side, it's a very big western (? #00:13:27.8#). Of course, it seems that it could be a really big potential and it has been a big potential a long time but now when we have the political situation, it's really unstable and we don't know about it. Somehow our eastern direction, we are not developing or emphasizing it so strongly just now but we see it as a long distance potential of course. #00:13:56.2#

I: Was it easy to engage with these other countries as partners of the project? Sometimes in other cases, for example in the Austrian case, they have difficulties engaging with Hungarian stakeholders. #00:14:11.5#

R: Yes, yes. It is and it has just started. We just heard in June that we got the money so it's from now on. I have been in different international projects with the Baltic and sometimes it's quite difficult to try to find out who are the right people and to try to get materials and so on. #00:14:35.3#

I: Your trust as well. #00:14:36.4#

R: Yes. Poland is much easier of course for us because, as I said, we have a special connection with Sweden and we also have a tradition for some reason which I don't know, but we have a really stable connection with Warsaw regional planning so it has been quite nice. We actually meet together with Stockholm and Warsaw. We meet twice a year normally with Hans Brattstrom and Thomas Lavinski and we discuss. Yes, so this is about our bigger framework. #00:15:24.3#

I: Yes, what I find is that the cooperation now tends to be more to have a real impact on the ground level say with this train, Baltic Train system, I would say, because in Denmark and Sweden, they have the bridge so it's a sort of physical element where people can attach to. It makes more sense to talk about the Baltic region or Baltic countries because people can hold it to some physical element such as the train. There are some studies on this regional identity that mention about people attached to a person, an iconic building or to a structure. #00:16:15.2#

R: Yes, yes. I think the twin cities concept is somehow piloting in a way that that's really important for the brand of the whole project but the idea is not only the rail but it's more about how to, as you said, create a more unified Baltic region and how to use this rail as a motor of urban development, so this is the core idea of this project. I'm really enthusiastic on this (laughing). That's why I maybe started with this, and I also think that it's always important if you try to understand our system and the powers and the governance and everything to also see the bigger picture around it. So, this is Uusimaa region. We have 26 municipalities just like in Stockholm – they have 26. We are a little bit smaller. We have a population of 1.6 million only but anyway, it's 30% of Finland. We also make the share of 40% of Finland GDP so somehow we think that Helsinki as a capital region, we are the motor of the whole Finnish business, the GDP and everything. We also have other strong city regions in Finland like Tampere, Pirkanmaa region, and then in the north we have this Nokia, IT kind of core, but in the end it seems that this kind of trend of centralization is continuing and I think that all the big decisions and things are made in southern Finland. If we look at the whole of Finland, we also have (? #00:18:21.6#) is here then Tampere, Pirkanmaa is here and Turku was the first capital of Finland and has really strong connections to Sweden. This is the kind of most important triangle of Finland. Here, everything is happening and as I told you, this is the direction of a little bit western and this is now really realistic for us so it's a kind of part of this. #00:18:48.5#

I: Because also the geographical conditions in the northern part of Finland, they are quite harsh in the winter. I'm aware of that. #00:18:59.3#

R: Now it's really interesting as we have the new governance who are mostly representing the central party and the central party has a history that they want... it's a party of not urban people but the land owners. These people are from other sides of Finland so they own the forests and they are cultivating the fields and so on. So, they are not the party of the big cities and now it's kind of interesting the political situation in territorial planning in Finland. This central party which is now leading so they feel that it should be a territorial policy that the whole of Finland should be linked and livable and that we should locate the national institutes around and so on, and at the same time it seems that we have a big global trend of this centralization. They really can't fight against this global trend as even they wish for that, so we have kind of strong forces that are going in different directions just now. As I told you at the beginning, we will have a new reformation of the regional governance system happening soon so it will start in 2019. This will be the first generation and it will make us a new governance level as now we have this... #00:20:59.0#

I: Yes, this is curious. #00:21:00.4#

R: Here is the land use planning system, for instance, so now we have... the state is quite strong in Finland so we have the national objectives of land use and all the laws. Of course they are on the national level, and then the other strong level is the municipalities. We have really strong autonomic municipalities. I think it's also the same as the Swedish system. #00:21:30.2#

I: Yes, yes. #00:21:31.0#

R: We have too many municipalities and some are really small, maybe not in our region but in the whole of Finland, and now the idea is... because the social, healthcare costs are rising and you know that we have the same problem as the whole of Europe that the population is growing really old, so the thing is that we have to somehow build a new regional, a stronger regional level between the state and the municipalities. This is going to be, as they have in Stockholm, for instance, or the Stockholm region, that we will have the regional councils and now we have this regional council as we are here inside the walls of the regional council but we don't have, for instance, own taxes and the councilors are not selected straight. We don't

have our own elections so the councilors, we always have the municipality elections and then according to those proposals of the parties so the negotiating takes three to five months and they will then put the members to the council according to the results of the municipality elections. We will have a new system now and it will be straightly elected councilors from 2019. #00:23:11.2#

I: The population will be... the members of the council will be directly elected? #00:23:14.8#

R: Yes. It's really changing and the new regions or provinces or whatever you call them, so there's 19 of those in Finland and it seems that there will be the same provinces as before which is really ridiculous because some of them are really small and we are the biggest one. There are some which are really small in the north of Finland but they feel that they have to be like this so let's see how it will go. It seems that those small provinces or regions, they will have special legislation that they have to organise together their social and healthcare services because they are too small. So, behind this whole reformation is the social and healthcare in a way. #00:24:10.3#

I: Yes, it's the driving force. #00:24:11.7#

R: Yes. It's the rising costs and the aging population which is causing us to do this but we have been looking at the Stockholm region example and it seems like it's a working system there but it's really big work now we have to prepare. For instance, our council here, we are about 80 people working in this office so it seems that we have to be the ones who are now motorizing and preparing for this 2019 new system. It's really huge work and we are a little bit worried about how we will organize it because we still have to do our normal tasks and at the same time, we have to organize this new organization to be and it's going to be really huge, like 70,000 people on this one organization because we will have all of the social and healthcare sector inside of the council. We don't have it now so we are just 80 then we will have 70,000 so it's really now a big work for us. #00:25:17.8#

I: So, you are 80? #00:25:20.9#

R: Only 80, or 82 maybe now to be exact (laughter) but this is also maybe in change so now there are big negotiations going on; is this going to stay, this land use planning system together with this new governance system or not, and it seems that these national objectives of land use, they are always written. It's not a map and it's steering us, and it seems that these are going to stay, and now they have just started... the administrative environment has started reformation of these ones. Then we have the regional plan level and that's quite interesting how the change in the governance system will affect our regional plan. It can be affecting a lot or maybe not, we don't know. We have been asking our colleagues in Stockholm because what we are worried about is when we will have the social and healthcare sector together with us. That's really strong, really big, really expensive so all the politicians, the regional politicians that will be elected to the council so they are mostly interested in this social and healthcare theme. They are maybe specialized in those and maybe nobody is almost interested in the land use planning, so this is one of the risks, but on the other hand, we see that the councils, or this regional council will be much stronger because it has much more power and straightly elected councilors. So, on the other hand it can be that it somehow gives us the opportunity that it's more interesting for people or we will be nearer the people because we will have the straightly elected members. #00:27:28.3#

I: It will give legitimacy to the council? #00:27:33.0#

R: Yes, in a way more power and of course it's all depending also on what kind of politicians we will get. Can they have the wider view of the different sectors and can they also be more regional thinking that not only 'I'm coming from this municipality and I'm just looking to make sure this municipality gets all the best things', so this is interesting. #00:28:00.0#

I: I have some questions here which the Stockholm example is also coming into my mind so I will look over that soon too. At the moment, the regional plan is legally binding? #00:28:13.6#

R: Yes, it is. Yes, it's a difference between us and Stockholm and actually it was

quite interesting. I was myself professionally interested in how the different systems affect our plans and the land use changes, as you are making this research. I asked Hans and the other Stockholm colleagues, could they evaluate the differences between our planning system and their planning system. (? #00:28:44.4#) who was already... he is partly in pensions so he is really interested in this and he made for us a small evaluation between our systems and it has been really interesting. We had a lot of discussions about it and we just visited in Stockholm in the Spring and they gave us the evaluation. This is one of the biggest changes between us is that we have the legally binding plan and they are more on the kind of voluntary side. #00:29:15.4#

I: Yes. #00:29:15.5#

R: It's a good thing and it's a bad thing and in a way, I think that, again, I would like to take some inspiration from them. What does it mean in our system? It means that the tradition in our regional plans is that we are always flexing our muscles and remember municipalities that we are legally binding, that you have to do what we say, and then I don't like this attitude very much in a way. I think it's important to have a regional entity perspective on things but I think it has to be somehow voluntary based, more voluntary based and made together, and why people are committed to do what the regional plan is saying is that they have been together with us in the process and that the motivation for the solutions is understandable and they can accept it, even if it's not always so nice for one certain municipality. It's more like the Swedish way of more voluntary and more commitment and more cooperation and (? #00:30:30.8#) planning. I think it's changing in Finland but it still has a lot of flavor of this that, hey, we have the hidden muscles that you can't do against what we are saying, and this is the problem also that the municipalities don't like this attitude. I think for our success, it's very important that we will take this new attitude now when new regions are starting. #00:31:08.2#

I: Yes. It's very much based on the coordination and the negotiation of interests as well. #00:31:15.6#

R: Yes, it's this new... I think it's coming from everywhere that public participation is

important, commitment is important. It's important to make things together and I know the old school planners don't like it that you have to ask everything from everybody. It takes a lot of time and effort and energy, and of course it's also the attitude that the old school people think that, as planners, we know better, that we are the experts and it's an expert led system. Well, I think this attitude change is everywhere so maybe our generation and younger generations are already seeing that it's necessary to do it. It's not the question of if we would like to ask people or if we don't like to ask but it's just normal and it gives much more for planners, I think. #00:32:16.8#

I: In the case of strong municipalities which also happens in Vienna, they have a lot of power to decide. I think I have the same impression in Stockholm that they have lots of power to decide upon land change and their territory, the municipal territory. #00:32:33.3#

R: Yeah. #00:32:33.7#

I: They often mention that the process of regional planning is more exciting than the result itself so during the process, they were able to bring the mayors of the municipalities together, they shared their ideas... #00:32:50.5#

R: Yeah, yeah. It's true. #00:32:51.5#

I: They engaged them with the regional plan which makes the regional plan more effective if you have the municipalities around you. #00:33:02.4#

R: Yes. I agree, and then of course Uusimaa is a special case as a region because we have strong core municipalities. We are not a homogenous place but we have this thing that we have really strong four municipalities now in the middle if you look at the map here. Those four which are just in the middle; Helsinki, Esbo, Vanda and then (? #00:33:31.2#) which is inside of Esbo so it's a small municipality but anyway, this big, let's say three municipalities. They are so much bigger than the rest of Uusimaa and they are the biggest in the whole of Finland so they are really strong. This, as I told you, thinking of this government so they don't like these very strong

core municipalities because they want the whole system to be even and similar in each of the regions which is, in a way, stupid because the regions are so different to each other, so actually I think that we should have maybe three classes of regions in Finland and the legislation should be somehow different between those. We are so special and then we have other ones like this (? #00:34:30.4#) Tampere which have a very different story. They have really strong regional cooperation so they would have a different one, and then we have the small ones where it's just one city actually and that would be different, and then we have those which don't have anything, so maybe it's four different classes. Now, the negotiations are going on with these three core municipalities and the nation or the government so what do they have in the future? Do they have some different legislation than the rest of Finland? The government don't like this idea very much because they want everything to be even and of course the cities are so strong because they are making... actually if I told you that we are making the GDP at 40% for the whole of Finland. I don't remember the numbers but these three cities are making maybe 80% of the whole region so they are the drivers of the whole of Finland so it's a kind of... yes, it's quite a complicated situation just now, yes. #00:35:45.5#

I: You mentioned the stories and it makes sense what you mentioned about this different regional legislation but it's also important to understand what these cities want. Do they want to become more metropolitan, do they want to become more urban or do they want to keep their own... maybe they are not that urban and they want to keep their own roots and maybe they also would prefer to have a different system than the core south Finland for the planning systems to succeed is necessarily to listen to those that are living there? #00:36:27.7#

R: Yes. Yes, it's interesting. It has already been in our regional plans that there are different (? #00:36:39.4#) in a way fighting. One was this, as I told you, are we strong in legally binding things or are we more voluntary based and participation oriented? The other one is we had this idea to be more unified that we should treat the whole Uusimaa, our region, in the same way to be more balanced, that the small city in Hango to be treated the same way as Helsinki, for instance. That's the old tradition in a way and it has been also bound with the governance because before it was that the councilors were distributed more evenly, so I think it was so (?

#00:37:26.9#) had one participant or one councilor. Each of the cities had at least one and then Helsinki had not so many because we had 26 municipalities, but now the system has changed so that now the councilors are chosen according to the population of each city and it means because Helsinki is so big that now they have much more power in the council, the same as Esbo and Vanda has. So, now I don't remember the propulsions but they have really a majority. There are a lot of municipalities that don't have any councilor anymore so it's changed a lot because now I think it's more, in a way, fair because they are so much stronger so they should have more power, more voice. At the same time, we are following the same way so that in our regional plans so before when I started here in this place, so four years ago, everybody was saying to me that because of this old system, we have to be very fair between the municipalities. If you make some research, for instance, for the core municipalities, you also have to make some research for the rest even if there is not so much happening but to be equal and fair. Now, we have a totally new idea so as before we had regional plans according to the whole area and we had similar markings for the whole area. So, now we are starting a new regional plan and the idea is that we will divide it in three pieces; one is (? #00:39:23.0#) region which is 14 municipalities right in the middle, and one is going to be the eastern part of six municipalities, and one is going to be the western part of six municipalities. We will try this system that we will somehow make it... those will have different targets, different markings and different themes from the middle part. They can even be different sizes because before it was always the one map which I have here, so this is the thing that we are starting now and I think it's a more reasonable way of doing it. There is so much things happening in the middle but not so much happening on the sides. I can show you this. This is the plan that we are working on now and it's the draft, or proposal, and then I can show you from here. Where is it? Ah, here, so we are phase four already. #00:40:50.0#

I: Phase four, okay. #00:40:50.8#

R: So, we are almost at the end and it's the planned proposal on display so we were sending this plan to our authorities and municipalities and they were giving us their opinions during the spring time and then we were making a lot of changes according to these opinions and now we will put it on public display so that anybody can give

their ideas so we are quite far already but I think the approval of the plan will be next year so it's alright. Anyway, this is the core, as I told you, and this is the western part and eastern part, and this has a region of 14 municipalities here. They have a kind of voluntary cooperation which is stronger so they are working together. It's a little bit political that they are trying to go further with their things together, this 14, and then the western part is trying to do some kind of cooperation but not very much. The eastern part is not very cooperative together, so this is the way. Now, as you see, everything is happening almost here and there is just green things and there is almost nothing. Now we think that the next plan that we are starting already, the regional plan, we will make so we will make an own plan for them because so many things are happening and it can be more detailed, but we will ask the municipalities if they would like it to be more detailed or more... I don't know, let's see how it's going to be, and this and this will have their own ones which is dealing with the themes that they are more interested in like, let's say, tourism or cultivation of land or forestry or anything. #00:42:50.7#

I: Okay. #00:42:51.2#

R: So, we think it's maybe a better way of reacting to this situation around us. #00:42:57.4#

I: From one regional plan, the aim is to design three regional plans? #00:43:07.6#

R: Yes, but actually we will have first a structural of overall plan. #00:43:12.3#

I: These will be interconnected or integrated? #00:43:17.0#

R: It's going to be the whole area and that will include only the main elements of the structure so it will have the urban structure, the really strategic level. Maybe it's going to be just a network of different centers and the biggest transportation things that are somehow regional or more than regional, almost national. These will be on that and maybe the biggest (? #00:43:42.6#) entities and that's it. The regional government will accept that hopefully, we think so, and then we will continue with this and go deeper into details. #00:43:59.8#

I: Somehow more regional detailed plan. It will be at the regional level but more detailed for these cases. This core part includes Helsinki as the core city?
#00:44:14.9#

R: Yes, it's here. #00:44:16.6#

I: Mhm. #00:44:17.3#

R: Then Vanda is this, it's the airport. #00:44:19.4#

I: Yes, the airport area. #00:44:20.8#

R: This is the airport and then Esbo, which is on this side, they are having the other university, for instance, so it's strength that they have the ITC cluster and so on, so these are the three ones. #00:44:38.7#

I: Two different questions I can point out here are; the regional plan, the municipalities contribute to this regional plan and what other entities also contribute to the regional plan? I mean during the preparation so you have the plan making. I focus mainly on the plan making and plan implementation so those phases are phases of the plan making. I'm interested in knowing which entities contribute to the plan making, to the plan? Is it only the municipalities or other stakeholders, universities, private sectors? #00:45:23.5#

R: Yes, we have everything somehow included but we have made in the beginning of this plan, for instance, we made a kind of analysis of our target groups which are the most important. Of course we found out that the municipalities are the most important because they are... in a way, in the private sector way as I have been telling you as the council and so on, I think that they are our clients because they own us. The municipalities own us. We think that municipality experts and the politicians, they are our main target group. We always, when we have the participation, first go to the experts. Let's say we have a lot of forums and different themed groups and so on, so we are... for instance, I'm leading the group of planning

chiefs of all the municipalities so we meet, let's say, six times a year at least and I'm telling them and we are having different seminars and workshops and so on. When they somehow accept and effect on our plan, so afterwards it's easier for them to be some kind of brand messenger for us, so they are telling their politicians more about our plan and of course we are having in each of the phases, we are going through the whole area. We are having at least four meetings or workshops where we are asking both politicians and experts from the municipalities together. They are of course not all coming so let's say 80 people, for instance, so some of the politicians and mostly experts. We are showing them what we are doing and they can comment on that. Of course we have the legal binding, this participation process, so we are always having the... in the beginning here, phase one, so we had the program of participation and evaluation and that has to be made by the law. It's a kind of working program for the plan, and this is always on public display so that both authorities and both normal people and organisations and the third sector and fourth sector, they can give their opinions about what the plans would deal with. On the draft phase, the same is happening, and finally on the proposal phase, the same is happening. That's quite an interesting story also because we just had a new law for that at the beginning of this year. It was before it was thought that we were just giving out the plans for display and both authorities and the normal people can give their opinions but now it's divided on two parts, which is actually quite good I think. It's a totally new thing now, so we are first giving the plans to the authorities, including municipalities, ministries, some third sector biggest organisations, and they are giving us their opinions, then we are fixing the things. We are still changing the plan, and after that, the next... no, it's in October actually, not next month, we are putting it on public display and then anybody can give their opinion. It's there for about one and a half months. It's a long journey so it's always changing on the way.

#00:49:19.7#

I: You started with a sort of, as you mentioned here, a working agenda? So, you don't go out there totally in the dark, you go with some sort of guidelines?

#00:49:29.5#

R: Yes, of course. As I told you, we made a first analysis of our main target groups so we found out that, okay, it's municipalities that are most important but also of

course the national level is really important because our task as a regional plan is to somehow put together national level interests, regional level interests and municipal level interests, so of course we also have to listen to those people and that's somehow the minimum level of participation of the government level. We are always having to have so-called official meetings and one should be in phase one at the beginning when we have the program for participation and evaluation so they are going through... the national authorities are going through it. We have a really big meeting for half a day and they give their opinions about it and then we have to have another one in the proposal phase. Actually, we just had it in the beginning of May and we had, again, the whole room was full of the people and they were giving their points of view at the national level authorities. So, we have both levels which are important for us and then the citizens and organisations. We had those organisations, we had them on the same meeting, the main ones, let's say the main nature protection organisations and so on, and they always ask to give their opinion, the official opinion, but then the normal land owners, the normal citizens so now it's their turn to have the public display and so on. Because we have 1.6 million citizens in our area (laughter) it's not possible, for instance, to send all of them a letter that now something is happening so we have to count on our municipalities to tell about that; now the regional planning is starting and it's this and this, then of course we have our information on the 22 newspapers that are coming out in the area that now it's going to public display and now is the time to effect. Of course we are encouraging them to contact us also during the whole process so sometimes we have telephone calls but not very often. As I told you in the beginning, there are some unique citizens that are more aware of this regional planning and they are calling us. For instance, there are some, as you said, these business people or they can be big land owners. For instance, in the eastern part, there are historical reasons that big land owners, there have been big manor houses on the eastern part and they are still owned by the same families. They own really big areas there. There are maybe eight big manor houses and these people of course are interested in what's happening so they are coming to us together with some of their advisors and there are maybe five people that we will have a meeting with. We will tell them what's happening if they are asking for that. #00:53:16.0#

I: With these land owners because it impacts land directly somehow so they first go

to the municipality or they prefer to come here directly? They call to the regional entity instead of going to their municipalities? #00:53:34.1#

R: It's more traditional on the eastern side because we used to have two regional councils here. This was one and the eastern part had its own one so it was a much smaller organisation and they had more time to meet those land owners, so they're used to that system. They call us and say, "Can we come?" and we say, "Yes", but on the western side, it's more traditional that they go to the municipalities and maybe after that they will come to us. #00:54:11.6#

I: Can I ask what kind of requests they bring? I mean, they want to understand what you're planning for this particular part of the territory? What kind of interests do they bring that they want to transform that piece of land which is eventually creating a built area or the other way around? #00:54:40.3#

R: Yes, but they are quite... actually I have to say that they are very realistic. Also when I started here, I was like, "Oh no, now they are coming and they have a long list of requests", so they are really realistic. The eastern side land owners, they are really... because traditionally, they had a lot of cooperation with the regional council so they know what is realistic and what is not, so actually they are just coming with some things that, for instance, on this plan, we had some themes and we had this... for instance, these black ones, they are wind power, regional level wind power areas so they come and they're interested in what's happening now with the wind power. For instance, they would like to have wind power on their area and they are normally quite happy with things, so they come and they want to see where it's coming and also they have a lot of knowledge about their own area, maybe more than we do, and they can come and fix things like... for instance, we also had the green structure as a theme for this plan number four so they can come and say that, "In our land, have you noticed that it was a nature protection area but now the state has made a change on the border line that you have an old border line there", and then we are like, "Oh, we are so sorry", and then we call the nature protection entity of the state which is on that house over there and then they say, "Yes, but it's all new that you don't have it yet because we don't have it in our computer", and then we tell them that we just had the land owners here, "Yes, yes, they know it because they own the land so they

know about it and now you can fix it because now you know it”, so it’s these kind of things. I have been quite positive about the things but mostly if we talk about the citizen participation, this regional entity is so big and it’s so on the general level and it’s such a long time perspective that most of the people are not interested or they don’t know about it. Yes, it’s a really big challenge to inform them, yes, I must say, but of course some themes that are more hot or let’s say, for instance, this wind power, that has been... some people are really educated so they are really into it. For instance, the western part because we have the wind power area here at the seaside and there is a lot of cottages, some houses here on the islands so they are really against of course, so we had a lot of discussions with them. Also, we had the green structure as a theme on this plan so that’s a really hot phenomenon so when you go to Helsinki city on Monday, now when they are having their general plan process. Helsinki is densifying and it seems that the citizens in Helsinki city are really worried about their green areas, the parks, and they have realised that, ‘aha, the regional planning people are now making the regional plan of the green structure’ so they very often come to us straight away saying that, “Helsinki is now going to minimize this central park, can you do something for that?” So, for instance, normally we don’t have a lot of citizen participation but you can realize when it’s happening, something like this, the Helsinki general planning process is going on, so suddenly comes a lot of phone calls and people coming here because something is happening. #00:58:58.2#

I: Yes, in Helsinki. Some questions I would like to ask at this moment is you mentioned the themes. Can you tell me the main themes of the plan, the green structure, housing, transportation? #00:59:20.6#

R: Yes, we have had these kind of (? #00:59:21.6#) plans here for a long time now and we have several regional land use plans. That’s quite complicated but it has been the tradition here a long time before I came here. Maybe it has been so that the area of Uusimaa is so big and we have so many people here and so many interests happening so it’s really difficult to try to make a total regional plan during this four year period. The four year period, actually it’s not legally binding that we should do the plans in a four year period but somehow that has also been a tradition because it’s easier when you start a plan and subject themes, I mean choose the

themes. So, it's easier if the same politicians are there from the beginning and then you are having them together with you during the whole process and the same politicians are accepting the plan. It's easier for us and for the politicians, it seems to be important that they will have their landmark in the regional plan but of course if you think about the democratic side, maybe it's not a very good thing because I think it would be wiser to lengthen the planning period to the next councilor stage because then there will be some kind of democratic steering more that there can be some funny things happening. You never know during this four years, that somebody is really crazy for, let's say, being in power. It's not a real example but let's say so, and they will put it like we will have the wind power and then finally they will accept it and then it's done. If we have the next councilors, they will ask, "Why are you having this wind power here? What is the reason?" I think it would be, in a way, more democratic. #01:01:30.1#

I: Yes, so to make it also more consistent and also contributes to the cohesion of the region if you can keep it for years to come and not only in four years so it will be better if they can come with different ideas. #01:01:45.9#

R: Yes, if the motivation is good enough to handle, I mean during the two periods of different council, so it's maybe better, but anyway it has been the tradition of these (? #01:01:58.8#) plans now for some time and we are now, as I told you, we have a lot of feedback that it's quite difficult to understand our plan because there are many plans at force at the same time. That's why we are now starting the new plan and the idea was that we will have the entity of the main elements and the three different more detailed regional... #01:02:28.4#

I: To respond to the realities because the 14 municipalities are different from the reality of the others. #01:02:38.9#

R: Yes, the municipalities are really happy about the idea so let's see. #01:02:41.9#

I: Okay, which is very important and they have different priorities. The question that comes here and I'm also asking this in line with the Stockholm case is the role of the core city of Helsinki in the regional plan, it's easy to work with them? Do you work

with the city planning department closely or they do their job, you do your job and things eventually will come together at some point? Do you have a straight relation?
#01:03:15.5#

R: Yes. #01:03:15.4#

I: I have the feeling, for example, in Stockholm that Hans Bransmer we can mention here that I think he would like to have a stronger voice or he would like to see the regional plan in a stronger position compared to the current stage and then I found that the city of Stockholm has quite a strong power. #01:03:44.7#

R: Yes, we may have quite a similar situation with them. Just to understand better, these are the three sub-regions and then this is our 26 municipalities here. This is the Helsinki region which is much more powerful than the rest and inside the Helsinki region, this is the 14 municipalities, we have this metropolitan area, let's say, so these four core cities. The population, for instance, you see that the Helsinki region is 1.4 million and the whole of Uusimaa is 1.6 million, so it's a really strong one, and actually they have this... I have another slide which is quite interesting. #01:04:31.6#

I: I wasn't aware of this. This is definitely very relevant. #01:04:36.2#

R: Yes. When I came here four years ago, I was really out of this because I came from the private sector so I had not seen a glimpse of this system here so I had to draw this together with my colleague who was giving me a hand trying to understand the system. So, this is our (? #01:05:00.1#) organisation system so this is the state level, the green one. We have different ministries there, then we have our own region or province with six municipalities is the pink one, and then as I told you we have the (? #01:05:17.7#) region and this is the middle part, the red one, (? #01:05:20.3#) region in the middle. We then have the capital region (? #01:05:25.1#) here and then we have another one which is (? #01:05:29.1#) region. It's so-called (? #01:05:31.7#) municipalities which is the violet one. This is the middle part, this is the kind of frame of the middle part. These are quite strong but of course not as strong as (? #01:05:42.5#) but these are much stronger than these are, and then we have the Helsinki region which is comprised of this middle and the frame

and this is the strongest with 1.4 million. It's all the time different powers and different negotiations and so on, so at some moments, it seems that these want to be together and not dealing with those but sometimes it seems that it's better for them to think about the whole entity against those. At the same time, Helsinki alone is so strong so these players don't always want to play with them. For instance, in Esbo, sometimes they don't give good messages to Helsinki because Helsinki is so strong that they are afraid they will be only together doing things so they don't have any power anymore because Helsinki is so much stronger. Esbo which is on the western side of Helsinki, they are looking to the west. They are actually looking for friends here in these municipalities, even here. They see this western sector as interesting, and then Vanda who is here, they are more wanting to play with Helsinki but actually they are also interested in these four municipalities here so it's all the time up to the different politicians for who will want to play together. #01:07:10.3#

I: It pretty much depends on the leadership? #01:07:14.4#

R: Yes, it's quite complicated but I think this is a kind of theory that happens in all of the areas. You have the strong four and the frame, but it's quite interesting. #01:07:27.2#

I: It's pretty much the same in other cases in Lyon and Vienna as well. In Vienna, they have strong municipalities and therefore the mayors have quite a lot of political decision making capacity and they actually despise that they are all so close to each other and they don't really cooperate as Vienna would like to. They don't really cooperate. #01:07:56.1#

R: Back to your first question about Helsinki and our cooperation, I think it has been quite good and actually I, myself, have been working on this Helsinki planning office so I know them really well so in a way it has been easy for me to cooperate with them but it has been difficult at times partly... now when we had the processes going on at the same time so we had this number four plan and then they are making their own general plan, so I think it has been a really good cooperation. I think they agree that we have met many times and we always have different themes at our meetings but in the end, we still have some different viewpoints. I think in general we are on the

same page. It's mostly about the theme that we had this green structure which was already very difficult but we already knew in the beginning that it was going to be difficult because the municipalities will always want to grow and build housing and enterprises. At the same time, we have the responsibility to see that the regional involvement is valuable green areas are protected so it's beginning already. It's a difficult starting point, so maybe this was the most difficult part. As I said, many of the citizens and also the nature protection organisations, they were making contact with us about this Helsinki general plan and still there are some little areas that are not the same in our plans. In a way, I don't think it's a problem because we are still looking at the things at the regional level. We are not supposed to go into details of one municipality, so in a way this is my personal point of view that they are solvable, those differences, but it's not always easy because inside our office, there are different viewpoints on this. For instance, there is the central park of Helsinki which is continuing here into Vanda, so it's a regional entity. It's not only one municipality.

#01:10:33.1#

I: It's cross-border entity. #01:10:34.9#

R: Yes, and we actually made an analysis together with the Helsinki University about the green structure and the values, and we found out that Helsinki central park has regional importance. It's a kind of green finger here and at the same time, they would like to build more on the edges of the park and so many citizens of Helsinki city have been contacting us about that, "But can't you stop it or can't you do anything about that". On the other hand, we can't really do that because on the regional level, for us it's important that the green connection is preserved but we are not saying why that should be so in a way it's not on our level of planning. Yes, but this, for instance, has been one of the very important questions here and also here, we have been discussing; can they build on the fields that have national interest? I mean it's a cultural heritage area here and now they are having different... #01:11:53.3#

I: So, you have... but it's not the city center that's the cultural heritage part, right?

#01:11:59.5#

R: Well, the cultural heritage is also one important theme on this plan. Here in

Helsinki city, this turquoise color is the natural heritage, cultural heritage and it's everywhere here. Helsinki has been really desperate about it that, 'Oh, this is only cultural heritage' but that's the point because it's the oldest part of the whole place and it has been the capital so all the (? #01:12:27.9#) and Kings have been building things there so it's natural. The thing is that how they can put together the cultural heritage and the new land use. I think it's very possible and I think we have found really good compromises on that part. It's mostly the green structure that has been quite difficult. #01:12:52.4#

I: Quite difficult. #01:12:53.0#

R: Yes. #01:12:53.7#

I: Regarding the green structure without the aim of getting your line of reasoning, it's about preserving or it's also about giving use or opening this green structure to the population? I have examples of places where the main aim is to preserve but other cases, for example in Stuttgart, the main aim is to give the green structure to the people... #01:13:18.9#

R: It's more recreational. #01:13:20.3#

I: More recreational based. Pretty much a lot of recreational places and here in Helsinki, it's about preservation so you want to also protect the spaces? #01:13:29.7#

R: In Helsinki, it's mostly about the recreation point of view. In other parts, there are a lot of... for geographical reasons, the western part is much more valuable in natural ways than the eastern part. It's strange but it's on the landscape. I mean there's a lot of little lakes here and, well, there is a lot of caulk in the soil which makes them... there are much more species, for instance, here than here. #01:14:04.0#

I: Yes, the geography dictates that... I understand. #01:14:08.4#

R: The municipalities are not really happy about it but in a way, it's their strength. In

a way, the natural protection is mostly emphasized as a theme on maybe the western part. I would say so, and here on the eastern part, as I told you, there has been the manor houses so these LO areas, they are the so-called forestry areas that also have ecological interests but it's an interesting marking because it seems that you can make agricultural, I mean forestry works there but you have to take care of the natural protection values at the same time but it's quite nice marking and I think those land owners are quite happy with this plan. They don't have so much value there on the natural protection. In the middle part, it's more emphasized on the recreational challenge. There are so many people that the people themselves are worried that are there going to be enough green spaces for recreation. That's mostly the point here because Helsinki city is taking good care of their own natural protection things and also Esbo and Vanda, they are really... I think those city planners, they are really good morals and good research, and this is not the problem. The problem is that everybody is coming here to this area and somehow they have to give housing for those people. At the same time, where can they go? That's the problem and of course they have been very innovative in this new Helsinki city plan, for instance, so they are trying to change. They will tell you more about it but they're trying to change these roads that are motor roads coming to the center to be more urban streets because there is a lot of empty land as protection area off the motorway and housing, so they will lower the speeds and have much more area to be built along this urban boulevard, as they call them, so they can put some people there. Let's say that can be a third part of the growth along the boulevards so it's one of the main ideas. I think it's very innovative and a good idea. The third part, they are putting to the new so-called project areas. They will tell you about it but, for instance, which is white here, which is (? #01:16:46.0#) so that is a part that used to be owned by the (? #01:16:50.8#) municipality and now it's owned by Helsinki and Vanda together so they will develop this to be like 70,000 new people here. This is (? #01:17:02.1#) for them and then they will tell about this (? #01:17:06.0#) airport, which is here and used to be an airport, an old one before this one. They will change this to be housing and this has been a really hot potato but we are on the same side with Helsinki because we think that it has no means to be anymore an airport. Actually it's not like (? #01:17:34.4#) in Stockholm which is having real international flights and so on. It's just nowadays hobby flying so it's not so important. #01:17:45.8#

I: So, the idea is also the transform these spaces in the residential areas.
#01:17:49.9#

R: Yes, so this is the third part, but the rest of the part is they have to find small pieces everywhere, you know, this kind of fulfilment of the urban structure and there they have problems because they are going into the backyards of the people and there are recreational parks and so on. This is the most difficult part. #01:18:13.2#

I: Okay, where some conflicts can actually emerge. #01:18:18.3#

R: I'm, in a way, on Helsinki's side on this because they have to do it because everybody is coming there and somehow they have to find places but at the same time, I understand these people that they are worried about their green areas.
#01:18:33.3#

I: Yes. #01:18:35.6#

R: But, in a way, I think these are so small scale things that they are actually not our headache. #01:18:42.0#

I: Yes. #01:18:43.2#

R: Maybe it's just central park and these green regional fingers that are interesting for us that we should say something about, yes. It's the recreational theme which is the biggest phenomena here and one part is this so-called green belt that is going here between... well there are different possibilities but it goes somewhere through here and these are our national parks, this Nuuksio area, green and recreation protection area, and here is another one which is on this side, so the green belt is going through here and that's also something which is really important for us because this area is going to grow very fast. This green belt is quite accessible for these people in the middle, so this is one of our new projects that has actually started this year, the so-called green belt project that we have been looking at Hamburg and different benchmarks on the international level, and now we are thinking together with municipalities that have green areas on this belt so what should we do next.

#01:20:05.6#

I: Yes, I will suggest Stuttgart, they have a green structure and they have been developing the green structure quite well eventually better than Hamburg. Stuttgart is also a good case. We haven't talked about yet, and the time is also running out, the transportation. You mentioned that now the governance here in Helsinki, Uusimaa will change soon then you will have new responsibilities and about transportation which is a regional theme, I believe. #01:20:41.3#

R: Yes, it is. #01:20:42.5#

I: Do you hold the responsibilities or the council holds the responsibilities of the transportation or it's the national state together with the municipalities? If the state wants to develop a new railway connection, it goes to the regional entities, it goes to talk with the municipalities or altogether? #01:21:06.4#

R: Yes. It's more so that we are... for instance, we have to have in our regional plans, so we have to have of course... I told you that we have to put together the national interests together with the regional interest and local interest so of course transportation is the most important part or almost the most important part of the national interests. Actually we have been talking so much about it because, as I told you, we have these so-called (? #01:21:34.3#) plans and before this number four plan, we had the number two plan. Very nice, good names, not much branding I think (laughter) but anyway, there the main themes were the urban structure plus the transportation so it was just before my time and when I came, we started this number four plan which was in a way fulfilment of the number two. So, first we made the number two which was this kind of main skeleton of the urban body and then we were putting in more themes that were recreation, restructure, national protection, and wind power and natural heritage, cultural heritage things, and logistics, for instance, because in the number two plan, we were mostly dealing with personal transportation so nobody was talking about how the logistics... I mean how the goods are moving so we found out that we should look for that a little bit more. These are the red logistic areas. We're also looking for new connections here for heavy traffic in the middle of our region and so on. Now, we're starting the new plan and that will

be holding all of the main themes. As I told you, this more structural part will consist of this urban structure plus the transportation and framework, plus the green belt and the main green areas I think, and then these more regional small scale plans will deal then with the themes that are important for those regions. #01:23:22.3#

I: Including housing or new settlements? #01:23:25.3#

R: Yes, yes. The main focus or the main target of our regional council has been... the reason why it was founded in the beginning, in the 1950's or something, was that it seems that the urban plans were dealing only with the cities and after the war, there was so much housing coming to the Uusimaa region and it was going anywhere. Nobody was looking and it was the urban sprawl which was really a big risk there. It has been happening already of course here and one of the main tasks that was given to our organisation in the beginning, like 60 years ago, was that we have to somehow handle this urban sprawl and... #01:24:13.0#

I: To concentrate the development? #01:24:16.5#

R: Yes, and this has been always leading our working ideas. Transportation, of course that has also been the main task from the beginning and actually we have a special situation here because normally in Finland when you have the regional council, they are making both regional plans together with regional transportation plans. They are a kind of entity but here, as I told you, it was really complicated, these boxes and things. We have here in this middle part, it's almost 14 municipalities, maybe 12 or something, they are having their own cooperation unit for transportation. This unit which is also located on the other side of the bridge, they are making the transportation plan for this area and we are making the transportation plans for this area and this area. It means that we have to work really tightly together with them. That's a really complicated system and this is something that we hope will change when the new system starts in the beginning. #01:25:33.8#

I: You will prefer a joint... #01:25:34.8#

R: Yes. We think that the whole entities should be planning together because it's

really complicated when you have two different organisations. Either we make really good cooperation or sometimes we are competing. Sometimes they have a really big budget so it seems that their transportation planning is leading land use planning and we don't think it's a good thing so we think everything should be planned together and at the same level with similar budgets. #01:26:08.7#

I: And well integrated of course. #01:26:10.8#

R: Yes. So, that's quite complicated but we are making transportation planning for our entity in a way and we try to deal together with them in the (? #01:26:24.9#) part and somehow I think it has been quite successful but transportation is of course a big deal and we are always having big negotiations together with this organisation here and together with municipalities and the ministry of transportation. We are having these things happening all the time. For instance, we make these new logistic corridors so first we made the vision for logistics in Uusimaa region and we were looking through all the national papers about the logistics and transportation and we were dealing of course according to those, and then we had a lot of different possibilities here. We had a lot of negotiations and in the draft phase which was before that, we had different possibilities. For instance, this so-called ring road number four, it had three different positions and then everybody could give their opinions. The citizens were interested in this, where it's going to be and so on, and now we made a lot of research about it, impact assessment and so on. When we were putting this together, we had the money from the national level and from this organisation and from the municipalities. We made a joint project about it and then we were hiring consultants and had a lot of reports out of that, so it has been going slowly but quite well organised. #01:28:18.2#

I: So, you seek for consensus before coming with a final decision? This is the result of a lot of work, a long process and trying to build consensus? #01:28:27.5#

R: Yes, yes. I think in a way it's our task so we try to be the forum for these kind of things, and we are collecting everybody from different levels and everybody is giving their monies. #01:28:40.6#

I: A form of discussion and trying to build consensus among entities? #01:28:45.6#

R: Yes. We see the regional plan as a tool for participation for transportation, these kind of big transportation projects that are dealing with more than one municipality. So, we are the ones... of course, for instance, this goes mostly in the Vanda city area but also here it goes in Nurmijarvi municipality. So, for Vanda, it has been really important so they have been paying maybe more than some of the rest of the municipalities for this research because it's interesting for their general planning what's happening here. In the end, we still see that it's a regional thing so all the participation, the public participation has been on the regional planning kind of platform. So, all the citizens that are worried about it, so Vanda has been telling them mostly to contact us and we have been having the village here, they came here, about 10 people and they were worried about where it's going to be and so on. Now we are having, for instance, about this, we will have a big public participation happening together with Vanda city in October. In October, this will be on the public display so all the discussions will come again. #01:30:13.9#

I: So, it goes on civic... it goes on the participation and you open this for public participation. Another question is; what are the channels the citizens can use to participate? They write letters, they go online, they call you? What can they do to participate? #01:30:34.7#

R: Sorry, I showed you the schedule. In the beginning, we made this program for participation and impact assessment which is the official name. We have to do it and we are making it with pleasure, and it's showing the kind of work plan, working program for the plan. So, each year it happens and who are participating and how you can participate and what kind of impact assessment we are making and when and so on. So, the people can read this. Of course it's on our web pages and so they know which are the best moments to participate and of course they can do it in the middle but they know it's the beginning then the draft then the proposal. #01:31:30.4#

I: They know a specific time to do it? #01:31:31.8#

R: Yes, so it's better, and then we are just now planning the participation process for the next plan so we would like to use much more of the new social media and all kinds of new things, but actually already in this plan, we had quite nice... if you have been on our web pages, we have quite good... this GIS there in our corridor and they have made this kind of plan space on the internet where you can see everything. When it's the time for public display, it's opening this kind of participation window where you can put your things, of course electronically, so 'I don't like to have this' or 'this should be there', and those kind of things. Now we would like to do even more than before so we are looking for this kind of different social media or these different planning tools. #01:32:34.3#

I: In your opinion, is this participation effective? While cities are innovative, all the cities want to become smart. There are different definitions for a smart city but that is also one of the questions is the relevance or the effectiveness of the participation. An inhabitant citizen of the Helsinki, Uusimaa region expresses their opinion and to what extent this will be translated in the plan. If they come with an idea 'I own this piece of land and I would like to build in this area' or 'I would like to build new enterprises', is the regional entity flexible to these ideas? #01:33:29.1#

R: Yes. It's quite interesting. Myself, I have been... the public participation and its effectiveness has been one of my favorite themes also when I was in a consulting company so I was making research about the public participation process and the tools, and is it really effective or not. For instance, this now when we had our proposal on this opinion collecting stage for authorities in the spring, so we got 69 opinions from these authorities. It's not very much in a way but we are not having so many of these authorities that we have to ask. We have these 26 municipalities then we have the ministries then we have the different organisations and so on, but it was quite okay, this 69, and we were just counting that 50 of the 69 opinions were effective on our plan. I think it was a lot of changes and many things were happening there. For instance, somewhere not so nice maybe and somewhere nicer... I mean it's depending on whose side you are looking at. For instance, this green structure which is so important for the people, so it happened that we made a new opening of this green structure in our draft phase, previous phase with the so-called (? #01:35:17.1#) areas which were these kind of ecologically important

areas and there were 300 of these areas everywhere in Uusimaa, and then the municipalities were against them and land owners were against them and business organisations were against them. Everybody was against them except of course the natural protection organisations. They were the only ones and we were keeping them. We had them on our draft so we got so many negative comments. We were still thinking that we won't do anything yet. We will still go for this in spring, the draft together with those. We made a lot of things for them, for instance, people wanted to know what the spaces are and what are the reasons why we have been drawing those there and in opening up, we had an educational happening for the municipality people so they would understand the whole project behind it, the research. It was really complicated and a totally new system called (? #01:36:30.8#) which is really interesting. It's made mainly together with Helsinki University. We have a lot of big research groups there, internationally important interesting program that is made there and we were making those cards of each of those areas that was telling the space and the reasons why they are so important. So, we made all of this stuff and then we went that we were asking for feedback from the authorities and still it was negative so then we started to think together with our politicians that maybe it is too much just now. We would like to have the whole plan to go through and to be accepted and we have made a lot of work with these areas which is still available for the municipality planners who can use it. So, we are giving all of this information about the ecologically important areas to them but we will take them off of our plan, so they are not so binding anymore. They are changing to be more informative. Now they will be as an attachment in our plan and now we will put it on public display to see what people are saying. I think all the land owners will be quite happy with this, for instance, so it was a big change, I think, which was done because of the feedback. Maybe it was a little bit against our own values but we have the public participation and we have to listen to it all. #01:38:08.7#

I: Yes, then you decide to not put it binding but more in an informal way. It's a very good example definitely. #01:38:16.2#

R: Yes, so we will see but I think it was really nice that we had these 69 opinions and 50 of them were making changes. #01:38:31.0#

I: It had an impact in the phases of the planification. #01:38:34.9#

R: Big changes or small changes. #01:38:36.4#

I: Small changes, yes. #01:38:37.1#

R: For instance, this example is quite a big thing still. #01:38:42.7#

I: We have picked up on some of the elements already. I'm not sure about your time. We can just have two or three questions, no more than that. You mentioned already in the beginning about the knowledge and that you go and talk with experts first in the first phase. One of the questions I have here is recognition of the knowledge, do you think this knowledge of experts and non-experts is relevant to the plan making and do the Helsinki, Uusimaa region go to talk or the experts come here to tell something, experts from universities in the region or other entities? How do you deal with this knowledge? #01:39:36.3#

R: Yes. First of all, we have a lot of research of course behind this so we have now leaders of research. I was counting that we had made at least 70 different reports out of different themes on, for instance, this number four plan. Mostly we make them together with other authorities. As I told you, this example of the logistics, so we are paying together and steering together the consults while making them and partly we are making ourselves, not so much but we are still making them, and we also have a lot of cooperation with universities. We always want to be piloting new methods. If we hear something interesting like this (? #01:40:25.0#) method, for instance, for ecological value so we were contacting Helsinki University. We knew that there was this group of research professors that was leading them so I was contacting him and then we were building up a three year project about how to pilot this new green structure method of (? #01:40:25.0#) in our plan. We always try to find these new tools because we see that afterwards they can be really useful for our municipalities. The municipalities, maybe they don't have so much resources to try to make in the middle of this everyday life and planning to make cooperation for this with the universities. Maybe Helsinki has because it's so big but the small ones, no. We make piloting in our regional plans and the municipalities can either use the

results in their planning or they can even use the tool in this (? #01:41:27.7#), for instance. We have found always, for instance, in this plan, we found (? #01:41:36.0#) expert groups for each of the themes of the plan and these are comprised with municipality people. We had this green structure group with maybe 20-30 people. The municipality environmental chiefs are there and then there are natural organisations in the protection, NGOs and both sides of also the land owners. We have these organisations that are representing the land owners and the forestry owners of the area, so of course they have to be there as well because they are on the other side of the protection people. There are different experts. We have those meetings every second or third month and we organise workshops for them. It's really important for us that they will know the methods that we are using and the surveys and it's always shown and presented to them what's happening. They can comment on that. #01:42:43.4#

I: Things are always quite clear then. #01:42:45.3#

R: Yes, but of course their role is also clear that they are experts. They are not deciding anything; they are just commenting. #01:42:54.8#

I: Accountability is always a nice word, accountability of the entities is quite clear so everybody knows what they have to do and they will already be aware of the responsibilities of each one. #01:43:05.1#

R: Yes, exactly but it's a lot of work always to build up. The kind of back of the plan is composed on these different (? #01:43:17.9#) groups. They can bring 10 of them and then you have to run them. #01:43:24.1#

I: Different boxes with different teams. #01:43:26.7#

R: Yes, and at the same time, you have different projects and surveys going on in different themes but we make sure in our organisation that we always have a (? #01:43:34.9#) person who is responsible for, let's say... for instance, this green structure was so big so we had a group where one was dealing with recreational themes, one was dealing with nature protection, one was with green corridors and

one was with these agricultural fields and so on. They made a group, a sub-group inside of our office and I was always meeting with them. They were dealing with everything and organizing the educational days and this (? #01:44:14.4#) group, the bigger one which was meeting here. They were leading the Helsinki University research group together with me but I wasn't there every time so they were their own group. #01:44:28.6#

I: Yes. #01:44:29.3#

R: It's complicated of course but organizational system is also really important that how can you succeed I think with the planning process. #01:44:43.4#

I: Yes. I think with this regional plan, you facilitate the life of the municipalities because there is a lot of information and a lot of background work on supporting this plan, so the municipalities, this 26, they can really get a lot of information from your work. #01:45:05.3#

R: Yes, but actually they are our clients and they are paying for that so we think it's important to give them what they need (laughter). #01:45:12.1#

I: So, the budgeting, or the municipalities finance the regional entity? #01:45:17.5#

R: Yes, exactly but it can be changing. I don't know exactly what is going on now but it has been discussion about should we have our own regional taxes like they have in Sweden so then it will be very different. Now we think that these municipalities, or at least I think that they are clients because they are paying our working but then it can be very different because either we will be really autonomous if we have old tax money so then we can... I don't know how it's going to be related with municipalities after that, or if we are not going to have own tax money, it means that the state will give us money, not anymore the municipalities and of course you will sing the songs of the client. I mean it can change that the state can ask more, tell us what to do, not the municipalities anymore. That's a little bit worrying to me, myself, because I think it's really important in relation with the municipalities in the future. #01:46:29.9#

I: One final question as I also want to keep the same amount of time in all the interviews is how do you think the regional entity and the regional plan will evolve in the Helsinki, Uusimaa region? Do you think it will become stronger, also the regional feeling will become stronger or it tends to be more municipal? I'm just putting the things on the table. The region will become stronger or the municipalities will try to become themselves stronger instead of contributing to the strength of the region or you think the evolution of the region in years to come? #01:47:18.0#

R: Yes, that's really difficult because we are having this big change quite soon but everything has been... I mean it's not really well prepared, the change, so we don't know very much about it. For instance, we just got to know the timing of the change in June or something like this and all the time, every week is coming some new ideas. For us, it's really difficult to see through the years what's going to happen but, for instance, I told you about the tax thing, the funding, so I think that has a really big effect on things and we don't know about it yet. This is one and then the other one big question is that the core municipalities are going to have some kind of municipalities own legislation or own state in the whole of Finland. We have the rest and then we have the core municipalities. They have different worlds in a way, so this is still open. We will know during the Autumn maybe hopefully. It has a lot of risks but at the same time, I understand these core municipalities really well because they are so strong and they have all their own planners and own systems and so on. Yes, it's difficult to say what's going to happen. I think this funding plus this location of the core will affect very much on our system. #01:48:59.9#

I: Finally, after this will be the approval of the plan, so how do you think the political leaders will embrace their regional plan? Do you think they will take the regional plan at the heart of the interventions or it will be something nice to store or they will really... when it comes to the implementation, they really will go to the plan and check what is established there and they will embrace the regional plan? #01:49:31.8#

R: As I told you in the beginning, we were talking about the two different paradigms of the old, traditional way that we are legally binding or is it more voluntary based like in

Sweden, for instance, that we will do it together and we will be then committed to doing the things that implement and which phase we will more show, I think it's a really important question. Myself, I think not depending. I mean in terms of what kind of governance system we will have or funding or so, of course it has a big effect but I think we should do more of this voluntary based things that are committing more these municipalities. I think the way to do it is to work together and then to make, for instance, these three part different viewpoint regional plans, and then more tie those municipal experts into our planning process. We have done it already or started so it's a new (? #01:50:46.3#) group that has been meeting twice now and we have been picking up the most important municipalities and their planning leaders and also transportation chiefs. It's a kind of small group of 15 people maybe, and we are having special meetings. The idea is we have told them that we want to do this work together. It's not that we are saying from the top what you have to do but we want to do it together. #01:51:21.5#

I: More friendly. #01:51:22.5#

R: Yes. #01:51:23.6#

I: Constitutive. #01:51:24.1#

R: Yes, and that's one way that we are trying to change the system. In terms of the implementation, it's also interesting. This has also been inspired maybe partly from Stockholm so we have a new unit of this implementation, so this is something that we would like to put more emphasis on than previous years, I mean next year, so we are quite interested in what happens after the plan is accepted, what's going to happen, and we try to make plans for that. For instance, we are applying for money from the EU funding to make projects together with our municipalities to go on with this. In the beginning, I showed you this Tallinn-Helsinki twin city and the Rail Baltica so we are dealing with this together with Helsinki city so we have been applying for the money and now we are a leading partner in the regional planning office but they are really strong, Helsinki city is really strong in this. #01:52:32.9#

I: Yes. #01:52:34.3#

R: So, this is our idea that we can be these kind of implementing partners.
#01:52:40.8#

I: Yes, you want to take part because often someone prepares the plans and then the implementation is just how to do it but then you want somehow to keep looking at the implementation and how things are evolving? #01:52:57.2#

R: Yes. This tunnel is here, it's just one line here going to Tallinn somewhere in the south and it's almost nothing but together with Helsinki city, we have already done some of the research as a way for us to draw the line here, and now we have started this project together. It's like a 4 million project or something and now we are going further with the research and how we can do the tunnel and how much it's going to cost. #01:53:31.9#

I: Yes, this will be tremendously expensive. I have no idea. #01:53:33.8#

R: Yes, but I think this is a really good example of implementing the plan.
#01:53:39.9#

I: It's a two hour ferry trip? #01:53:42.4#

R: Yes. #01:53:45.5#

I: I don't know the distance but... #01:53:46.2#

R: It's like 70-80 kilometers, 70 maybe, so it will have a tremendously big effect on, for instance, our working market, labor market. #01:53:58.8#

I: Definitely. Do you already know if it will be mixed use? Train and also for cars?
#01:54:09.5#

R: It seems that it's going to be for rail, trains, and the idea is at night time, they can have logistic stuff there and in the day time, it's people. The most dominant

between... I mean on this trip is the labor force, it's not tourism. It's mostly... I mean there are so many hundreds of thousands of Estonians who come to work in southern Finland. #01:54:40.2#

I: It's for commuting? #01:54:41.4#

R: Yes, exactly. It's for commuting. That's the main point and that's why actually it's coming here because this is the best way to share the labor force because the other possibility is that it will come from here, from (? #01:54:54.7#) area and that was better for the logistic part but as the commuting is much more important so... #01:55:04.1#

I: Yes, develop it for the labor force. #01:55:05.3#

R: Yes, so that's why it's coming there but the implementation, I think it's really inspiring also the Swedish example. Actually last summer, we had this trip together with our municipality people. I was organizing that we went to Stockholm and met (? #01:55:22.0#), Brattstrom and the others from the group and they were telling us how they implemented their plan and what kind of action plans they have and so on. All of this process has been really inspired by that, so we have started different groups. For instance, this autumn, we will start this kind of forum for these centers, let's say medium sized centers that they had also special problems for that in Stockholm. These people from (? #01:55:55.2#), they were so enthusiastic like, "Okay, if the Stockholm region is doing that, we can also try to get more money and investment for these medium sized centers". #01:56:07.9#

I: Yes, decentralized but concentrate it in a decentralized way somehow so a trend, to create these new medium sized centers, a network. #01:56:21.7#

R: Yes, so this is one. I have been talking a lot about Stockholm also because I was thinking that you have been there so it is interesting also for you to hear about our comparison and also what kind of inspiration we have from there. #01:56:40.1#

I: Although I already talked with Peter (? #01:56:44.0#) but then I will be there in two

weeks or so and maybe they will also mention some comparisons with Stockholm, Copenhagen or Finland. #01:56:55.5#

R: Yes, yes. #01:56:56.5#

I: Then I will put the case studies together and pick up the different elements in each, common elements and try to also construct some common viewpoints, yes. #01:57:15.2#

R: Wrap up. #01:57:16.1#

I: Wrap up. #01:57:17.2#

R: Yes, very interesting your subject, I must say. #01:57:21.1#

I: Yes. #01:57:20.9#

R: That was a really good time for the interview because now everybody is still on vacation and we don't have so much... #01:57:29.4#

ID18 Helsinki 08 August

ID18: We have really close connections with spatial planning and transportation planning here in Helsinki city. We are sitting next to each other and we are working closely on this new city plan which is the strategy plan for our city but if you talk about the transportation system and how that is being planned here in Helsinki, we have the whole country highway agency office and they are responsible for our highways and our road network in Finland. We have approximately 70 kilometers of highway here in Helsinki so our government highway agency is responsible for that and the politicians are our government in the whole country. We also have really close connection with them. We need to do it together because they can say the final word on what will happen with the highways. We are a little bit exceptional here in Finland because we have so little proportion of highways. Usually cities have much more with the highway agency role. We have just these 70 kilometers but we have street networks of 1,000 kilometers so it is a really small proportion of the whole street network but then we have railway connections and that is also governed by the highway agency. We have Uusimaa, you met (? #00:01:47.7#) Mansikka which is 28 municipalities which is quite big. We then have this Helsinki region which is 14 municipalities and we have this transportation system that needs to be planned to the 14 municipalities and the organisation is called HSL (Helsinki Regional Traffic). There, we do this transportation system for these 14 municipalities. That is called HLJ, which is like Helsinki Transportation System, and its shortened form is HLJ. There is a person who is called (? #00:02:42.9#) and she is responsible for this Helsinki transportation system with the 14 municipalities. #00:03:00.1#

EDUARDO OLIVEIRA WSL: Okay, it's a public enterprise, a public company or department? #00:03:06.7#

ID18: The customers are the municipalities so we pay them, their whole agency, but HSL is also our public transportation office so they are the operator of the public transportation here in seven municipalities, so it's a little bit smaller. Municipalities can voluntarily come to join to that but only seven are now because it's a little bit more expensive. The other option is that government, like highway agency office, will take care of it but then the public transportation, the service level is quite poor.

HSL is providing much better public transportation service. #00:03:59.3#

EDUARDO OLIVEIRA WSL: So, it's more efficient if the transportation is held by the municipalities, I understand. #00:04:05.8#

ID18: Yes, and transportation, it doesn't just go inside the municipalities. It's regional and it's the whole country of course as well so that's why Helsinki just designed themselves and planned themselves that we need to think transportation as a spatial. That's why we have this highway agency, we have this Uusimaa 28. They also have a transportation planning system, then we have this HSL and then we have the City of Helsinki. All levels are done. #00:04:40.3#

EDUARDO OLIVEIRA WSL: Mhm. That's very interesting. The communication between these different level is easy because the Uusimaa... #00:04:49.6#

ID18: It's not easy. #00:04:51.1#

EDUARDO OLIVEIRA WSL: With all these municipalities and you have the interest of the core city, Helsinki and the 14, so always this relation? #00:05:00.8#

ID18: Yes, but we have quite a good system that we meet every second month and we have these discussions and forums. We need to do this plan, this HLJ every four years so we have quite good tradition of working together on things but still it's not really easy because everyone has their own objectives of what they are looking for and what they want to have, and of course our traffic, for example, creating new public transportation to our municipalities is really our interest and not for the neighboring municipalities, but still we need to do it together. So, because public transportation is run by this regional organisation called HSL, the budget is so that 50% of their budget for running the public transportation needs to come from the tickets, so what they are selling to the travelers. 50% is coming from the municipalities and our politicians are really specific that that needs to be so that the costs won't go really high. That's why the tickets need to cover half of it. We are also part of the investments which also need to be covered by tickets. Now that we have this huge metro investment and this quite big train coming to the airport, we

have just built it, so these are really big investments and part of the investments need to be covered as well from the ticket sales. It's not really easy to improve the public transportation and invest in the rails because we need to have the ticket sales going up as well. So, that's the planning hierarchy that we have but still with the streets, we have 1,000 kilometers of streets, we have 50 kilometers of tram network here in the city center, and we have the subway metro system, so those are run and governed by Helsinki city. We own those and we can do with them what we... we don't need to ask the highway agency what they think about our street networks because we own them and we govern and control them. #00:07:51.3#

EDUARDO OLIVEIRA WSL: It's more a local thing. So, the local transportation, the city takes care of that. #00:07:57.3#

ID18: Yes, we take care of it and we have three levels of politicians. We have the council, city port and then we have the city planning, the smallest politician division. So, when we have detailed planning for spatial or whatever, we first have it that city planning as politicians then it goes to city board and then it's the city council who decide everything, so that's our politician hierarchy. #00:08:37.7#

EDUARDO OLIVEIRA WSL: The question that comes to mind regarding the transportation, so the transportation is a main theme within the city planning activities? #00:08:49.0#

ID18: Yes. #00:08:49.5#

EDUARDO OLIVEIRA WSL: You see the transportation as essential for what the city aims to become? #00:09:02.1#

ID18: Yes. I think it's really important. I think that if we need to grow, we need to grow so that the transportation doesn't use so much of the spatial areas. We need to be spatial effective, like really a lot of people could move from one point to another in a very effective way and fast also so I think if Helsinki wants to grow, like we are growing in our city plan, we need to have quite a good rail system so that we can carry people in a very spatially effective way. Individual cars, we don't have enough

space to allow people just to use their own cars and nothing else. In other times, we had a lot of room on our streets and we didn't have car traffic at all but peak hours, we need to help people go to work and go back home. We need to have a good rail system and that's why we are trying to create very high density tram networks. This high speed tram network, not like what we have already here in the city center as it's quite a slow tram system so we want to make it faster. #00:10:29.8#

EDUARDO OLIVEIRA WSL: Yes, I noticed that it's quite dense, the tram system. #00:10:32.4#

ID18: It is quite dense and we have a lot of stops and they don't have their own lanes. They are sharing with other traffic and that's why it's quite slow but we are planning to build more than 100 kilometers of new tram network and that will be much faster than what we have now in the city center. #00:11:02.1#

EDUARDO OLIVEIRA WSL: This prospective of the transportation, they are being developed also in this new city plan? #00:11:12.0#

ID18: Yes. We created the strategy, our goals for the traffic system in Helsinki. We did it during the vision phase in the city plan. I'll give you the brochure which I have downstairs. There, we have three themes that we are trying to reach, like our goals are in three themes. One is that our everyday life is really fluent, that people could go to work very easily, they know what time it takes, and that means that we need to improve public transportation, walking and biking. Individual cars are just creating more congestion and that's really hard for people to understand why we are prioritizing, so why don't we just plan for cars and why the traffic plan is not just planning for cars. We are changing right now this mold of thinking. The other thing is that we are business oriented. We want to be a livable city. We want businesses to be really active here and they can have shops and other business opportunities here. People can go to work and come home, customers can go to the shops and go back home, and all of that stuff. The third theme is that we need to also be spatially effective, our financial decisions need to be really precise so we don't spend too much money, we don't spend too much natural resources and we don't spend areas too much, like spatial thinking as well. #00:13:09.7#

EDUARDO OLIVEIRA WSL: Saving resources, money and land. #00:13:13.2#

ID18: Yes. So, that's our three main focuses for what we are trying to gain when we are creating new transportation systems. That's been accepted by our city board so we can always say if we are doing detailed transportation plans that this is what we need to do if we want to gain these goals that you have already decided, that you have already said, "Okay, we want these goals", so this needs to be done then. That's why we have some politician decisions which are not so easy to do because we have these strategic goals already done, we need to do this and this. We need to take these parking places away and have bus stops there, otherwise it would be really difficult to make these concrete decisions without the strategic goals. #00:14:24.4#

EDUARDO OLIVEIRA WSL: The population on one side and maybe the municipalities in the surrounding areas and private companies, they accept your interventions in terms of transportation? Did you have to go through some negotiation if you want to build a new tramline that will eventually request to eliminate car parking? Do the population accept this, if you want to design these bicycle paths? Do you go and listen to the population in certain phases or do you also have examples of conflicts? How do you deal with your interests or the city in line with your goals and the reality? #00:15:16.0#

ID18: Yes, we have quite a few conflicts. Our law requires that we need to be interfaced with the people who are living there. Others who want to have discussions with us, we need to put them publicly before they go to decision phase and then they can give us opinions. We need to react to them. We need to tell why we don't do what they want or if we do what they want, how does it influence our plan in draft version which is public, so we need to do that before it goes to the decision phase. When it goes to the decision phase then politicians decide if they want to have that or not and land owners... although we have a lot of cities owning a lot of our land in our city in Helsinki. Helsinki owns quite a lot of our land, more than 50% definitely, quite a lot, so it's easier but if it's owned by private land owners then we need to have of course really tight discussions with them and then the construction

company will take care of building these houses, we have to discuss with them as well before the detailed plan goes to the decision phase. So, yes, we need to do a lot of interaction with the residents who are living there, the land owners and the construction companies and others who have interests there. I think you have the (? #00:17:00.6#) today who is our interaction chief and he is the expert of that side. #00:17:14.8#

EDUARDO OLIVEIRA WSL: You mentioned also the businesses, as a livable city, and to become this you have to have job opportunities. If it happens that a new company from somewhere, internationally or from Finland, wants to build a new company here in Helsinki but the transportation for the future employees are not that good, how can this be solved if, for example, it's already planned? Is it possible to change something to accomplish this interest? #00:17:50.0#

ID18: Yes, that's what happens. That's our everyday life that there is a business that wants to come here and they want this place but it's not really good for transportation or another location would be better, and then we start solving these problems. With the new city plan, we want to be at such a strategic level so that it doesn't hinder, it doesn't stop us planning some so it has these squares. Our city plan has just squares which is like, is it 100 meters' x 100 meters' squares and that has some color. That color means something in our map. This is our city plan, so if some company wants to come here, it's easy because it's red which means city center and it means that everything is allowed. Of course the green is not possible because it's park but it is at quite a strategic level and we don't have the specific line here. It's the case that we have some possibilities with the detailed planning and this new city plan doesn't stop or doesn't create some problems. #00:19:21.6#

EDUARDO OLIVEIRA WSL: It allows you to adapt to the circumstances. #00:19:25.2#

ID18: Yes, but of course these green areas, there you don't build or anything like that but, yes, to Helsinki, it's really important to have this business going so we have a really huge company and they want something, of course they cannot say okay to everything but still it has some power, yes. #00:19:52.6#

EDUARDO OLIVEIRA WSL: Also it came from the conversation that the green infrastructure, the green structure is also one of these main themes within the planning. #00:20:08.5#

ID18: Yes, it is. It is really important to Helsinki. It's important to our politicians because it's really important to our residents who are the voters so that's why it's really important to our politicians as well. #00:20:21.3#

EDUARDO OLIVEIRA WSL: In terms of transportation because your responsibility is also... these green areas, I also asked last Friday, it's for green protection, ecological protection or it's also for recreation, I assume, so there are also some preoccupations of taking the people to these green areas. They can access the green areas by using public transportation? #00:20:48.7#

ID18: Yes. It is possible because we have nature quite close to us so we can have a bus going to pick up some mushrooms. That's impossible here. That's possible here in Helsinki area. We have huge nature areas here in our neighboring city, Esbo, in the north of Esbo called Nuuksio, and here also in the east side, we have really good forest areas here. Of course our central park is also really important and that's coming through to the city center almost, so it's really important to us. The crucial thing here in the city plan is that these highways that now come quite close to the city center, we are changing them as city boulevards which means that this highway will change to the street that you are allowed to only drive 50 kilometers per hour. Now we can drive 80 kilometers per hour, then we can have the pedestrian sides there, bike lanes and also the trams, but now they are just highway so it's only private cars and buses. That's really the main thing here that we have in the city plan, and because the speed limit goes down, we can build more close to the street. Now there are 100 meters of just forest or some bushes or something because the noise is so loud for cars that drive 80 kilometers or 100 kilometers per hour. All these highways that we have now, they end at the traffic lights now, so it's not some passing through highway, it's just a highway that ends here at the city center so we are just moving the traffic lights a little bit further so that the city center can grow a little bit. That's the whole main idea. That's one third of the new residential area is

planning to build these city boulevards. #00:23:21.7#

EDUARDO OLIVEIRA WSL: So, the boulevards are to facilitate the traffic so you can put pedestrian, cycle sides, and trams, but also allow some construction for the city to expand? #00:23:38.6#

ID18: Yes. They can then build new housing in that area whereas now you just have forest or bushes or something because the traffic noise is too high. #00:23:51.1#

EDUARDO OLIVEIRA WSL: I see. #00:23:51.1#

ID18: You cannot build there now because it's impossible to live so close to the highway but when it's not highway anymore, it will be a main street and the speed limit is just 50 kilometers per hour then we can build high rise buildings there. #00:24:07.6#

EDUARDO OLIVEIRA WSL: Okay. #00:24:08.6#

ID18: Yes, so that's one idea of the whole city plan and that's been really discussed with the highway agency. They don't like it at all. They don't approve of it because... well, yes, we have different opinions about how a city should grow. They are afraid that our neighbor cities, when people are coming to work in Helsinki and they are using their own cars, their travel time will be longer because they cannot drive anymore on the highways. #00:24:42.6#

EDUARDO OLIVEIRA WSL: I see. #00:24:43.4#

ID18: They can drive on the highway but not so deep into the city center. They will have one or two kilometers further and the traffic lights will come. #00:24:58.0#

EDUARDO OLIVEIRA WSL: Are you also thinking about this system of park and ride? #00:25:01.3#

ID18: Yes. We've been discussing that a lot and this HSL which is the metropolitan area public transportation system, they are not responsible for building park and ride but they want them to be regional strategic... we have a regional strategic plan for park and ride but every municipality needs to build them by themselves. The problem is that that municipality that needs to build them, their residents are not usually using them because it's the neighbor residents, the neighbor municipalities that are using then usually their destination is not in that municipality, it's in Helsinki. So, that's why HSL is trying to have this system that also the region municipalities and the destination municipalities will take care of part of the investment in that municipality that needs to build the parking places. The station areas that we have where the park and ride needs to be done, they are usually really densely built so there cannot be this flat area just for parking. They are constructing under the earth and they are really expensive parking places, so we've been trying to discuss that now. Of course Helsinki don't want to be a part of the investments of other municipalities parking costs but I try to explain to our politicians that it's much cheaper still to be part of the investments of our neighbor municipalities to achieve parking places there than trying to have them here in Helsinki which is the densest. We need to go to the rock, really down to the rock. #00:27:11.1#

EDUARDO OLIVEIRA WSL: The other question is about the cycling. I'm aware that it's quite cold in Helsinki in some months of the year. Are there a lot of users of bicycles in Helsinki? #00:27:30.8#

ID18: Yes. Around the whole year, like winter time included, it's just maybe 5% of all trips in Helsinki are made by bicycles. September, which is our main bike usage, it's 11% of all trips are done by bike. We are trying to raise it to 15% during September, and then what we are trying to do is it could be year-round biking because it's not so cold anymore. Maybe it's +/- 0, -5, and we try to improve our maintenance so that if it's snowing, the bike lanes will be clean. I'm cycling all around the year and my children cycle all around the year so it's not like physically impossible but it's more about people's mind that when October comes, they put their bikes away although it's quite fine weather still and that's what we're trying to do all the time is have this information to people that, "Hey, you can still cycle", and give examples of how people could ride a bike even in the winter time and the maintenance is okay. Yes,

we can bike there. #00:29:07.7#

EDUARDO OLIVEIRA WSL: The maintenance in my perspective would be really important. #00:29:11.1#

ID18: Yes, it is important and we are changing it. It's been quite a long time that main streets and for the cars, the maintenance is okay but for the pedestrians and cyclists, public transportation, it's not so good. Now we are trying to change that thinking. #00:29:30.4#

EDUARDO OLIVEIRA WSL: Yes, and maybe it's also a question of mindset to use the bicycle more. #00:29:35.1#

ID18: Yes. #00:29:35.6#

EDUARDO OLIVEIRA WSL: More regularly and through the year. #00:29:38.5#

ID18: Yes, but still when we are talking about the strategic level transportation system, I think the dense city for pedestrians is the main key answer to having a good transportation system here in Helsinki and it means that we need to grow inside. The spatial planning is really important so that it provides a good place to have good pedestrian areas, good biking and good public transportation. If the area is not dense enough, then people are just using their cars because it's the most convenient way. If the bus is coming only once an hour, you don't use it. You cannot timetable your life so that this time, 'okay now it's coming so now I'm going with the bus', then you use your own car, but if the bus is coming every 10 minutes or the tram is coming every 10 minutes then you just hop on the tram because it's so convenient. If your travel is just less than 5 kilometers, it's so convenient to use your own bike but if it's 25 kilometers then you start thinking that maybe I don't want to go with my bike and I'll take the car instead. So, dense, good city that it's been planned thinking about the pedestrians and especially we are trying to make the traffic safety really an issue here so that the children could walk by themselves to school. That's our goal so that the streets are so safe that even the children could walk by themselves to school, even in the city center. That's what we are aiming for.

#00:31:37.6#

EDUARDO OLIVEIRA WSL: Yes, and with the schools, that's an interesting element, do you also have these information sessions with kids in schools? #00:31:49.7#

ID18: Yes, we do. It's not our department but we have this traffic safety organisation in Helsinki and they have the school learning lessons, and then we have this traffic park that those who are going to school next year... we go to school when we are seven years old so six years old when you are in kindergarten, you go to this traffic park and you learn the traffic regulations and how to walk in that, so they have these kind of lessons, the children. So, yes, we are informing. I think it's like three parts, the traffic safety. Of course the planning is really important, how to plan the traffic system, how we make the car users understand that there are also walking children there in the same space and they are crossing you and you need to take care of them. It's about how you plan the area, how the traffic environment is being planned. #00:32:51.7#

EDUARDO OLIVEIRA WSL: Visibility. #00:32:51.7#

ID18: Yes, and also if we have bike lanes then the drivers understand that, 'okay, there could be a bike also there' but if there are no bike lanes then the drivers don't understand that they need to take care, be careful of cyclists as well, so that's really important to planning but also the whole environment and how the drivers make the decision and how they act and how they drive, and then this information; how we keep up the traffic safety in our magazines, on TV, our internet pages. All of these three are really important for traffic safety. #00:33:39.6#

EDUARDO OLIVEIRA WSL: I'm just picking up some elements. I ask this question more on the small scale, and another one is about the relations with the municipalities in the surrounding areas so I see Helsinki core city and the metropolitan Helsinki which is HSL but I'm thinking as eventually the interest of Helsinki core city, let's say, where we are now, the interests are different therefore you want people to come here on time or do you want them to be satisfied with the service you provide but sometimes you have to interact with other municipalities to

make sure that the service is effective, efficient and so on. How is the interaction with the municipalities? It's here in the planning department or the transportation? #00:34:45.8#

ID18: Yes. #00:34:46.7#

EDUARDO OLIVEIRA WSL: Your office that takes the lead on certain issues or a lot more waiting for some critical opinions to come here and then you discuss how you involve these? #00:35:00.7#

ID18: Different ways. For example, the city plan, we ask opinions of our neighbor municipalities and they will write their opinion and will be accepted by their politicians and then they send it to us. So, twice during creating the city plan, we have asked them and their opinion, and then we have done some changes because of their opinion. Maybe their big issue is about these boulevards so the highways will change to boulevards and they are resisting them but that's not what we are going to change because it's really important to find places where we can build new housing and that's why we don't do what they want us to do so that we will take off the city boulevards but other things we have been discussing and we have really good cooperation with them, and even with the city boulevards, we have this influence of regionally how they see the boulevards will influence the regional transportation system and they have been participating with that. Uusimaa (? #00:36:13.7#) was there with us and then HCL was there with us, highway agency office was there with us making these estimations of how these city boulevards will change the whole regional transportation. The tram system is really important that we connect our neighbors because there's no point in building a tram just for the municipality line where Helsinki ends. We need to go from one center to another center so the tram line connects the centers and that's why we are creating the regional tram system. We've been discussing with our main neighbor municipalities which are Esbo in the west and then in the north it's Vanda, so they are our closest municipalities which we are talking to. Also is Sipoo which is quite a small municipality with only 20,000 people living there but we have this new area here (? #00:37:32.3#) which is really a huge area we have now. We have different planning there so that's why it's not included in the whole city new city plan. There, we have cooperation with Vanda

and Sipoo. So, yes, we have close connections with them and try to have specific things at the strategic level so that we are cooperating. For example, where are our centers and try to connect the centers. I think it's in everyone's benefit that those centers are connected in a good way. #00:38:21.1#

EDUARDO OLIVEIRA WSL: Yes, I get it. Still before asking this one on the knowledge, the past Friday at the Uusimaa, they mentioned to me this plan of the Baltic Railway which is not pretty much the aim on the project, so you focus more on the Helsinki region but it's also important for the future of how this connection to Estonia has been planned here. #00:38:55.9#

ID18: I think it's really important to Helsinki and Finland as well. Now we have these harbors in the city here. We have one here, another one here. #00:39:12.3#

EDUARDO OLIVEIRA WSL: Yes, I've visited both harbors. #00:39:15.2#

ID18: Yes. We have three city harbors and they are just for the travelers and our main port where the goods travel, so it's here at the most east part. They have been changed. Before, it was here and here, the ports, and now it's been transferred here so that these could be just for residential areas. We have here huge constructions now when we are building new housing (? #00:39:51.4#), huge projects, and last year, we got 6,000 new houses built in Helsinki, and that's more than ever being built, so we are comparing to Stockholm, Copenhagen, Oslo, we are building more than them because we have now these good areas here because the port is now there. Still we have these passenger terminals and I think that we will have it that way for quite a long time. We have the speedboats and it takes one hour or so to go to Tallinn. Of course it needs to be quite good weather. If it's really stormy then it's not so... and it's not going in the winter time these speedboats. #00:40:48.6#

EDUARDO OLIVEIRA WSL: Okay, it's one smaller than these Viking lines? #00:40:53.0#

ID18: Yes, then we have three hour boats as well and they are going all around the year and it takes three hours with them, but we have the speedboats and it takes one

hour or so, a little bit more than one hour. One problem of course is that because they are in the city center and there are also cars in those boats and some lorries as well although the main port is here, but still some lorries so how they can go to the highways from Helsinki to some other city or some other place in Finland. They go past the new residential areas and lorries are not wanted in residential areas, so people who are living there are resisting the lorries so they have some problems interacting with each other, the lorries and the residents. I think still on the strategic level and to our politicians, it's really important that we have these city terminals still and the people could move to Tallinn and come in here, but in the long term, we have this arrow here which means that we are now planning if we could have a train connection. It's 80 kilometers so it's quite a long way. It costs billions and billions but still we are planning how it could be done and what possibilities it will have. It will possibly be on EU level because then we are connected to the central Europe rail network. Yes, that's how we think about that in the future. #00:42:57.7#

EDUARDO OLIVEIRA WSL: Still on the boats and the connection to Tallinn because they are private companies, if I'm right in thinking, so they have their own interest but you also have your interest which means people will go to Tallinn and come back to Helsinki. So, if you eventually think that their service is not that good, do you have some power to influence them or you see that the companies respond to the needs of the population because it's not a public service, it's a private one. Is the service provided by them satisfying the city? #00:43:45.6#

ID18: Right now it is and the travelers, the number of travelers are increasing all the time so the level of service is really good because there are a lot of people using them and so their money... they are getting some money, yes. The harbors are owned by the city so we have a company called Satama which is at the Finnish harbor and that is totally owned by the city of Helsinki, so the harbors are run by the city organisation but the boats... #00:44:20.0#

EDUARDO OLIVEIRA WSL: The boats. #00:44:21.0#

ID18: Yes, they are run by public and private companies. We have good connections. Like our department, we have maybe five times per year so every

second month we have a meeting with the companies and with the harbor office and we discuss about our areas there, how the transportation system will be created, will be developed from now into the future. Yes, we have cooperation with them. #00:44:55.6#

EDUARDO OLIVEIRA WSL: Okay. The cooperation, I see. One of the questions I have here is about the knowledge, so regarding transportation you get knowledge only from the department here or you also try to engage with other experts or in other cities, eventually Stockholm as an example. #00:45:27.1#

ID18: Yes. #00:45:27.9#

EDUARDO OLIVEIRA WSL: You get knowledge from others, from academics, from people from universities? #00:45:33.5#

ID18: Yes, we have cooperation with the university called 'City Academic' so Helsinki city and the University of Helsinki are cooperating with this program called 'City Academic' and then we have a consultant company that we buy some experts from them. We have really close connection to Copenhagen, Stockholm, Oslo, Reykjavik so this Nordic capital arm. We are meeting twice or three times per year and exchanging our ideas and what's going on in different cities and I think that's really important. That's for spatial planning and also for transportation planning. For example, Stockholm, they have already congestion charges there, like their congestion pricing and now we are trying to have that here also maybe. Let's see how the politicians will like it, and now we are trying to learn from Stockholm what happened there and so on. So, we are discussing a lot with them, and then with other cities, we meet once a year and have some conversation about what's happening in different cities in Finland. In Helsinki, we have 650,000 people. The next big city is 300,000 people, so the scale is so much bigger here in Helsinki and we have a lot of towns that have 20,000, 50,000 people so their problems are a little bit different than what we have here in Helsinki. #00:47:31.3#

EDUARDO OLIVEIRA WSL: Of course. #00:47:31.6#

ID18: So, that's why we just do whatever they do but we are exchanging ideas, for example, one could see what happened in the north city called (? #00:47:43.5#) is that when there is a fire somewhere and ambulance needs to go and firemen need to go, they change their traffic light system so that it's green for them all the way and help them. That's the kind of ideas we are changing. IT is really important in how we make intelligent transportation systems so we can have much more effective use of our street network than we already have and not just always building new. We need to take care of the street network which we have in a more effective way, so there we are changing our ideas, yes. #00:48:32.2#

EDUARDO OLIVEIRA WSL: Okay. That's very interesting. We are almost at the end of our time as well. The next set of questions, I have a question on leadership, the role of leaders relating more to the politicians. You have this plan here which is for the next four years or it's more than four years? #00:48:58.8#

ID18: We do the city plan every decade or 15 years but, yes, this is looking to the year 2050. The city plan is thinking about what kind of city it will look like when it's 2050 but I will say that the next city plan will be before 2030, so it takes a little bit more than one decade to do the whole city plan. #00:49:25.7#

EDUARDO OLIVEIRA WSL: Yes. My question is about the reaction of the politicians because you have these political cycles every four years, and eventually or not other politicians will come. How do they embrace the city plan? Do they take it at the heart of their future interventions or it's just a nice thing to be in their desk or somewhere? #00:49:50.4#

ID18: It's been discussed a lot and this city plan was started when our present politician was selected four years ago. We think it's really important that the same politicians that started this new city plan process will also decide for it. We have the election next spring so we need to have a decision for the new city plan this fall so that they've been engaged through the whole process from the beginning and are now deciding it. If we wait for the new election next spring and then the new politicians will decide what the old one was preparing so it's not a good idea. They will want to change it to look like their own and we will never get the city plan ready.

#00:50:56.5#

EDUARDO OLIVEIRA WSL: Yes, yes. #00:50:56.5#

ID18: So, that's why it's important to have one election every four years, so every four years we have politicians and they start and end. That's why the whole city plan process needs to be four years. So, maybe the next politicians who are elected next spring, they will have four years. Maybe they will not have new city plans, the whole city, city plan but they will implement it. We need to have an implementation program for the new city plan and then we'll start implementing it. #00:51:32.7#

EDUARDO OLIVEIRA WSL: Okay. #00:51:33.7#

ID18: That strategic level that we have and then we start implementing. #00:51:39.0#

EDUARDO OLIVEIRA WSL: Okay, so you will prepare a kind of implementation program? #00:51:44.8#

ID18: Yes, implementation program and Ricard will tell you more about that. It's really important so that this is not just a paper but will actually happen to our city. That's why we need this implementation program. #00:51:56.7#

EDUARDO OLIVEIRA WSL: Yes. #00:51:57.5#

ID18: The next politicians will do that. #00:52:01.3#

EDUARDO OLIVEIRA WSL: Mhm. #00:52:02.6#

ID18: Maybe after that four years, or maybe they will also implement it and the third politicians will start to create what will be changed here. #00:52:14.6#

EDUARDO OLIVEIRA WSL: Yes, I see. #00:52:16.6#

ID18: I know some cities that update their city plan every four years but we don't think it's a good idea because we need to implement them as well. We cannot just update strategic level spatial planning. We need to actually make that happen as well. #00:52:35.4#

EDUARDO OLIVEIRA WSL: Yes, otherwise... I know also some of the cities that they always... but you cannot really call it a strategy for four years because you spend time in the preparation then you just have a short time for implementation and the strategy, well I'm not so sure if you can actually call it a strategy. if you keep it through a long term then a strategy makes more sense. #00:52:55.7#

ID18: Yes, I think it makes it different that we have these four year politicians and still the city planning is much, much longer than just four years. #00:53:09.9#

EDUARDO OLIVEIRA WSL: The life continues and the life has to be developed right through. Alright, thank you. #00:53:17.2#

ID18 Helsinki 08 August

ID19 Helsinki 08 August

ID19: ...regional level, like you mentioned, the regional plan, it's a legally binding planning instrument. You'll probably interview somebody from the (? #00:00:11.6#), so they can tell you more about that. Of course, that's the legal background. Then we have the more informal land use planning cooperation with the 14 municipalities, as you mentioned. It is informal, it is not in the law, and it has been more integrated in the past few years. Before, we didn't have much cooperation with the other municipalities. I think the driving force in that was the transportation plan. There is a transportation plan that is produced by HSL and it is preparing it in time. It is more institutionalized decision making. It is a community of municipalities that is supposed to produce a transportation plan. Maybe some, I don't know, five or six years ago or so, there was a discussion that you should integrate land use more with the transportation line and that has caused a more institutionalized system to produce this land use plan together. So, we have produced or prepared together with the other municipalities, it's called Helsinki Region Land Use Plan 2050, and then an implementation that is mostly around housing production. There is a body called MAL (? #00:01:55.3#) that makes the decisions, or the decisions around this. Then, we have the city preparation which is dealing with this master plan or comprehensive plan, and this is legally binding. So, the city does that and it is decided in the city council. It guides the more detailed planning. Helsinki has prepared these comprehensive plans maybe every 10-15 years, so it has been renewed. The last legally binding is called Master Plan 2002, and now we have presented just before the summer to the city planning committee this new proposition. All of the material is also found on the internet, but it has been maybe a four or five-year planning process, starting with the vision and then preparation of the first draft and the second draft. It has included a lot of participation and discussion with the politicians and so on. That is basically the system of land use planning. I think the regional is much to do with transportation planning, because it is obligatory to the region to prepare, and there is a specific body, this HSL, located in Pasila, that is preparing that one. #00:03:33.6#

EDUARDO OLIVEIRA WSL: In Pasila? #00:03:34.3#

ID19: Yes. I think in Helsinki, if you think about the city, this area, I think it is very

important to notice that the city is a significant land owner. It owns about 70% of its land. It gives a background that you plan your own land or your own property. It is a little bit different than in some other cities, but mostly dealing with developers and the system is a little bit different. #00:04:09.9#

EDUARDO OLIVEIRA WSL: With private land owners, yes. #00:04:13.1#

ID19: That is the historic background with the comprehensive planning of the city, but when you go outside, when you go to Espoo and Vantaa, these neighbors, it is a totally different system. They have much more privately owned land, so it is not as systematic as here. #00:04:34.2#

EDUARDO OLIVEIRA WSL: Yes. It somewhat gives you more freedom to decide? #00:04:37.4#

ID19: I think it gives more power to the planners and to the decision makers to decide really what kind of urban structure they would like to have. #00:04:49.5#

EDUARDO OLIVEIRA WSL: What preoccupations then do the city planning embrace on the preparation of this new plan compared to the previous one? #00:05:00.8#

ID19: Yes. I think that this plan has certain goals that come from the growth of the city. The city is growing quite fast, maybe 1.5% per year of Helsinki's population growth. Also, there is quite a strong idea of an urban structure, not anymore a suburban space system, but more densification, and also the growth of the inner city. We have these urban boulevards also. #00:05:44.2#

EDUARDO OLIVEIRA WSL: Yes, I think it is quite a hot topic. #00:05:46.1#

ID19: Yes. It is to expand the inner city and produce more urban structure. #00:05:57.0#

EDUARDO OLIVEIRA WSL: A more consistent or unified urban structure instead of having the core city, making it somehow more smooth? Do you mean not to have

these suburban areas, but trying to make it all one scenario? #00:06:20.0#

ID19: Of course we have both. We still have the suburban structure as well, and we are talking about the nodes around the stations and to horizontally connect these new lines here, but you can see that this old city core is very popular. You can see it in the housing prices. Relatively this area is much more expensive than that, so there is a demand for urban living and urban structure. So, that's one idea behind it. Also, really to enforce the public transportation system. We also connect these nodes. We have the metro lines here and the community trains, but we'll also connect with the trams, a new type of tram system, and then create a network to relay also inland use. At the same time, you do both, you connect these fingers, the new horizontal lines, really to expand also the inner city or the core at the same time. #00:07:41.0#

EDUARDO OLIVEIRA WSL: The city is expanding north? #00:07:44.3#

ID19: In every direction, because Helsinki is a peninsula. Not south or south east or south west. It is impossible, but this, this and this. To densify and take the areas that are now under motorways. #00:08:07.9#

EDUARDO OLIVEIRA WSL: Yes, okay, which is something different than in other cities where they try to convert these brown fields into multifunction's. #00:08:18.2#

ID19: Yes, but we already did that. All of the brown fields we can, we have already converted. In the Master Plan '92 and 2002, there was an idea to place a new harbor in Vuosaari. That was built in 2008, and now we are constructing these four new harbor areas and also some brown field with some core industrial areas. So, those are already under development. In the new plan, we are thinking about the next phase, what will happen until 2050. So, that's the focus. We think first maybe this one, this one, maybe this one in 2021-2030, and then the rest maybe this one, this one, some areas here maybe until 2050. We can have a long-term perspective. Also, at the same time, the densification of the nodes and some infield development projects. The estimation is that Helsinki now has 630,000 inhabitants. The estimation is about 860,000 in 2050, the city of Helsinki, and the region would be two million. #00:09:48.4#

EDUARDO OLIVEIRA WSL: Two million? #00:09:49.3#

ID19: Yes. The region is now 1.4 million inhabitants. #00:09:53.2#

EDUARDO OLIVEIRA WSL: This new population, are they coming from other parts of Finland or abroad? #00:10:02.0#

ID19: Both, and also natural population growth. Maybe five or six years ago there was a big discussion about how to prevent the urban sprawl, and the region in a way would sprawl all the time, so we want to let the families be able to live in Helsinki core, not always to move out when they need a new apartment. #00:10:33.6#

EDUARDO OLIVEIRA WSL: Yes. Before going into the set of questions on governance, I would like to understand the relationship between this future Helsinki Master Plan and the regional plan. I got that the regional plan is binding and covers mainly the transportation. #00:10:53.7#

ID19: Yes, but the regional plan is not so much about transportation. It is about land use. Also, they have the transportation network, but there is a specific regional transportation plan done for the 14 municipalities, and the regional plan is a larger area. It is the whole Uusimaa region. Then, the 14 municipalities are only a part of Uusimaa. If you want, I could show you some maps on the screen. #00:11:32.7#

EDUARDO OLIVEIRA WSL: Yes, that would be great. #00:11:37.5#

ID19: This is two years old, but the maps are basically still relevant. So, of course we start from the transnational perspective. We look at the (? #00:01:00.8#) networks and so on. One strategic interest is to also connect Helsinki to central Europe. #00:01:09.2#

EDUARDO OLIVEIRA WSL: These rail politics. #00:01:11.0#

ID19: Yes. That is one long-term strategy we have. Of course, we place us in the Baltic region and these are our competitors, in a way. Then, I just directly to the

metropolitan. We call this the metropolitan area. We have the capital region of Helsinki and Espoo and Vantaa, and then the surroundings. So, these are the 14. This area is also preparing the transportation plan, and for the first time, the new land use plan. This is only to show some growth. This was done six years ago as a vision of a greater Helsinki environment, but this was unofficial, so it is not legally binding. It was just a paper to discuss. #00:02:14.7#

EDUARDO OLIVEIRA WSL: Yes, an essay. #00:02:15.6#

ID19: Yes. These are the master plans for the city. So, maybe every 10-15 years you produce a master plan. This is 1960. You can see the brown areas that are the industrial and harbor areas, then the housing areas in yellow, and then the green structure, you can still see it very well. This part of Helsinki was not yet included in the city. The city has also grown by taking some land from the neighbors or including some other municipalities, which have become a part of Helsinki later. So, this is 1992. The idea was to have a new harbor here, but the was not yet to transform these further areas into housing areas, but it came later. Here, you can already see some rail network systems, like this (? #00:03:21.0#) system and the metro. Also, the metro towards the west, it is starting this year, but it has been a long process. So, this is 2002. The idea was to move the harbor here and to develop this, develop the former eastern and western harbor. They are now under construction. If you go out, you will see that they are constructing a lot of new housing. #00:03:51.8#

EDUARDO OLIVEIRA WSL: Yes. I have been walking around and I noticed several construction areas. Also in Pasila there is a huge construction site. #00:04:01.1#

ID19: Yes, Pasila is a part of this package. So, it has been really a big transformation of the western harbor, eastern harbor, old harbor, Pasila... and all of this is connected to the new harbor in Vuosaari in a way that when you don't need those transportation or harbor areas any more, you can develop them. Now, it creates a new urban structure. You can see what it will be in 20 years now. Also, this (? #00:04:32.7#) area. Then, we have this one city expansion project. It was maybe in 2008 that it was decided by the state. This is the municipality of Sipoo. A part of Sipoo was included in the Helsinki municipality, and because of housing production it has not

gone as fast as the city or the state wanted at that time. So, we are still planning and it should be based on a new metro line towards the east. #00:05:14.3#

EDUARDO OLIVEIRA WSL: Sorry to interrupt you, but this decision impacts land use, to some extent. So, this decision came from the state? #00:05:24.8#

ID19: Yes. #00:05:24.8#

EDUARDO OLIVEIRA WSL: I was about to ask, from that decision... #00:05:28.9#

ID19: It was a political discussion. There was a big discussion of Helsinki needing new areas for housing, and then there was an area also here, it's an airport. Many actors were opposed to developing this area. So, there was a special man made research or something that suggested that the city should be able to expand to the east, and also connect it with the metro line. So, the central party in government was in charge, and the central party is not usually very interested in developing city, because it is an agrarian background party. So, they are more interested in... #00:06:24.2#

EDUARDO OLIVEIRA WSL: The surrounding...? #00:06:25.1#

ID19: Yes, and other areas, but this was an interesting process and it is still under planning. In this, you can actually see the idea of the new city plan. So, this is the core, so the most urban dense area should be expanded and at the same time connected with the tram. These are some visions for the new network. Let me see if I have a picture of the regional plan. Actually, notice that a year we had some delegation from (? #00:07:33.2#) here. It is just a career city. #00:07:37.4#

EDUARDO OLIVEIRA WSL: (? #00:07:43.4#) also relevant because I interviewed Peter Austin from Oslo in Zurich because the delegation from Oslo went to Zurich for a study trip on neighborhood development, if I got it right. #00:07:59.9#

ID19: Yes. This is actually a timeline of this city planning. So, we started in 2012 with the beginning, so we did some population forecasts and some evaluation of how

much reserve we have for detailed plans left in the Master Plan 2002, so measuring how much we need new housing. Then, we produced a vision of 2050 with the idea of the boulevards and the connectivity and (? #00:08:37.1#). So, at all times, we've had this vision that Helsinki is the most important city in Finland, it is growing and we should support, we should not create a situation where you are not able to build new housing. So, if it becomes new difficult then it will also cause problems at a national level. Then, we did this draft and proposal, but now we are here. So, we are waiting for that. We have had the city planning committee approve this plan, and now we are waiting for the city council. Probably in September or October will be the final decision of the plan. #00:09:21.4#

EDUARDO OLIVEIRA WSL: The careers thing on this, in our case, is this vision that becomes in the end... So, the final result or the outcome is the vision, but here the vision comes in a previous phase of the planning process? #00:09:38.6#

ID19: Yes. So, the vision is around the structure we want. We want perspective of population and also what kind of city you would like to have in the future. In a way, this is the plan of how to do it and how to guide it. #00:09:59.4#

EDUARDO OLIVEIRA WSL: Yes. First, you envision and then you translate those visions into the reality. #00:10:04.5#

ID19: Yes, exactly. I think that's the way a good strategy process should go. So, first you have the vision and then you think about how to reach it. Actually, this is only the plan. So, the next step is to implement this. So, we are now starting and we have already started the implementation program. We are timing this and we have given some time for these boulevards, for instance. We cannot build them all at the same time. So, we have to start somewhere, and where its maybe 2020-2030 we'll take this part and then the second, and also to connect it with the implementation of the transportation plan, and that's very important also to connect the implementation of this new plan to the regional transportation plan, because it is always a big debate on the financing of the projects and where you get the money from, and so on. #00:11:05.4#

EDUARDO OLIVEIRA WSL: I have some questions here to evolve on the slides as

well, and one is to do with this implementation, because I found it interesting in the previous conversation, which is (? #00:11:19.9#) implementation program. What is happening in other cases in Europe, some of them my case studies, others I just read, but they do not hold much power when it comes to implementation. City planning and departments do the vision, or they prepare the visions and the master plans, but then implementation is somehow... they just prepare the things and then someone will come in and implement, but here in Helsinki you have this implementation program which means you want to somehow hold the decisions regarding the implementation of the plan within the planning department, if I am being clear. #00:12:04.1#

ID19: Yes. I think the basis, or one of the backgrounds of it being so systematic is the land ownership. That's one cornerstone of it. We have an implementation office as well in Helsinki which has these large project and is programming and coordinating them, and connecting with the investment program of the city. I don't know if it will be that easy in the future, so maybe we need new ways of financing also the projects, like the transportation projects and so on, and we have to think about them, but I don't know. I think Helsinki is quite similar to Stockholm. Stockholm is also a significant land owner, and I would divide the cities on the basis of land ownership. You have more development led systems and you have more public led systems. I think Helsinki is more public led. So, we have a big system of planning and implementing, but I don't know how long that will last. It has been working very well 30-40 years at least, but... what was I saying? It is quite systematic, but of course it is challenged all the time and there is a political discussion also, and also the public are challenging because people want to participate and discuss. Every place we suggest to be built, somebody will oppose. We have interest groups and all kind of pressure groups. So, that is a big challenge also. #00:14:03.7#

EDUARDO OLIVEIRA WSL: Yes. Then, is it possible to provide examples of those interest groups or key players during the preparation of the plan? #00:14:14.3#

ID19: Yes. I think of course the most important player is the city planning committee. So, nine politicians that are making the decisions and setting the goals also. Of course, we prepare and propose something, but they will decide. Then, there are the city council members also who form groups and discuss the plan, but then there are a

lot of interest groups, and new types of interest groups also, like internet and Facebook. There is even a (? #00:14:51.8#), 'Yes, in my backyard' type of group that is discussing and moderating a Facebook page which is quite influential actually. A lot of the city planning discussions around the city planning and master planning is on that Facebook page also. Then, we have the more traditional local communities or groups of people, or some interest groups, like this one for the airport. They want to keep the airport, so they are very, very active. So, of course, we have the Chamber of Commerce and so on, and representatives. The university also. There are some urban professors who are very active, and most of them are quite critical of the city and are criticizing. I don't know if it's a coincidence that they are those types of people or why that is. #00:16:05.9#

EDUARDO OLIVEIRA WSL: Yes. I have been reading a lot of publications on strategic special planning produced or written by people from universities in Finland. (? #00:16:17.7#), for example. I asked if he was also willing to talk with me, but he is on holiday and I am already leaving today, so I can't meet with him. #00:16:32.4#

ID19: Yes. I think (? #00:16:33.5#) is one of the better professors. He is a professor in strategic planning and he is okay, but there are some quite critical ones at Aalto University and also Helsinki University. #00:16:49.5#

EDUARDO OLIVEIRA WSL: Then, I have a question on the different types of knowledge on the preparation of the plan. So, do you get inspiration or knowledge from the universities you mentioned and other...? #00:17:04.2#

ID19: Yes, we do. We used to actually have a research unit here, but not anymore. So, we combined them with the master planning, but there are people at all times following the research done in the universities around urban planning and aspects that are in relation. So, we have quite a strong knowledge based strategic body here, so they really follow. We use a lot of research also in different fields. Also, when we recruit people, we... Like now, I have an open position here for an urban economist. We need one of those here. We have one, but he is going to retire soon. So, we employ one of those, and we have some geographers and sociologists and different types of planners. #00:18:10.0#

EDUARDO OLIVEIRA WSL: Planners who are working here. Still a bit on the question of interest groups and key players is the effectiveness of their suggestions in the plan. How does the city planning department integrate their suggestions or work their suggestions into the plan itself? Can you give me some examples of suggestions made by somebody else and then you actually met...? #00:18:51.1#

ID19: Not directly, but indirectly of course, like this Facebook group. They produce a master plan of their own. So, in a way the idea is very similar to our ideas. There was maybe a social need for that kind of urbanism in the plan. So, you cannot say directly, but indirectly they influence the politicians and they start to want what they want and then they approve what we suggest, but it is very difficult to say. Maybe some actors in some areas... we have also organized some events here, like workshops and so on where they produce some plans and arguments, and they could be included in the plan, but it is very difficult to say this, but you could use this in the argumentation. Also, to support the ideas that the planners suggest. Of course, they might influence, but it is very difficult to say if it is directly. #00:20:18.7#

EDUARDO OLIVEIRA WSL: On the coordination of this interest and if some of these stronger interest groups come with a suggestion or idea and they have a strong lobby, but it is not in accordance with your vision or goals, how do you try to balance their interests with the city planning interests? #00:20:56.9#

ID19: Of course, we see what they have, we discuss with them and try to communicate. #00:21:04.7#

EDUARDO OLIVEIRA WSL: Like a balance? #00:21:05.2#

ID19: Yes, and maybe some changes in some cases could be done, but if it very against... so if you have an interest or value conflict, you can always say that most of the conflicts are more value based and the people want to preserve some natural area or something, and we want to build, then there is a conflict. Usually, they influence through the politicians and decision makers. So, every time we had some phase, so every time the city planning committee made some changes in the plan. You can see,

for instance, here there is an open field and some activities with horses and so on, so they cut off some proposed building areas. So, they made some changes, but minor changes. If you think of the whole picture, it was not very radical. #00:22:20.8#

EDUARDO OLIVEIRA WSL: It is pretty much detailed on a microscale. #00:22:23.3#

ID19: Yes. Microscale. So, (? #00:22:27.0#) a little bit and say, "More green", or something like that. #00:22:30.0#

EDUARDO OLIVEIRA WSL: If I understand correctly, and it is also different in other cities, but you have different phases and in each phase you will offer participation from interest groups and population. #00:22:42.4#

ID19: Yes. All the time, it is in the law that you should participate with (? #00:22:48.4#). So, when you have a new planning suggestion you should put it openly and people can comment and give you some comments, and they are officially dealt with. So, all of the comments are presented to the decision makers. We also try some new participation methods. For instance, we have this open net page where people can comment all the time. We use this open GIS method that people can put their comments here on the map and map some things, then we analyze that data. We get a lot of data through these new tools. We also have a communication... are you going to meet (? #00:23:46.9#) next? The communication chief? #00:23:50.2#

EDUARDO OLIVEIRA WSL: Yes. #00:23:50.8#

ID19: So, he can tell you what tools and systems we have to use with public participation. I can actually show you. This is the present situation. This is how the core city will grow according to the Master Plan 1992-2002. This will be the next step until 2050. So, we will urbanize these motorway areas. Actually, this approach is quite strategic because you've got the density, but not much more, so you don't have every detail. The former master plans have been more detailed than this. We've only got strategically important things like density and the transportation network. #00:24:57.7#

EDUARDO OLIVEIRA WSL: I see, and you do these more strategic and broad, to some extent... and it also comes from the literature, also the literature produced by the (? #00:25:13.1#) in Stockholm. One of the elements is adaptive capacity. Is the idea also to adapt to certain circumstances so you do not go into too much detail? #00:25:29.6#

ID19: Adaptability and also resilience. So, there are many ways to implement these plans. Also, we have got critics from the regional plan, the Uusimaa, because they have a much more detailed regional plan than our master plan or city plan. So, it can be the cause of some problems, because on the broader level you have a more detailed plan than at the city level. #00:26:00.3#

EDUARDO OLIVEIRA WSL: So, therefore I was assuming that, and it goes back to one of the previous discussions on this implementation program. So, I imagine that you really want to try, if you have this broad strategy overall, then you want to follow closely the implementation. #00:26:18.1#

ID19: Yes, we try. With the implementation program or the plan, we will guide it step by step how to, but not by the hands of the detailed plans. So, they have many ways to solve these detail questions. #00:26:36.7#

EDUARDO OLIVEIRA WSL: Okay. By many ways, you mean...? #00:26:40.4#

ID19: Of course, if it is seen that there is a square holding here, so they don't have to follow this line very closely. So, you can (? #00:26:52.4#) and you can also build on the green if it is necessary. #00:27:00.2#

EDUARDO OLIVEIRA WSL: Necessary, okay. So, it is quite flexible, the master plan? #00:27:05.4#

ID19: Yes, exactly. #00:27:06.7#

EDUARDO OLIVEIRA WSL: Then, you mentioned this new urbanization, and I often ask about the jobs. So, if you have population coming into Helsinki, Helsinki

metropolitan area, it is also essential to provide them jobs and a place to work. Is this also contemplated to some extent on the city plan? The economical part, or does the economical part go to another...? #00:27:33.0#

ID19: Well, we offer places to actors to come and work or to build a new office building. Also, we have these grey areas that in a way are more functional areas. So, they are reserved for activities that need more space and no housing is allowed. So, some of those former industrial areas. We want to keep them as workspace areas, but then we try to support a very mixed structure. So, these areas should contain all kinds of functions; housing, grocery shops, services, all kinds of... A mixed structure. Of course, we have the center's here and we try to focus that the big companies would place their big office buildings in the metro stations and bus lines. Of course, we have some other offices that are dealing with these questions. Like the real estate department who deliver the plots, we have a special real estate department in the city, and then we have some marketing and economic strategy in the central office of the city. #00:28:59.0#

EDUARDO OLIVEIRA WSL: Do they come here to talk with you or with the people in your department? Do they come here to talk often, to find out what you have planned for the city? #00:29:11.1#

ID19: Oh yes, they do. We have interactions with them, yes. The most active, I think, are the grocery shop chains. So, they want to know where they can place and how big the (? #00:29:27.6#) supermarkets and so on. #00:29:29.5#

EDUARDO OLIVEIRA WSL: Yes, that's interesting. #00:29:30.3#

ID19: Most of the big real estate actors will go to the real estate department. #00:29:42.4#

EDUARDO OLIVEIRA WSL: Then, the real estate department will come. #00:29:45.1#

ID19: Of course, if they need something special, then the real estate department and our department discuss what should be done and where the location should be.

#00:29:56.6#

EDUARDO OLIVEIRA WSL: Without the aim of asking too much, is it possible to identify any examples of more conflicting interests that have gone to the real estate department and then they were doubtful about it and came to ask you? #00:30:18.7#

ID19: I think in the past year there were more conflicts. So, the city planners thought that this was not possible and the real estate said we should plan something here for this company. Not any more though. We are very much cooperating and discussing, and there are no real conflicts with these types of questions anymore. I think it also has a lot to do with the city strategy. We have a city level strategy that is saying that Helsinki should be very company or business friendly. So, if some business actors or interest groups need a plot or something, it should be arranged. #00:31:02.4#

EDUARDO OLIVEIRA WSL: Yes, facilitated. Then, eventually, you can tell me if this is correct or not, but the accountability of those involved is clear. Everybody knows their responsibilities, or everybody within the city planning department or in the city hall, everybody knows what they have to do and what they have to cover? #00:31:23.9#

ID19: Yes. I think it is quite good now. It used to be more difficult, in silos and interest conflicts and so on. Actually, what is happening now is the city is changing its whole organization also. So, Helsinki is going to have a new type of governance as a city. So, there will be a new type of mayor chosen for four years and then deputy mayors and a new type of organization also. So, in two years, there will not be a city planning department anymore. So, we are putting all of these departments together and forming a new type of organization. #00:32:08.8#

EDUARDO OLIVEIRA WSL: Oh, that's very curious. #00:32:09.5#

ID19: Yes, it's very interesting. So, this is one of the last times you are speaking with city planners. #00:32:16.4#

EDUARDO OLIVEIRA WSL: Yes, definitely. So, this will take place in two years?

#00:32:22.1#

ID19: Yes. It is supposed to start on the 1st of June 2017, so it is not even one year from now. #00:32:30.7#

EDUARDO OLIVEIRA WSL: Yes. Then, in your perspective, bearing in mind these changes, the tendency of Helsinki is (? #00:32:44.0#), but I would like to hear from you, is the focus on the city, core city, or is it to expand in the regional capacity? #00:32:51.5#

ID19: Our focus is to focus on the core city. That's our strategy. So, we really want the core city to grow and to densify and to create a structure that supports... it is not car dependent, so you can use trams and metros and so on. That is our strategy. #00:33:14.8#

EDUARDO OLIVEIRA WSL: Within the current or the ongoing city plans, what are the prioritized types of land use? Is it for housing? You mentioned housing and green structures. #00:33:31.5#

ID19: I think housing is the driver. Housing is the most important. The city also has a strategy or housing program, so it defines a certain goal of how many apartments per year should be built. It is 6000 apartments. It used to be 5000, but just before the summer the city council said that we should build 1000 apartments more per year, so 6000 apartments. That means 600,000 gross square meter plans for housing. #00:34:13.5#

EDUARDO OLIVEIRA WSL: Then, do you open this to the market? #00:34:18.6#

ID19: There is a system that 40% of the housing production should be open for the market, free market housing production, and then 40% is subsidized housing. So, we have a system to support special types of housing projects. So, you cut some of the price to be able to allow ordinary families to have houses. Then, 20%, or is it 25% in the new program, is state subsidized rental production. So, for not so wealthy people, but ordinary people and also people in need of housing. All areas should be mixed.

So, even these top areas that have a good location and the seaside, they should be mixed areas. So, you should not segregate the housing production. #00:35:33.1#

EDUARDO OLIVEIRA WSL: Oh, okay. So, social housing together with people with higher incomes and people with lower incomes, to avoid the segregation. So, the red color over there is for housing settlements, new urban developments? #00:35:50.4#

ID19: This is the central area, so it should be the most densely built, but this is also mixed. Mostly housing, of course, but also other functions. You can build an office building here as well according to the master plan. It is not prohibited. #00:36:08.6#

EDUARDO OLIVEIRA WSL: Yes. I am somewhat familiar with (? #00:36:12.0#). I have been walking around and I also went to some island as well. In the core city, it is service oriented in an economical sense? #00:36:20.6#

ID19: Yes. I think so, yes. So, the industry has already gone out and (? #00:36:29.6#). #00:36:30.2#

EDUARDO OLIVEIRA WSL: Well, we are reaching eleven o'clock, the time that we planned. Just one of the questions that I am also interested is around regional identity and city identity, and then some of the branding elements. Often we read that Helsinki is one of the most livable cities in the world. In Europe, what are the pillars that sustain Helsinki as a livable city? As an inhabitant of Helsinki, if you are, or as a professional. #00:37:06.6#

ID19: I think the pillars are some good infrastructure so that if everything is working. In the past years, Helsinki was accused of trying to ignore everything. So, we have started to liberalize. Our bureaucrats don't want to prevent if something happens, so it gives more space to the community to... #00:37:47.7#

EDUARDO OLIVEIRA WSL: More informal? #00:37:49.6#

ID19: Yes. Maybe something to do with that. Of course, there has been a cultural change in the urban culture. So, more and more restaurants are open. It is a long

process. #00:38:03.2#

EDUARDO OLIVEIRA WSL: Yes, more self-organization. #00:38:06.4#

ID19: Also self-organization. All kinds of happenings and concerts, people going into the street and organization things. So, that has been a change in the last five or six years. #00:38:21.0#

EDUARDO OLIVEIRA WSL: Well, this place making thing has been gaining popularity around as well. #00:38:29.1#

ID19: Yes, it's not only in Helsinki. I think what Helsinki has to offer in a national perspective is that urban environment, because the rest of Finland is only forests and some small dead villages. So, this is the growth pull and the urban core of the whole nation. #00:38:51.5#

EDUARDO OLIVEIRA WSL: Yes, which I imagine is still quite attractive through the eyes of those living somewhere in Finland. #00:38:57.4#

ID19: Yes. Also, much of the economic growth comes from the city region. #00:39:04.8#

EDUARDO OLIVEIRA WSL: Yes, it's the contribution to the GDP. Well, I will say thank you because we have reached our planned time. We have covered many of the questions I was aiming to cover with you. #00:39:19.8#

ID19: Yes, good. #00:39:19.8#

ID19 Helsinki 08 August

ID20 Helsinki 08 August

EDUARDO OLIVEIRA WSL: So, quickly I will introduce myself. Eduardo, based in Zurich, Switzerland, in the Swiss Federal Research Institute, dedicated to landscape research, spatial planning (? #00:00:16.7#) in other areas. So, I am working with other colleagues. My coordinator was a program for a five-year project funded by the Swiss National Foundation, and my main aim in particular is, starting with the focus of what is more relevant. So, I focus on governance in strategic spatial plan making and plan implementation. So, I have already talked about transportation planning in Helsinki in a regional context. Last Friday, I had a talk at Uusimaa region as well and then we talked a bit about this new urban development and city plan in Helsinki for the coming years. I am talking with three experts, including you, and it would be great if you could also tell me a bit about your background and responsibilities and then I can pick out some of the questions that are on my interview guide. Others will come with the conversation. So, we can make this a formal/informal conversation and pick out elements that you find more relevant. #00:01:25.5#

ID20: First of all, my name is (? #00:01:29.1#) Mantymäki. I am head of the communications unit here at the (? #00:01:33.7#) department. Our unit is responsible for communications when it comes to communicate with the Helsinki citizens, as well as public relations, media communications... we are taking care of literature communications, social media, marketing, exhibitions, all kinds of things. Also, public participation when it comes to urban planning in Helsinki. So, our role is quite strong. I am the head of this unit, we have 13 people working in our unit. Our role in this city plan process has been quite strong because, of course, this has been a very big communicational challenge as well. We are doing a whole city wide plan for the next decade or so, trying to create opportunities to construct housing for at least 250,000 new inhabitants. Of course it is a big challenge and needs a lot of discussion. We have to take care of all of the stakeholder groups who are involved in this process and in this discussion. That's our role. #00:03:00.2#

EDUARDO OLIVEIRA WSL: Yes, which is so relevant because we are looking for, and this is the second part of the questions on governance, and it depends on our understanding of governance which doesn't only deal with politicians, but also with

civic participation. I am so curious about knowing your new ways of communicating and interacting and building this bridge between the city, the city planning department, eventually you also deal with the economical sector and so on, and then the citizens, the Helsinki inhabitants. Knowing these examples of interest groups, those with a stronger lobby. If it is possible to give some examples of interest groups, and to what extent do the suggestions they make through the different channels of communication impact the plan or the decision, or political decisions or technical decisions?
#00:04:01.0#

ID20: Is it okay if I... because I have quite a compact slide set, I did this already last year, but basically this is this process in a nutshell. Maybe I can present my slides? I am pretty sure that this will answer many of your questions and if there is still something you would like to point out, we can do some additional questions.
#00:04:34.5#

EDUARDO OLIVEIRA WSL: Yes, we can do that. #00:04:36.6#

ID20: So, this may be the easiest way because I have tried to collect all of the essential information here. #00:04:46.8#

EDUARDO OLIVEIRA WSL: Yes. That would be great. For your information, I have a PhD from the University of (? #00:04:53.6#) and I work on place branding (? #00:04:55.9#) spatial planning. So, the brands for citizen regions. I came with this assumption of integrating a brand within the strategic plan of a city. So, I am also quite aware of the territorial marking, if you call it, place marking and these elements of reputation and positionality. So, feel free to also bring those elements as I am aware of those as well. #00:05:19.2#

ID20: First of all, let me think about Helsinki 2030. Our story has been, at least for the last 10 years, and based on our former city plan, City Plan 2002, is that the former harbors have moved away from the city center and Helsinki is facing a major structural change for the next decade. This has been the big story, that Helsinki 2030 is more urban, more compact, because the former harbor areas have been transformed in dense city structures. Western Harbor, (? #00:06:00.3#), the dockyards, here in the

eastern waterfront (? #00:06:04.3#), the former old harbor we had in (? #00:06:06.4#). This has been the big picture because there has been a major change, because basically after the second world war Helsinki has been more or less constructed suburban neighborhoods pretty far from the city center. Now, we are turning our looks back to the city center in order to make it a little bit more compact. It has been a huge opportunity, but now, what is the next step? What is the new story? The new story is Helsinki city plan, or the urban plan 2050. That's the next thing. So, what is the next chapter? Helsinki 2050; more people, less space for cars, higher density. This picture is already maybe two or three years old, but I took this because there was a big story in a magazine called (? #00:07:12.7#), it is a very high quality magazine compared to The Economist. It is a little bit like The Economist of Finland, a very high quality magazine, and there was a very interesting story about Helsinki 2050, saying, what are the next steps for Helsinki? In the headlines were, more people, less place for cars, higher density. These are the key elements. If you look at the situation, this picture is from the Helsinki eastern waterfront in 1972, its full of cars, pollution, you see the chimneys... there is an energy plant here. What a contradiction to the city center. Here is a picture from the same neighborhood in 2014. This is the old energy factory. It used to be an industrial area, but now its full of life and culture, this post-industrial environment. Much less cars, much more people. So, it has been a major change in Helsinki. Anyway, when we started this new city planning process, it was quite obvious that we wanted to create it as an open and interactive way. We wanted to keep people updated all the time. Basically, it used to be so that whenever we had a new draft or a new matter, first we did a first draft and maybe a plan proposal and there was a year between those two phases and people were unaware of what was going on between those two phases. We decided to do it another way. We opened this Helsinki (? #00:09:48.0#) pages, we used WordPress. It is like a blog system. We wanted to do in a way that there were... it was basically a blog and we have published hundreds of blogposts so far and all of these blogposts are open for comments. It is totally free, but everybody can comment on our blogposts, and all of the material is published here in our (? #00:10:39.2#) pages and everything is basically very open and very transparent. We wanted to create a very open and transparent, very easy going system. A very open system. We decided not to do it under our Helsinki official pages. We created these pages committed totally to this process in order to make it as easy as possible for every citizen to use, to comment, to discuss, and I think we

have succeeded pretty well because we have had thousands of comments here. It has been open, and of course we moderate the discussion if there is something (? #00:11:43.5#) or anything like that, but basically the quality of the discussion has been quite good actually. We have sometimes had to remove a few comments, but let's say it is just a few comments we have removed from these pages. Basically, we have been surprised that it has been okay. People are willing to discuss, of course sometimes they strongly disagree with us, people are not always happy with those decisions, but there is still conversation. People are not just raging or expressing their anger or aggression. #00:12:33.6#

EDUARDO OLIVEIRA WSL: Can I just ask one more question on the comments? Sorry to interrupt you. You mentioned that you receive a lot of comments by people who write comments here, but how do you deal with these comments? Do you summarize them to some extent or do you just go for some hot topics in the comments? #00:12:59.6#

ID20: It is not possible to summarize them all because there are so many comments, there are thousands of comments. We haven't summarized. We were thinking that the most important thing is to keep it open and get everyone an opportunity to express their opinions in an easy way. Of course, we have these official opportunities to bring our official comments, and of course it is an official process, but in addition we need this very informal way to participate. Based on our legislation, there is a very formal interaction, but this formal participation is not enough. We need also this very informal participation. So, both ways go hand in hand, formal and informal. #00:14:21.8#

EDUARDO OLIVEIRA WSL: You update this blog quite often. I went there before coming and I saw some text from two days ago, or two days before. Your team takes care of this? #00:14:40.3#

ID20: Yes, we take care of this. Here are some objectives collected here because this is where our main objectives for this open (? #00:14:52.5#). Of course, we wanted better plans, because the best way to test if our ideas are good is to open discussion. Also, better understanding, because I would say that we have a little bit of a bad habit

of using this planning jargon too much. Of course, most of these blog posts are in Finnish, but we have tried to write those posts in a way that it is not planning jargon, it is just an ordinary piece where people understand our challenges and our objectives much easier. We have tried to write those posts as understandable as possible. Of course, one objective is also the acceptance of the process. I have always said that, of course, there are always people who aren't necessarily happy with the results, but in a way I think we are succeeding with people. If someone is not happy with the result of this process then they still say, "I am disagreeing with you, but you have listened to me and you have treated me fairly, despite the fact that the decisions you have made... I am not very sure if that is okay". That's the way it is. Of course, people are not always happy with the results, but anyhow, they must be treated fairly and I give them an opportunity to express their opinions. #00:17:03.2#

EDUARDO OLIVEIRA WSL: It is pretty much in a clear and transparent way. #00:17:07.2#

ID20: Yes, that's right. Then, here is a list of all of the methods we have used in our communication. We have these interactive webpages, we have a lot of social media presence on Facebook, YouTube or videos, about this process. We use Twitter very actively. After this (? #00:17:34.8#), we also made some periscope online video shows. So, we use a lot of social media. We have done several press releases, even arranged a series of public seminars and workshops. We arranged this urban planning fair. The last one was actually in 2015. The first one was in 2013 and then it was in 2015. It is a one-week urban planning fair arranged every two years in Helsinki. Our main theme the last time was urban planning, but this planning process. A lot of publications. Tens and tens of these brochures or reports. Then, we created this visual identity for this process, so that it is very easy for people to see that, "Okay, that's about the Helsinki city plan". It is easy to recognize. One very important one, for us, was this GIS based questionnaire. This was arranged in late 2014 and this questionnaire was open for one month. It was very easy to use. We used a tool created by a little Finnish company called (? #00:19:25.4#). They have this questionnaire tool and it was very easy to use. People were able to mark different things on the map, where they would like to construct more housing, which they like the most out of parks and green areas, what new traffic connections they would like to

have, what are the places they would like to update, like public spaces which are a little outdated and they would like to construct maybe more. These types of questions. It was very easy to use, as I said. Within one month, it was open for one month, and we had 33,000 spots on this map, and then we had 9000 written comments. I would say that this is quite unique. One professor from Aalto University told me that maybe this is the largest data set in the whole world. I believe her. I guess she was right because she has studied a lot of these GIS based questionnaires. This has been very useful for us because this is a very unique set of opinions. It was almost 5000 Helsinki citizens who participated in this questionnaire and it was quite a good result. When we studied the demographics of this questionnaire a little bit more, we found out that maybe the answers were a little bit younger than people who would participate in our traditional meetings or traditional workshops or seminars. We were pretty satisfied because families with children do not usually participate in the more traditional... #00:21:39.4#

EDUARDO OLIVEIRA WSL: They don't go to the workshops or to the roundtables? #00:21:42.0#

ID20: Yes, because they don't have so much time. They are living very busy lives, but this was a very easy way to... #00:21:51.2#

EDUARDO OLIVEIRA WSL: Online and sitting at home commenting. Again, can I interrupt you, if you allow me? I have been in other cases and Helsinki is my seventh case study, and I will continue. I haven't yet come to a similar example as this GIS based questionnaire in other cities. I can tell you the example of Hannover, where they got 5000 written comments on paper, not GIS and not with this marking on a map. #00:22:25.7#

ID20: Here as well we wanted to be as transparent as we were able, because we published all of these answers as an open data. So, basically everybody can use this data. Of course, we checked that there was nothing we cannot open, but basically everybody can use it freely, so this is open. Maybe we have made some conclusions, but everybody can challenge our conclusions because everybody can use this as they wish. #00:23:00.6#

EDUARDO OLIVEIRA WSL: Yes, and then again, because this is a tremendous example. You are also from communication and you are aware of these rankings that often some institutions publish about livable cities, and Helsinki often comes up as one of the most livable cities in the world. I am also always very curious about these rankings, and recently it was the World Economic Forum. We can point out some critics to them, but recently they came up with another livable cities and they mentioned Helsinki as being the world leader in smart governance. So, I will ask you, what are the bills of smart governance? Maybe this system of participation. #00:23:38.3#

ID20: That's maybe one example. I always find that our way of being open and transparent is really important. Basically, this is just an example, but it is not related to the city plan process, but Helsinki is quite unique because Helsinki has quite a large open data set collection. Also, for example, we have published all of our invoices. So, basically every can check out how we are spending our money because everything is very open. So, you can check. Of course, it is a huge amount of data, but it is a strong message that what we do is totally open and totally transparent. Our invoices, please, if you want. It is a very big thing. Of course, this is a very good tool, but of course we needed all of those traditional ways of involving our citizens in this process. We arranged a series of these public workshops called 'Moment as Planner'. We arranged four workshops and there were over 250 people participating in these workshops. They produced 27 plans. It was like a local participation. They created these local plans trying to, let's say, raise some questions for our planners; what are the key things locally that they would like our planners to take care of, to think about? So, they were able to be like planners for one day and produce their own plans and bring out some new ideas for the planners. In this way, 250 people created 27 local city plans. There were some pretty good ideas. Then, we arranged this urban planning safari with youngsters. There were four weekend workshops for young people between 15-19 years old. #00:26:45.9#

EDUARDO OLIVEIRA WSL: I see that you are targeting all the groups of citizens in Helsinki. You have more young oriented with the safari, and you have the more traditional. Eventually you will get different groups of people, and you have the open

source online for everybody. #00:27:11.9#

ID20: Of course, we use Facebook very actively. This was a nice thing. Two years ago, we created this kind of advent calendar on Facebook. There was one post every day before Christmas so that every day there was one local plan published on Facebook. This was an example from (? #00:27:40.4#) area, for instance. Area by area we presented the key themes of our city plan before Christmas and there was a lot of discussion because of these posts. #00:27:53.2#

EDUARDO OLIVEIRA WSL: Can I have this presentation afterwards? So I don't have to write the name of the webpage. #00:27:58.0#

ID20: Yes. Sure. I can send this in an email. This is not just what we are doing here in city planning. I have wanted to point out that the whole playing field is also changing. The whole environment has been changing. At least in Helsinki, and it might also be in other Nordic countries and Nordic cities, people are more interested in urban planning, more interested in these urban themes. In Helsinki we have this Facebook group called 'More city to Helsinki', and they are promoting these urban values and they would like to construct a city of even higher density. It has been quite interesting because there have been some elements of crowdsourcing in the world as well. There are a few activists who are dealing with these issues and they have made their own alternative plans as well, but there are a few examples where they have made their alternative proposals, and there are also quite good examples that maybe those alternative proposals have also affected a little bit what we are doing here. Basically, what they are doing is... it is quite a strong group, now there are almost 10,000 members. It is a very high profile group and they also have very good connections to the political leaders. We have to deal with those people. Of course, it is in a good way, but they are promoting these ideas of... We used to have a more suburban construction culture, but they have been bringing up ideas of, "Well, why don't we live with more traditional dense city structures?" and it has been quite nice to see that this crowdsourcing is coming to urban planning in Helsinki. It is nice. #00:30:33.0#

EDUARDO OLIVEIRA WSL: Yes. So, then you are aware of some of the members,

not of the 10,000 members of this group? #00:30:40.8#

ID20: No, some of them are prominent. #00:30:42.4#

EDUARDO OLIVEIRA WSL: Yes. Those that are always engaged, and do you also try to engage with them and reply? #00:30:51.3#

ID20: Yes. It is nice because the citizen style, it is not mono like this. There are thousands and thousands of different opinions and it is not always a question of who is shouting the loudest. Traditionally it has been that if you shout loud enough then maybe you can have your ideas heard, but it's not the way it works anymore. There are many, many ways to bring up new ideas and it is not always a question of voice. Sometimes it is also a question of commitment and we have to listen very carefully because these groups are very committed, they have done a lot of work on a voluntary basis, and they have some ideas. It is not just shouting the loudest, but also bringing up some new ideas and new arguments. Of course, we have to interact with these groups and it's in a way that we have to do it otherwise we would be stupid. There are many professionals in (? #00:32:13.2#). One example was this independent pro-housing 2.0 plan. It was their alternative city plan, which was even more urban. Of course, our city plan is bringing Helsinki into density in a more urban way, but they went even a little bit further and they published their own Helsinki city plan version. More or less, it is not very realistic, but it is a good way of discussing different solutions and options because they are bringing up their ideas in a very fresh way. As you can see, here is a very famous area (? #00:33:13.2#) original pro-Helsinki, but this was pro-Helsinki 2.0. #00:33:19.0#

EDUARDO OLIVEIRA WSL: In other cases, often the decision makers, and I am not referring only here to the politicians, but also to the technical component of the decision making, they are not so aware of how powerful the citizens voice can be, or they are but they ignore it. What I am seeing here is that you are aware, you know that they are powerful and they can actually provide quite good examples or come up with some good ideas. So, you are aware and receptive to listen to them. #00:34:00.5#

ID20: That's right, but to be honest, we haven't succeeded well enough. There is one

big challenge, which is the nature. I would say that the basic idea of this plan is very strategic, the (? #00:34:20.1#) is very strategic, and in Helsinki we used to have these quite old fashioned city plans before. Basically, everything was quite clearly marked on the map. We have not necessarily (? #00:34:49.4#) in this communication, so the people really understand what this really means, that this plan is strategic. I don't know if they (? #00:34:58.8#) explained the idea of this pixel map. It is very strategic. It is giving a lot of opportunities for a more detailed plan in the future. So, basically it is a framework which is more general and more like a framework for future planning. People are not necessarily understanding that very clearly, but they are reacting somehow, and we have not yet succeeded very well to communicate this huge change. Of course, we have to do a lot of work in the future. One thing we have to work on a lot is this... you know this idea of urban boulevards? #00:35:51.5#

EDUARDO OLIVEIRA WSL: Yes. #00:35:52.3#

ID20: Transforming these motorways and highways coming through the city center. #00:35:56.9#

EDUARDO OLIVEIRA WSL: A very hot topic. #00:35:57.9#

ID20: It is a very hot topic and it is also a very complex topic and there are a lot of things people are worried about and I understand it very well. It is not very easy. There are many questions and there are many challenges to tackle and that really needs a lot of communication and a lot of discussion, a lot of solutions. Also, a lot of innovations. I guess that for the next 5-10 years we have to take care very carefully that we are going to do these communications as well as possible. Helsinki is also facing a major organizational change next year. I guess that's a huge opportunity. We no longer have these 30 very independent departments, which has been quite an old fashioned way of organizing the way the city works. In the next year, we will have only a few of these big divisions and it is a totally different approach and I guess it is a huge opportunity, but I would say that for the next few years this urban work will be a big communicational challenge. #00:37:22.3#

EDUARDO OLIVEIRA WSL: Yes, but in this more strategic, more broad plan, in your

opinion, does it open more opportunities for big or stronger players to come with ideas rather than the common citizen of Helsinki? Eventually they will be more familiar with technology or social media. Do you feel that the stronger interest groups also have a stronger voice, or is it pretty much equal? #00:38:00.2#

ID20: I don't know. Would we really need it in the future? We also need good practical examples of what this change really means and we have to start somewhere and say, "Okay, this is just one stretch of motorway and we are trying to do it as well as we are able", and see what happens. #00:38:46.9#

EDUARDO OLIVEIRA WSL: Yes. I get it. Eventually you will need an example to start a discussion, a practical example. #00:39:07.5#

ID20: People are more afraid of, for instance, the whole traffic system when it is going to... It is going to cause huge problems, a lot of congestion, and we have been convincing them that, no, we can take care of this and will only cause maybe two or three minute delays, nothing more. It is quite understandable and there are a lot of different questions, and we have to tackle these questions one by one and step by step, and create this discussion environment as well so that we can take care of these problems. We'll listen to you and try to face this challenge to help us. #00:39:58.4#

EDUARDO OLIVEIRA WSL: Yes. Different questions here that I would like to ask on the inspiration sources. Do you get inspiration from any other city in the world, in Europe, regarding these instruments you are using, or are you actually inspiring others, because you have this presentation, I imagine? #00:40:19.3#

ID20: Of course I hope that we are inspiring others, but for us, I would say that Nordic capital cities are... we are doing a lot of cooperation with Stockholm, Oslo, Copenhagen regularly, all of the Nordic capitals, because we have a little bit similar historic background and more or less similar societies. There are so many similarities between all the countries. So, it is quite easy to communicate with and discuss with them and test ideas with them. I would say that we have had many inspirations from Stockholm or Copenhagen, and I hope that they have also been inspired by what we are doing. Anyway, for instance, with our colleagues in Stockholm, we are discussing

very often about the density of the framework. I would say that the Nordic capital cities are... and of course the size of the cities. Stockholm is a little bit bigger. We used to cooperate a lot with Berlin a few years ago and it was quite fruitful. We had a lot of things going on with Berlin, but let's face the facts, in Helsinki we have 600,000 inhabitants and the whole region is maybe 1.3 million, and Berlin has 3.5 million in the city itself. So, the scale is so different, but in the Nordic capitals, the scale is almost the same. #00:42:04.2#

EDUARDO OLIVEIRA WSL: More similar, almost the same. Then, with Tallinn, do you also cooperate with Tallinn? #00:42:10.9#

ID20: I have not so much cooperated with Tallinn. Yes, some cooperation, but not that much compared to Nordic cities. It hasn't been that easy. The system is so different there. #00:42:33.9#

EDUARDO OLIVEIRA WSL: Okay. You have this presentation in English, so I imagine you go to some other places, other cities to present these governance and city participation scheme instruments to other places in Europe, other city departments invite you to go and talk, or is this more internal communication? #00:43:01.9#

ID20: Well, we have a lot of visitors coming from abroad in Helsinki. I don't remember even what this group was. Maybe this was a group of students I presented to with the way we are dealing in Helsinki. #00:43:18.2#

EDUARDO OLIVEIRA WSL: Ricardo mentioned that someone from Zurich came here some time ago. #00:43:22.7#

ID20: Yes. Last year, we had a group from Zurich as well, but we have a lot of visitors from all over the world. #00:43:32.8#

EDUARDO OLIVEIRA WSL: That means that within the Helsinki context, Finland's context, regarding the different types of knowledge, I see that you have knowledge from experts via more informal ways, more traditional ways of participation, you have the population... so you deal with different types of knowledge. In your opinion, to

what extent does knowledge produced by others impact the plan or process of making the plan? Does it really impact, or just give inspiration or ideas? #00:44:13.0#

ID20: That's a very good question and it is also very difficult to answer because what is really the impact of this participation? Sometimes it is quite difficult to show it. It has been a little bit problematic because people are sometimes criticizing us, "Well, you have discussed a lot of it with us and you have arranged these seminars and workshops and everything... but what are the effects?" and sometimes it is not very easy to say, "Well, it is a little bit complicated. It is a very large and complex system, this planning is a very large thing and we have to make these phases". Of course, it is not very easy to say if there are some thing affected by these phases. That is very difficult. Also, that is one thing that we have not necessarily been able to communicate clearly. We have quite a strong communications unit and then we have urban planners, and I have always wanted them to work very closely with us, but sometimes it is just that the communication people are doing their job and the planners are doing their job, instead of doing it totally integrated. We have tried to integrate both things, but it is not necessarily very easy, and that's the way it should be. Maybe there should be a planning team and communications team working very strongly together in order to tackle these issues. #00:46:18.3#

EDUARDO OLIVEIRA WSL: It is still an ongoing process of developing it through this more 2.0 environment. You mentioned now the communications and planning departments and the role of leaders. Is the communication the same, this weak communication? How do the leaders embrace this new technology in the decision making? #00:46:57.2#

ID20: When it comes to leaders, of course we have to remember that this is also steered by the politicians. One part of this communication has also been that our leading politicians have been quite strongly involved in this process and they have a very strong influence. It is very complicated. I am quite satisfied, and this has been a hug step forward if we compare this process from the previous processes. We are taking huge steps forward. This year, in today's Helsinki (? #00:48:01.5#), which is our leading newspaper, there was a very big story about this new city plan, this morning. It was basically dealing with this participation. There was one example of

the area where people were complaining a lot, and there was a different area in eastern Helsinki where people are very satisfied. It was an interesting story about the people who are complaining and the people who are very satisfied, and they are asking them, “Why are you so upset and you are pretty much okay? You are going to have a lot of new construction in your area, but you are saying it is okay and not complaining. How is this possible?” It was quite an interesting story. #00:48:53.1#

EDUARDO OLIVEIRA WSL: That is very interesting. Then, I wrote down a question here because you mentioned at the beginning about your role, about the identity. I have to ask a question on regional identity and the identity as part of the city. So, in your opinion, are people from Helsinki from Helsinki or will they identify themselves as part of the Helsinki region in the future? How will this evolve? These identity issues in Helsinki and the regional perspective. #00:49:43.5#

ID20: In Helsinki, of course people have the identity of living in Helsinki, but I would say that Helsinki is becoming more and more like a city of villages, smaller entities. There are more and more new neighborhood movements on social media, arranging neighborhood parties and block parties etc. but this type of movement is getting stronger and stronger. People are proud of their own neighborhoods and quite strongly identifying themselves as, “Of course we are from Helsinki, but then we are also from Pasila neighborhood. This is very important for us when we have our neighborhood festivals etc.”. I would say that somehow it is easier to understand that, “Well, this is our village, we have 10,000 people living in our neighborhood. Of course we are in Helsinki, but this neighborhood, our neighborhood is the best one”, and that is becoming stronger and stronger. People are getting more and more proud of their own districts and neighborhoods. #00:51:14.8#

EDUARDO OLIVEIRA WSL: Yes, I get it. Then, in the same line, these comments the inhabitants have been making, do you find them more in a microscale? What I mean by this is, for example, they ask for a bicycle part for more recreational stuff, or they ask for new benches in the green areas, or they say that they definitely need a different connection to the transportation system. Things more on a micro-level. Is it possible to...? #00:51:59.4#

ID20: The thing about those comments, it is both. Of course people are very interested in updating their own living environment. #00:52:12.4#

EDUARDO OLIVEIRA WSL: Yes, place making. #00:52:15.2#

ID20: Yes, it is place making. People are still very interested in, for instance, the need for structure as well; new traffic connections, maybe new rail connections. These questions are also important and people are participating quite actively about these. People discuss about, for instance, new light rail connections etc. So, it is both. #00:52:56.6#

EDUARDO OLIVEIRA WSL: It is both. The time is also approaching 12. A question which I believe has a difficult answer, vision 2050 with the strategic goals, as I pointed out here, and then you have the communications department. Maybe it is not a good way to put the question, but what comes first, the communication department communicate the strategic goals, or the strategic goals also reflect what the communication department collect? Who is leading what, or is there no leader and the things just follow the way they have to follow and somehow they respond to each other? #00:53:54.7#

ID20: I would think they respond to each other. Me and Ricardo, we are discussing a lot of these things and trying to do that with good cooperation, so that the communications unit and the planners are doing... I would say that both are affecting. It is not just that we have this strategy and then just communicate it. That is not the way it works. It is good cooperation. Anyway, of course our director is in charge of this whole system. It is quite clear that the responsibilities here at the planning department, our director is in charge of these things. Our deputy mayor has been very strong, our new deputy mayor, she has done a lot of work in order to take care of this process and promote these ideas. She has been quite strong at promoting our main ideas of creating more urban, more density, (? #00:55:30.5#) activity and transforming motorways into urban highways. She has been quite strongly promoting these ideas. #00:55:41.0#

EDUARDO OLIVEIRA WSL: Yes. Promoting the city aims to become. #00:55:46.4#

ID20: Yes, definitely. #00:55:47.1#

EDUARDO OLIVEIRA WSL: Then, is there any city brand for Helsinki? #00:55:56.7#

ID20: Yes, we do. It is in the city hall, the central administration. We have this new brand, but it has begun. This was started before we had this new plan. #00:56:17.9#

EDUARDO OLIVEIRA WSL: Alright. It is 12, we have covered some of the questions, and then I will put it altogether with the previous questions this morning. I think that's all that I have to talk about. #00:56:41.8#

ID20 Helsinki 08 August

ID21 Oslo 19 August

EDUARDO OLIVEIRA WSL: You share your thoughts and then I will make questions in between but then we can start with the first part which is historical background, also your tasks within Akershus and responsibilities within the regional planning so for me also to understand a bit about how it works here in Oslo-Akershus.

#00:00:25.8#

ID21: I think it's important to understand that this cooperation between Akershus and Oslo is one part of the story because you have a greater region. The story is about a lot of ad hoc and cooperation through many decades. In the beginning, the task was to cooperate between Oslo and neighborhood that was not more than some part of Akershus because it was the closest municipality to Oslo. The labor market was not so great and as you go up to our time, the labor market spatially has been greater and the tasks have been greater so then it was natural to cooperate between Akershus and Oslo, and more than that even today. So, you have to remember that we have cooperation with Akershus-Oslo, what you are focused on in this work and we have cooperation ad hoc with five counties in this part of the east, and south east of Norway. All of them are talking about aerial and transport planning together.

#00:02:55.4#

EDUARDO OLIVEIRA WSL: The one with more visibility is Oslo-Akershus because of the experience in terms of cooperation? #00:03:11.4#

ID21: The need to cooperate is greater here and this last plan is a bit more formal so it's a more legal plan than the other one. Also, the cooperation between Oslo and Akershus has a longer history than this last plan. We have made some plans on a more ad hoc basis, but a bit the same and the same after. The representatives from the state, from the county, from Oslo and some from some of the municipalities, not all, but this last plan you're asking for now, they had taken with them all the municipalities and that's a new thing. #00:04:19.9#

EDUARDO OLIVEIRA WSL: Okay, yes, that's an important element. #00:04:24.0#

ID21: Yes, that's important. #00:04:25.7#

EDUARDO OLIVEIRA WSL: You mentioned the driving forces behind the regional plan Oslo-Akershus are mainly linked with the labor market, the expansion of the labor market. This means that people also start looking for places to live or to work outside of Oslo in municipalities of Akershus county. That is one of the reasons for this (? #00:04:55.2#) of the cooperation? I'm trying to understand also this history. #00:05:01.2#

ID21: The community has roughly half of the population working in Oslo and some municipalities more and some a bit less. It depends on how many working places they have inside their own territory. Yes. #00:05:26.0#

EDUARDO OLIVEIRA WSL: Different question here that are coming to my mind. Akershus the entity does regional planning but this is independent of the cooperation with Oslo? #00:05:42.4#

ID21: Yes. Regionally they do so, yes. #00:05:45.7#

EDUARDO OLIVEIRA WSL: Okay, and that's the regional plan for Akershus covers the Akershus municipalities? #00:05:52.2#

ID21: Yes. They did not really have an especially clear territorial plan before this one because it was informal and not so specific on the spatial ethos but it was making some principles clear but not on the spot. This is clear here but not there and there, and that's a new thing. #00:06:41.5#

EDUARDO OLIVEIRA WSL: That's a new thing and then if I can ask why then Akershus-Oslo decides to step towards this joint land use policy? The regions are the driving forces, and then we can go over those involved with the process. #00:07:00.4#

ID21: The professionals have for many decades say that we are tied together and we need a common plan. The transport system is the same. We need to cooperate

more tightly and I would say in many different ways, and we have done planning together too without a plan. We have made some models. Of course making transport planning in building transport models for planning, they all layer together, so we had to. We can't make this without joint planning but we have no formal plan but the politicians said, "You should, you need it", and then it was the state that took the initiative to do this process and then we used some many years to start up. Oslo and Akershus took over leading the process. It took four years I think. So, what's the driving force? I think the politicians understand a bit of them that they need to cooperate. A lot of this process, we haven't done before. The politicians have said they need more money for transport so they made that and a kind of ad hoc regional plan would get more money for transport. I think they thought a lot about that. Maybe here too but in this process, it's more serious about many themes; economic development, spatial... economic use of spatial areas. #00:09:52.5#

EDUARDO OLIVEIRA WSL: The transport was always a key element? #00:09:57.5#

ID21: Yes, for professionals and the political level but the politicians are always very interested in motorways, high speed trains. I know that. #00:10:17.5#

EDUARDO OLIVEIRA WSL: Connecting the municipalities, and also connecting the region Akershus to other areas in Norway? #00:10:29.6#

ID21: The case under this is the labor market in Oslo is the basis for living outside Oslo so commuting. We need a better system into Oslo. There's higher value of the land outside and the municipalities want to be more tightly connected with Oslo. I think that's the underlying issue. #00:11:06.9#

EDUARDO OLIVEIRA WSL: The source of inspiration, we can focus a little more on this joint regional plan, but feel free also to bring elements that are more curious. Of course this is in Norwegian so I couldn't read it all. I translated just the first pages. You get Oslo-Akershus, your office in cooperation eventually with others, you get inspiration to prepare this plan from other European regions, from other Nordic countries, or in a desire of 'Let's put our experience, our cooperation in a paper'. Where comes the inspiration? You've got influences from other cases or was it more

your own initiative that resulted from your past then let's put it together in a...?

#00:12:13.8#

ID21: I think the most important inspiration is that all of us working with this, and most of us have been working with it on different institutional frames for decades. We have worked with transportation and green land use and this idea of building tighter towns, preserving the green areas in between. That's a thread through all the work for decades, so we had made different stories out of this but if you go outside Norway, we get a lot of inspiration from Stockholm, from RUFSS in Stockholm I think, and the plan in Copenhagen. I think that's two most important. Many of us also have been outside in Berlin. The (? #00:13:52.7#) and RUFSS is a clear initiative from the state and it's an easy precept. From Stockholm, we have learned that it's a clearer county level that's worked formally with this plan for the county for 30-40 years. This is very serious so we have seen if they are successful to make things like this, we can do it here. We have to go step by step and make some reports here, here, and here in different teams. That's what we have learned from RUFSS in Stockholm and from the Danish, the easy principle. #00:15:19.2#

EDUARDO OLIVEIRA WSL: In that period of cooperation in this joint plan, can you tell me a bit about the entities involved in this process? I believe there were many institutions involved with the Oslo municipality, Akershus, but is it possible to identify other entities involved with this process of preparing this joint plan, from the private sector? #00:15:55.4#

ID21: In my opinion, the dominating entities is the public sector and the state level. There's transport authorities, the county governor at the state level. That has a broad scope of tasks especially the green preservation and more on the county level as well as representatives of the municipalities. #00:16:55.4#

EDUARDO OLIVEIRA WSL: Okay. #00:16:56.9#

ID21: Because this has been a formal plan, they have arranged the process so that more non-governmental interests have been associated in the process. For example, some syndicate associations, natural preservation associations, employer

association. #00:17:58.8#

EDUARDO OLIVEIRA WSL: I see and you sit together and discuss ideas?

#00:18:03.6#

ID21: I've not been tightly in this phase but I have been in meetings with... the county level is not what they are running for. Listening to that is not a central part of the political level in Norway so if you have a similar process on the municipality level, you have a lot more participation of non-governmental interest associations like natural preservation. #00:18:52.0#

EDUARDO OLIVEIRA WSL: NGOs. #00:18:53.4#

ID21: Yes. #00:18:54.8#

EDUARDO OLIVEIRA WSL: Nature protection and so on. You mentioned that you are very involved with others in this particular process. Can you tell me about those regional plans? This is one that we can access online on the internet but there are many others and probably one I'm more familiar with. I'm also curious to understand that we have this one but eventually there are others that determine some land changes in the Oslo-Akershus area or only in Akershus? What are the other ongoing plans at the moment that you are more familiar with? #00:19:41.7#

ID21: I'm most familiar with this. What I mean is this is the most formal plan but the weakness of this also is that it's a plan with two owners. You have to balance between and you have no common political leadership that can take decisions so you have to cooperate on the leadership level too. We have used some maybe six or seven years to make the plan but the plan is not more than what you are going to use the plan for and make it over again. It's easier to update a plan and use it if you have one clear leadership of a plan. There's an underlying big task or problem and our reason is we have two different counties in the same area so it's better to have one common plan than to not have one common plan. You don't show the trouble with two kinds of leaders in the same area with a plan so therefore this is a step up. It's better than before but there's still some problems. That's also because it's not clear

leadership on the regional level therefore you get so many different plans. It's an open room for initiatives. Today, we have one plan for aerial transport for the whole south east part of Norway, some 2.5 million people between the counties and then we have that for a bit less on an institution that's a free association between municipalities, 80 or 75 that cover some 2 million people that also have a plan, and then we have Oslo and Akershus so we (laughing)... you can get this. Yes, here we have... this is up to here. There's empty boxes but this is less formal than this so therefore I say this is one of the many processes or the most formal but still ad hoc on the steering level or system. #00:24:24.2#

EDUARDO OLIVEIRA WSL: Mhm. #00:24:25.7#

ID21: We had maybe five people working for two or three years to prepare this and some more 20-30 people working together with them in different working groups like that. Most of this process was extremely important and powerful but today we are back to going ahead without a special (? #00:25:12.7#) for this. #00:25:15.7#

EDUARDO OLIVEIRA WSL: The lead of the planning? #00:25:16.8#

ID21: Yes. It's two different organisations that are going to run the plan so RUFs, for example, has 30 people working full time with the regional plan for 30 years, 40 years. Here, we have five people working full time for two years, three years, and then out to the other organisations taking this further on. That's on the professional level and the same on the political level on the steering. So, you see it's formal in one way but not in the running. #00:26:13.5#

EDUARDO OLIVEIRA WSL: In the implementation? #00:26:16.9#

ID21: Yes. You have to work at it. #00:26:19.6#

EDUARDO OLIVEIRA WSL: Because now this is done and this is in the text but you are on the implementation phase and it's in this implementation phase where things could be better in your words? It's not clear who will take the lead or both entities will run it? #00:26:39.9#

ID21: Both entities will run it and that's maybe okay in the beginning but you will need some challenges in your way, I think. #00:26:58.0#

EDUARDO OLIVEIRA WSL: If I can ask how, in your perspective, this is possible to overcome this challenge of weak leadership on the implementation of this joint regional plan? Do you see the entities coming together and deciding on the leadership to guide implementation or things will just go a bit also informally? How, in your perspective, can this be solved to some extent? #00:27:33.4#

ID21: I think you have to do what we have done all the years before. We simply have to cooperate on different tasks because that's the professional way, and also on the political level. It will always be ad hoc. We will do as good as we can to cooperate between different organisations and it will maybe be a bit easier with this common plan but you will not solve it before you have done something with a principle for the organisation of the capital area. That's my opinion. #00:28:36.9#

EDUARDO OLIVEIRA WSL: I have some notes here which I have to try to read. I also found curious the number of entities in the Oslo region, so the Oslo region is one thing which involves different counties, then we have Oslo municipality then we have Akershus county and other counties around. There are other alliances or regional alliances. I wrote here that we have Oslo municipality then Akershus then Oslo-Akershus with this joint program. There is an institution formal and informal, I don't know, called 'Oslo Vision'. #00:29:32.1#

ID21: Yes, that's who has made this regional plan. #00:29:40.3#

EDUARDO OLIVEIRA WSL: I printed out some things and then comes the Oslo Regional Alliance. #00:29:48.5#

ID21: That's the same. #00:29:49.0#

EDUARDO OLIVEIRA WSL: That's the same. Okay, these two are the same. They produced something called the Oslo Region Brand Management. #00:29:57.8#

ID21: Yes, that's another task or theme. They're working with aerial transport plan, this one, and then working with their branding with Europe... #00:30:22.6#

EDUARDO OLIVEIRA WSL: To position Oslo as a region. #00:30:24.7#

ID21: Yes, and some economic themes to add to it. #00:30:36.6#

EDUARDO OLIVEIRA WSL: There's Oslo then I print just the first page for me as well in the Oslo region. This, if I have it correct, then the Oslo business region. #00:30:49.3#

ID21: It's in the same family I think. I think so. #00:30:55.3#

EDUARDO OLIVEIRA WSL: Well, Visit Oslo is more on the tourism side. #00:31:00.7#

ID21: Yes. #00:31:02.5#

EDUARDO OLIVEIRA WSL: They take care of different economic aspects which also is not the core but also what is the relation between, let's say, Oslo, Akershus and Oslo region? Towards the future, is there any ongoing discussion to bring them together to some extent or things will follow pretty much as they are, Oslo-Akershus in the regional cooperation in land use and transportation, and the Oslo region also doing studies and preparing plans? Do you see in the future these entities coming together to some extent? #00:31:53.7#

ID21: No. I don't think so because this is a much greater area. It depends on what they now do with the county level. Maybe if they put together many counties around here then they have to but it should be... it's a big task or a big process with what's happened with these plans or these plans, it will be small questions. It's guess work as to what's happening. #00:32:40.5#

EDUARDO OLIVEIRA WSL: It will be more some political decisions and...?

#00:32:44.4#

ID21: Yes. It's better to have some of these plans in the bottom if they're going to build some new levels or put together counties, they can look at both of them but what they are discussing is to put together this Oslo region and an even bigger region for all the counties on the south east and a part called (? #00:33:24.2#). So, you have this and then a bit bigger. This is with the municipalities about 75 or like that. This is just the counties. That's the east side counties. I can find it for you if you want to have it. #00:34:30.7#

EDUARDO OLIVEIRA WSL: I can have a look as well and we can... and then you are familiar with the governance arrangements in the preparation of this plan or more on the implementation... or the implementation is an ongoing thing. I have this block of questions on the governance and so I will ask elements of governance before starting to think about this joint regional plan. I am familiar with the fact that this took quite a longer period to be prepared and I'm curious to know the interest groups involved within this preparation and what ideas they bring, what suggestions they propose to be implemented on this plan if it happens? Will estate agents, for example, who came to request an intervention to build a new settlement somewhere in the Oslo-Akershus area or the entities or interest groups involved in the transportation as well. Is it possible to provide examples of interest groups of key players and also give some examples of ideas, projects they bring to the table in these different working groups and actually on the preparation of Oslo-Akershus, the integration in this regional plan? #00:36:23.0#

ID21: Real estate, I can't remember that we were even in touch with them. They are in contact with the municipalities normally. Maybe some of the big companies making flats because they did say something about what we need to do to do something with the living areas, the housing market. You'll have to ask Alan about that. They were not involved in the earlier phase. They were after a while. I remember some of the syndicate representatives for transport associations and the same from the labor. #00:37:59.5#

EDUARDO OLIVEIRA WSL: Okay. #00:38:01.8#

ID21: Employers. The employer association met sometimes in the process and they said what was important for them for the transport is to make nice towns. On the urban sprawl, they were involved in discussing that we now have to build tighter towns to get public transport and not more cars. The enterprises can't get their materials on the road. #00:39:17.5#

EDUARDO OLIVEIRA WSL: Did you also start with some sort of working agenda, you mentioned, so you had preoccupations to avoid urban sprawl, you were aiming for densification in the city so this concept as a starting point of view, you started the preparation of this plan with some sort of working agenda. What I mean with working agenda is you mentioned that you have to try to overcome some challenges between Oslo and Akershus; urban sprawl, densification. What were these principles, the starting point principles of the regional plan? #00:40:04.0#

ID21: If I remember right, we started with these kind of principle discussions about urban sprawl and densification, public transport system, and without discussing special sites, we avoided discussion of the sites, the principles, yes, in the first years. I think so because we were afraid of obstructions because if you say, "We're doing it like this and not like this", some local interests will say, "No, no". So, it was a kind of principle phase and then a concrete phase in the later, end of the process. I think we tried to do the same discussion with organisations outside and bring them into the principle phase and then the concrete phase, yes. #00:41:45.8#

EDUARDO OLIVEIRA WSL: Okay, I'm getting it. Go ahead. #00:41:52.9#

ID21: That was important in the political part of the process specially to get the politicians involved in the principle discussion before discussing the concrete sites and solutions. That was dealing with both general themes about transport and use of spatial areas and also we had discussions about the freight system and cooperation between the different kinds of areas in the region, the central to get freight arrangements out of the core of the city. #00:43:41.1#

EDUARDO OLIVEIRA WSL: Ship containers and the trucks come in. #00:43:45.3#

ID21: Yes. All the logistic areas. #00:43:52.7#

EDUARDO OLIVEIRA WSL: Mhm. Also preoccupations with trade, small business, shopping malls is often a topic of discussion. The trader was also in mind during the... #00:44:13.5#

ID21: Yes, as a resource for the cities. We are talking about trade as... there's a long history on that, avoiding all these big shopping malls outside the cities. That was a theme going into this process and we tried to take this discussion together with the discussion about the logistic areas close to that. We also needed to find which areas are for regional logistic companies and these areas should not be areas for shopping or detailed shopping. We tried to make some general principles for that in this plan. #00:45:47.6#

EDUARDO OLIVEIRA WSL: In this more governance process, the key players were the municipalities? I mean the group in charge of preparing the plan, they interact more with the Mayors of the municipalities in this Oslo-Akershus and less with organisations so the contact persons were the municipalities or the contact entities, was it? I'm trying to express it in a clear way because then the municipalities involved participated more in the preparation of this plan? #00:46:40.2#

ID21: That was a great challenge for this plan was to get all the municipalities involved both professional and on the political level. I think this was a great enough challenge and they took it very seriously so they were involved from not the very beginning because the first phase was Oslo, Akershus and the state, but then when they made the (? #00:47:17.1#) for the process, they were very aware that the succeed factor for this plan was to get the municipalities involved as an owner of the plan in a meaningful sense. They also said they should take into the process a lot of organisations but it was clear for everyone that the most important thing was to give priority for the municipalities and also because the county levels, as I said, is not really focused in Norway so they are not queuing up to be non-governmental organisations, syndicates. They are not standing ready to join the process like that so in fact they had to focus on municipalities, the other one standing in the queue to

get into the process then it will be not a big thing as the other one. #00:49:02.7#

EDUARDO OLIVEIRA WSL: Because the municipalities in Norway, they also have a strong decision making capacity? #00:49:10.0#

ID21: Yes, of themes and especially the spatial decisions and all that's connecting the real estate management. #00:49:23.4#

EDUARDO OLIVEIRA WSL: Okay. The municipalities in Norway and then you tell me if it's different in Oslo-Akershus, they also design or they also prepare their own spatial plans at the municipal level? #00:49:39.4#

ID21: Yes, and that's a legal plan so it's extremely important. #00:49:45.9#

EDUARDO OLIVEIRA WSL: Legally binding. #00:49:47.1#

ID21: Yes. #00:49:47.8#

EDUARDO OLIVEIRA WSL: Where they define the size of the buildings, where to construct, or where to...? #00:49:52.8#

ID21: Yes, everything. #00:49:54.7#

EDUARDO OLIVEIRA WSL: It belongs to the municipality. The transportation within the municipality and then this more...? #00:50:03.6#

ID21: That's a problem because they decide in principle where the roads but who is responsible for the transport system is the state and the county and they pay the bill. The municipalities are responsible for the aerial planning and all of the real estate management and it's another one they pay the bill through the county level. The county pays for half of the public transport and the state pays half. The state pays for most of the rail. The county and the state pay for most of the roads together with the road department of course. #00:51:12.9#

EDUARDO OLIVEIRA WSL: Mhm. At this moment with this plan on the table, what the municipalities are doing. I mean, do they have to follow this regional plan or they are advised to follow when they are preparing their municipal plans? How is the relation between municipal plan and this regional plan? #00:51:44.2#

ID21: As I think it is, the regional plan is a formal plan of the law in the same meaning that the local plan is a formal plan but the local plan is exactly so this area is going to be used as a spatial area, this is a (? #00:52:26.5#) area, this is an industrial area, and they can make rules that say precisely what to use and how many parking spaces you are allowed to build and all of that. The politicians are going to run it and are responsible for deciding if you have... it's not clear enough. They have to decide how it should be. The county level plan or the regional plan is also a formal plan but it's not exactly. It's a principle. #00:53:19.2#

EDUARDO OLIVEIRA WSL: So, a bit more general? #00:53:20.4#

ID21: Yes, more general. #00:53:21.3#

EDUARDO OLIVEIRA WSL: It does not go to the detail. #00:53:24.2#

ID21: Then it depends on how the politicians use it, you see. #00:53:31.2#

EDUARDO OLIVEIRA WSL: Mhm. #00:53:31.8#

ID21: So, if they want to run it precisely as general rules, they can, and the county level is responsible to steer, or they have to give advice and steer the process with making the local municipality plans, so they have to say in the early phase of the process making a local plan. The county should say, "Yes, you have to be aware of that and that", and also the regional plan, and if they say, "We are going to change the plan at this theme", if it's not in the way that the regional plan says to do it, they have to say, "No, this is not a regional area of the regional plan", but then it depends on how good they are to make the politics and take response for the interest of the regional level. We have to see... but they have the same possibility earlier on the more not so clear regional plan but it was the plan, some elements of a plan, and we

send the same things to the professionals, and urban sprawl is not good for the transport system and not good for the regional interests, but they are very, very afraid of getting in touch with the local level interests. So, we have to see; do they run the plan or not but the way to implement this plan is to be very, very aware when the municipality is going to make their plan. That's the meeting point between the reality and the plan through the municipalities plans. #00:56:52.4#

EDUARDO OLIVEIRA WSL: Ah, okay. #00:56:53.6#

ID21: So, they are steering through the local plans. That's most important.
#00:57:04.9#

EDUARDO OLIVEIRA WSL: Yes. The implementation of this plan, it will happen through the municipal plans. #00:57:12.9#

ID21: Yes, and they even say that a local plan, that's in... it's not made in the way that the region... the new regional plan says it should be. It should be changed they say when they're making new plans next time but that's extremely difficult to do if you have given some interest, real estate interests some possibility to build, to take it back. That's very hard, so in fact what we... it's more realistic that we avoid new wrong things to do, to happen. #00:58:18.8#

EDUARDO OLIVEIRA WSL: In the past months because this was... it came on the public last December 2015 so in between, are you familiar with any conflicts that emerged between municipalities and the regional plan, and how do you deal with this? #00:58:51.1#

ID21: It's about urban sprawl mostly I think. What I see and talk about and write about is that this plan, they have picked out about 30 small towns that are going to be developed and focused on. Every municipality has got one or two or three towns that they are allowed to develop and they should not let the building sprawl outside or within 10-20% sprawl because it's happening inside where you begin to build earlier and that's the fact also that there are a lot of buildings being built here when they started to build an area. The plan says that you have to make city center in these

small towns with service, shops, and buildings, flats, and you should not build outside 1km from the center, they say. That's a principle. The municipalities are going to decide where these borders should go and there's a lot of discussion about the borders for the towns. What we see is a lot of buildings on the fringe and also outside and that's a discussion but if they only build outside here, you get nothing in the middle and if they think it's okay if you're building on the border and everything happens here, in the long run you don't get any town at all because you need to be interested in making this a core town, so that will be a theme I think in this discussion. #01:01:57.4#

EDUARDO OLIVEIRA WSL: Yes. #01:01:59.7#

ID21: If they wait five years, 10 years to start in the middle, they have not taken the regional plan into their heart. So, that's why I'm working to explain for our regional politicians why this is so important. We're working with them because they are to take these discussions here when they are taking into consideration the local plans. #01:02:47.7#

EDUARDO OLIVEIRA WSL: The local plans of course. #01:02:48.8#

ID21: We, through our politicians, shall give advice to the local level early in the process when making local plans. That's the idea but when the politicians are the ones that should give this advice, they have to understand it. #01:03:27.1#

EDUARDO OLIVEIRA WSL: Is your role to make the politicians understand how this is important? #01:03:32.1#

ID21: Yes. #01:03:32.6#

EDUARDO OLIVEIRA WSL: Otherwise then the regional plan will be somehow wasted if the municipalities don't follow it, don't get this original cohesion. #01:03:40.4#

ID21: I tell them, "It's okay to make some living areas outside there but it's not okay if

you lose this one. Just do this". I know this will happen, it has to happen. It's a lot of pressure, it's a lot of history and it's difficult to make towns. It's a long process but you have to start. #01:04:16.9#

EDUARDO OLIVEIRA WSL: Yes, because we are talking about new towns in a country where we have a lot of old towns coming from years ago and things have to develop in an organic way. Eventually here we are talking about new towns and you have to have new settlements. We are talking about new towns, I guess.

#01:04:47.9#

ID21: Yes, compared with, or to have towns in southern Europe, it's new towns. It has been shops or maybe local governmental house there or something that's not a real town. That's a real task for us to understand how to make a town. #01:05:20.4#

EDUARDO OLIVEIRA WSL: How to make it function. Regarding this, you want to avoid the urban sprawl and on the transportation side, I believe the aim is also to connect these new towns to the core city of Oslo for support of the commuters so the transportation issue is also on your daily agenda of working. #01:05:49.9#

ID21: Yes, it's our agenda all the time but also as a principle of the plan.

#01:06:02.0#

EDUARDO OLIVEIRA WSL: Mhm. #01:06:02.3#

ID21: So, it's included tightly in this plan. #01:06:06.8#

EDUARDO OLIVEIRA WSL: Yes. You mentioned the leadership and I have these two questions here, 11 and 12, which is sometimes difficult to explain is the role of the leaders. You mentioned that it's necessary to have this strong leadership to take the regional plan into action for implementation. Do you think the current leaders in Oslo-Akershus, and I mean from Oslo municipality or town hall, and the leaders in Akershus, and then we have the municipalities? So, I'm seeing here all the municipalities, Akershus and Oslo. How is there attachment to the regional plan? They are taking it seriously or the municipalities to some extent are taking it

seriously? In Akershus, they really want to get this through. How is the attachment to the leadership towards the regional plan according to your daily experience?

#01:07:26.1#

ID21: We have to see... we have been working with this plan for half a year but what I've tried to explain is that you have to understand the meaning of the plan to manage it after the plan is finished. Because the county level, in reality, is Akershus that do this work, as I say, there are two owners, two systems but it's Akershus that is in daily touch with the 22 municipalities. So, they are responsible for looking after the ideas and principles from the recent plan is being made into reality through the local plans. The success of the plan depends on how much the politicians understand and want to understand the meaning of the plan. #01:09:28.5#

EDUARDO OLIVEIRA WSL: Yes. #01:09:29.4#

ID21: Of course it's a lot of interest connected with real estate politics on the local level. There are some developers who want to build there and there, they should be very strong on the county level to depress some other interests that are not in the same way as the regional plan has decided. We have seen some examples where we said that this new building area is far from the transit system and we have a lot of transit system in this municipality which is easy to build or should be built. You should say no to this new area but they didn't do it some three months after this plan was decided. #01:11:06.7#

EDUARDO OLIVEIRA WSL: Okay. Yes, the plans of the... #01:11:10.2#

ID21: They have to do some exercises in how to manage this new plan I think. #01:11:25.0#

EDUARDO OLIVEIRA WSL: What we also see is a good number of other plans produced by Akershus, some of them I don't know how to... this one is 2016 but there are some sectoral plans here, one on the innovation and I think it is culture, so they are less spatial but to some extent it's possible to identify a line of action between these different sectoral plans is also to try to feed this regional plan to some

extent. #01:12:12.8#

ID21: You have an organisations that are responsible for different themes and all of them make plans. #01:12:25.4#

EDUARDO OLIVEIRA WSL: Akershus is quite big. #01:12:26.9#

ID21: Yes. So, at the county level, the main thing in Norway is higher education and transport. It has some small other things, some environmental things, but few tasks out of many. They are always on the local level or state level and dental health and culture, heritage, and some health policy, but the main responsibility is on the local level. #01:13:38.1#

EDUARDO OLIVEIRA WSL: Okay. #01:13:39.7#

ID21: Yes, so everyone makes their plans and I think in reality it's not so many interconnections between the other Akershus (? #01:13:57.3#) plans. I don't think that's a very important case or discussion. #01:14:09.3#

EDUARDO OLIVEIRA WSL: Yes, yes. #01:14:14.4#

ID21: It's more important for this and the other aerial plans. #01:14:20.9#

EDUARDO OLIVEIRA WSL: This one has the municipality plans. #01:14:23.3#

ID21: Yes, that's a very important thing. That's the most important thing.
#01:14:26.6#

EDUARDO OLIVEIRA WSL: Mhm, because in this, it's what it reminds about the new settlements and new urban developments will be located and so on. Close to the end, some other questions that I have already answered when I talked with Peter Austin in Zurich. My first talk with Peter was in Zurich three months ago and I already covered some of these questions. What I ask here on the land change which is also an important part, what types of land use are prioritized in this plan? Is it more for

housing, more for industry, for trade that you mentioned already the logistics? What are the main types of land that are priority in this plan? #01:15:27.9#

ID21: The main focus is the... the way we are planning is to find the right place to build houses and towns, and as a result of that we say the green... this is not an active... they have done some exercises on making knowledge about what's important green structures. Some work has been done on that but the most important thing is the opposite, to build tight, dense in the towns and in the cities to avoid urban sprawl. On the same note, finding the right... in some, you don't need a lot of areas to solve the logistic activities but if you let it be a sprawl on these kind of activities, it will be very polluted because you find it all along the roads. It's also not effective for the system. You have to cluster them together in some areas and of course that... we say that this is an activity that on a county level, the logistics are on the county level. They have to decide on a county level where is the most suitable areas to do that but it's the municipalities that are going to run it. The focus is on building central tight, avoid urban sprawl and we will change from building single housing to flats and then we say you'll use 10 times the area to build single house than building flats in towns. Today in Akershus, half of the houses are single houses, 30% are double houses, and about 30% are flats. #01:18:45.2#

EDUARDO OLIVEIRA WSL: Single houses for one family. #01:18:48.7#

ID21: It's the most normal, yes, so we have said in this process that we have all the single housing need for many years. #01:18:58.8#

EDUARDO OLIVEIRA WSL: Now you need the flats. #01:19:01.1#

ID21: We need to build the towns with mixed housing or mixed use and a lot of house inside, and we can go on with that for many years. If it works, we also solve the green problem because we don't need to build houses there. That's the kind of talking we have done. #01:19:35.2#

EDUARDO OLIVEIRA WSL: The examples of the... #01:19:42.9#

ID21: So, we said that if a lot of areas in the bigger small towns or the city cores that it's possible to build flats and housing is, for example, the areas that are used for logistics today, so if we have to get this into change the aerial use of it, you have to find some space for logistics outside the towns. #01:20:18.1#

EDUARDO OLIVEIRA WSL: So, if it's possible, can you also provide examples of these development projects that you are, to some extent, reusing a certain area, an area dedicated to logistics will now be recovered for housing. Do you have examples of this transformation or reutilization of certain areas within Akershus? #01:20:48.7#

ID21: We have some examples in Akershus but a lot of examples in Oslo, so that was one of the... I think that is one of the real interests of Oslo is to be sure that this process that we have started for some decades to move different enterprises and especially logistics from the center of Oslo to some clusters outside of Akershus and thousands, maybe 10,000 of flats in Oslo have been possible by moving industry around Oslo so therefore they have been, in this process and also in this older process that... there we have maybe more with it but they have taken it into this cooperation between Akershus and Oslo but moving out heavy industry, well not heavy industry but the kind of industries like breweries. There are no breweries in Oslo today. #01:22:23.9#

EDUARDO OLIVEIRA WSL: They are relocated. #01:22:23.3#

ID21: Yes. A lot of houses in the old brewery areas in Oslo today and there's now one big brewery in Akershus making all the beer, for example, post-center outside of (? #01:22:42.4#) here. #01:22:44.6#

EDUARDO OLIVEIRA WSL: Mhm. #01:22:46.1#

ID21: Some here. #01:22:49.0#

EDUARDO OLIVEIRA WSL: I notice on the days when I was walking around and we can see a lot of construction ongoing here mainly in Oslo and near to the opera house as well where all these new bar codes, urban projects, so this area was also

an example of this reutilization or re-use of the space? #01:23:19.2#

ID21: Yes, I think so because the harbor area, harbor and road area, so it's not been possible if you hadn't got the harbor out from that but in this case, the harbor was moved inside Oslo to a modern harbor a bit south, but it could be. #01:23:46.9#

EDUARDO OLIVEIRA WSL: This is one of the main interests of Oslo? #01:23:49.0#

ID21: Yes, I think so. They are interested of course in the whole system but this is a more hardcore interest of Oslo. #01:24:05.0#

EDUARDO OLIVEIRA WSL: I have also some examples from Peter Austin. I will talk with him again this afternoon and I have more questions on Oslo. One of the final questions is, so you think this regional plan is really a fundamental in current times for the development of Oslo-Akershus and it definitely is an important instrument for the regional planning in the region? #01:24:47.0#

ID21: I think so because as I said, it's a challenge that we have with two different steering systems, professionals, especially on the political level but the most important thing with this plan is that it's a clear plan that's explained the measures; where are we going to go, how we're going to go there, and the aerial issues and the transportation issues are explained together. So, yes, this kind of plan is not better than the decision makers understand. Here is the first time it's possible for them to understand some of the main principles. I think that's the most important thing but they don't make any solution on the steering dilemma. The dilemma is there still that it's maybe easier to make decisions but it will be better without it. Yes, that's my opinion. #01:26:22.7#

EDUARDO OLIVEIRA WSL: Yes. #01:26:27.0#

ID21: It's easy to be a dead plan because it's difficult to make it new, updated and work and you have no bureaucracy working on it so you have Peter there, me here, so we have to go together and try to do. #01:27:08.1#

EDUARDO OLIVEIRA WSL: Do your things but also respecting the political side.
#01:27:13.6#

ID21: Mhm. #01:27:14.6#

EDUARDO OLIVEIRA WSL: Yes, this is something. Okay, I'm building the picture and I think with the next talks, I can better understand Oslo-Akershus because the aim then is to do comparisons with my other case studies, so I'm already building this picture. #01:27:38.5#

ID21: It's difficult to measure today because it's so new but it will be a challenge compared with the others, for example, Stockholm in the long run I'm sure. It's who should think that you can solve basic organizational problems with double leadership through a common plan. It will help but it's not a solution. #01:28:20.8#

EDUARDO OLIVEIRA WSL: Yes, and then eventually to get this through a common entity will facilitate the management of this plan. #01:28:35.9#

ID21: It will help I think, yes, and there are other dilemmas too when we have a situation that the municipalities make the physical plan and decide how to manage the real estate policy and all of that, and they don't pay the bill for the transportation system. That's also a dilemma without solution even if you had common leadership of the regional area. So, it's more... it's a lot of challenges to overcome this. If somebody always paid the bill for long distance commuting, for example, why can't you build a lot of cities outside the core of the region? #01:29:50.6#

EDUARDO OLIVEIRA WSL: Yes, and you have to go and explain why it's important.
#01:29:54.1#

ID21: Yes. #01:29:57.4#

EDUARDO OLIVEIRA WSL: Well, alright, unless you have something else you want to tell then we can conclude and finish this talk. It was very nice. If you have some other notes that... #01:30:14.9#

ID21: Now I'm working with the implementation of this plan from the transport organisation here in Akershus, so what we are discussing is that it's important to make the local decisions and policy visible to get the county level and the local level in contact in the same way that I see and understand the principles. They also have to see what in fact they're doing, what kind of... in what way are they working with their town development plans and what really happens there and there and there to make it more a living process. I think that's important for the understanding and the interest to follow the plan. #01:31:56.6#

EDUARDO OLIVEIRA WSL: Yes, the decision and higher impact of the plan on the development, on the local development. #01:32:03.7#

ID21: Yes, both ways that the locals see what we are working with and struggling with, and that the money for transport is not endless. We have to decide where to use it and our politicians have to see which municipalities really work with the town making and what do they need for help to implement or succeed in their work. #01:32:52.5#

EDUARDO OLIVEIRA WSL: Well, thank you for your time. #01:32:58.7#

ID21 Oslo 19 August

ID22 Oslo 22 August

ID22: This is the situation we have here. There's a standard set of maps for every city that we looked at, all 37, and this shows the city boundaries. The actual built area is just the dark bit in the middle. It's only one third of the total space because we have all of this forest and here you can see Akershus around which is the very scattered settlements. The regional collaboration we have is in three levels; Oslo, Oslo and Akershus, and then we've got the Oslo region. We also have the East Norway region which is vast. It's bigger than Switzerland in land area. There's only 2.5 million people there so it's not very big. It's a lot of forest. Well, you can see here the settlement atlas, there's very few people living in this area. #00:00:54.3#

EDUARDO OLIVEIRA WSL: Yes, it's more concentrated in the core city. #00:00:56.8#

ID22: It is trying to build a wide... the Eastern Norway region doesn't have Oslo in the title but Oslo region does. It is consciously focused on Oslo, building an Oslo identity for the whole region. #00:01:12.2#

EDUARDO OLIVEIRA WSL: Yes, they work more on the identity. #00:01:13.7#

ID22: This is why there's this branding thing which is very important because it's a challenge. You have this little municipality maybe 100km away so why should they say, "We're part of the Oslo region", "We're not, we're our own little region". By taking this identity question, it's a wider benefit. They're very focused on the economic... #00:01:36.2#

EDUARDO OLIVEIRA WSL: More economical aspects. #00:01:38.1#

ID22: Yes. #00:01:38.8#

EDUARDO OLIVEIRA WSL: I'll ask about the relations between these entities; Oslo as a municipality, as the most important municipality in the region, Akershus commune or entity... #00:01:56.1#

ID22: County. #00:01:56.6#

EDUARDO OLIVEIRA WSL: County, and I'll also ask you about the relations between these entities to ascertain goals. You have this joint regional plan, the one we focus more when we talked in Zurich more on land use, transportation and spatial dimension, but what are the relations between the other entities? Are they familiar with this joint regional plan? Are they familiar with your goals or is everybody just doing what they have to do? #00:02:34.0#

ID22: We have a phrase in Norwegian called (? #00:02:40.3#) 'the soldiers of (? #00:02:44.0#)'. If you go down to the square in the front by the sea, there's a statue of a man from the 1700's. He was a general and it was a time when Norway was part of Denmark and it was defending itself against Swedish people. The Swedish people came in to land here and he sent his soldiers down. The Swedish people said, "We can't go there because there's soldiers there", so they went further round and the soldiers went around and the same soldiers were there so wherever the Swedish came, it was always the same soldiers. So, they say it's (? #00:03:18.4#) soldiers – it's always the same people. #00:03:21.3#

EDUARDO OLIVEIRA WSL: Yes, yes. #00:03:23.3#

ID22: So in (? #00:03:23.8#), you will meet in the Akershus regional plan, in the Oslo-Akershus discussions. He will be there in the discussions in the Oslo region, and I'm in the same position. We have the same key people taking part in all of these different levels. That's part of your answer, and in that way, these things are being coordinated. The information flows between the same people so it's about personal contact, networking. Our networking is really the key to this. #00:03:56.4#

EDUARDO OLIVEIRA WSL: Yes, to get the things done. #00:03:57.2#

ID22: Yes. Now, there was a strategy before this which was produced in 2008. This is a new one for the Oslo region, the wider Oslo region, and that strategy had the same goals, the same political objectives as this document here, exactly the same

ones. When we started to work on this one, we organised a politicians meeting for them and they said, "What would you like us to do? What would be the basis for this plan?" and they said, "Well, we want to do this, we want to do that", but then they said, "Hang on, what about this regional strategy we already have? Can't we just say these goals would apply for Oslo and Akershus. Our job is to make them substantial, to give them a content". So, in fact it's exactly the same objectives here, the (? #00:05:06.3#) is the joint goals. It's the same as here. So, that's where the consistency is and the idea is because it's all the same stuff. The core of this thinking came out in 1992 as I may have told you before following up from the Brundtland Report and the national policy guidance for land use and transport in all of Norway which was obviously very clearly targeted on the questions in the urban areas. So, this is the same song, the same chorus all the time (laughing). #00:05:52.0#

EDUARDO OLIVEIRA WSL: The sort of starting point for this joint regional plan comes from the Norwegian national government? #00:06:02.1#

ID22: They told us to do it, yes. #00:06:03.1#

EDUARDO OLIVEIRA WSL: They told you to do it and they knew you would get together, picking up your experience, and then you decided to make this cooperation more formal? #00:06:19.1#

ID22: Yes. Well, I think we recognised that the only way to produce this document in accordance with what the government wanted was to follow the legislation and produce a joint regional plan in accordance with the planning legislation otherwise it would have no meaning. I think especially the politicians in Oslo, you said based on our experience, our experience was that while we had these national policy guidelines since 1992 and still Akershus was dominated by a lot of scattered development, not much concentrated development around these transport interchanges, so even though we'd had the national policy guidelines for 20 years, the development was still going... nearly 30 years, this development was still going in the wrong direction, so we said we have to have something which is going to be more binding, that's going to tell politicians what you have to do otherwise the answer will

be no. You cannot carry on building scattered developments around the countryside. You cannot carry on building shopping malls out on the motorway. #00:07:33.5#

EDUARDO OLIVEIRA WSL: So, avoiding urban sprawl? #00:07:34.4#

ID22: Avoiding urban sprawl, yes. That's the main thing. #00:07:37.0#

EDUARDO OLIVEIRA WSL: That was the main preoccupation, one of the main preoccupations? #00:07:42.0#

ID22: Yes, and thereby making the use of the infrastructure much more effective and much more focused. #00:07:51.7#

EDUARDO OLIVEIRA WSL: If I understood correct then the implementation of these regional plans, it will be through the municipalities because they have to develop the local plans and the local plans in Norway, they are legally binding. At this moment, where this regional plan stems are out there since December last year so we have now eight months after the release date if I can say it like this. What happens, or what is going on at the moment regarding the implementation of this regional plan? The municipalities are doing their development plans or they don't have to do it now, and when they do it, they have to follow this regional plan, and how both entities coordinate this action plan or implementation process of the plan? #00:08:58.9#

ID22: According to the legislation, a regional plan gives clear direction for all planning at all levels of public administration; the national level, the regional level, and the local level. So, the idea is that this regional plan will be instructing the government what it has to prioritise, the national government. It will of course be instructions for ourselves in Oslo as a regional authority and municipality, and for Akershus when it invests in public transport for example, and it's an instruction to the municipal planning authorities which for us is also the same in Oslo but we also have these 22 municipalities in Akershus within the binding land use planning. Now, spatial planning in my view is not just land use planning, it's also about transportation and it's about the whole migration and housing. It's all of these questions about the way localization works. #00:10:03.3#

EDUARDO OLIVEIRA WSL: Activities as well? #00:10:04.6#

ID22: Activities, everything, yes, businesses, the whole thing. So, all of these things were reflected on in producing this plan. Now, the way this is substantially being followed up at the moment is that there are important strategic discussions and soon negotiations now happening where Oslo and Akershus are in the driving seat. It is our plan and we're pushing it forward. There are negotiations with the national government where we are trying to persuade them that this is not going to work unless they do this and this and this in their national policy guidelines for localization of national institutions, hospitals, police stations and whatever, unless they prioritise the right amount of money for the transport as we see being necessary, more money for the railway tunnel through the center, more money for bus stations out in the communities and all of these things. This is national funding and it won't work unless the 22 municipalities in Akershus and of course ourselves do the land use planning in accordance with this. Now, the negotiations with the municipalities in Akershus are now happening. The planning process... for each municipality, they have a planning process for a strategic plan in two phases. First, you have to do a planning strategy which is defining the main issues and the main directions that you want to take and then once that is approved, you can then... it's not obligatory but you can then produce a new, revised land use plan which will be legally binding. If you don't produce a new one, you'll still have the old one which is legally binding. This process has to happen in each election period which is four years. Now, this was produced just after the last election. It was approved by the new parliament in Oslo and the new parliament in Akershus, the new ones, and already now we're seeing... in my mailbox here are the first drafts of the planning strategies from the 22 municipalities. They're being sent to us for comments and maybe approval. We don't approve it, they approve it but we can say, "We like this, we like this, but please remember that and that", so this is the process that's now happening. So, the negotiations with the government, they are now happening this week. We have a meeting with the government planning department. Before the summer, there were big negotiations with the transport authorities. (? #00:12:52.0#) was involved with this about how they would allocate the funding for the railways, roads and metro system, so this is now being pushed forward and saying, "We have to do this, this and this". You don't see

substantial implementation on the ground yet because, as you know, this is a very strategic thing and things take time. Even though we've got a market that's cooking, boiling and pushing all the time, we say, "Yes, but do it in the right way in the right place", which means you have to get the strategic framework right, the strategic framework for the government and for the municipalities. One thing I'd like to print out for you before you leave, we had a report produced just before the summer. The government planning department, the planning authorities at the government level, they are producing what they want to call an 'urban development agreement' with each of the four big cities in Norway. I say big (laughing), you understand. These are the four cities in Norway, and they want to have this planning agreement already based on the kind of stuff we have here. In our case, we say, "Well, we have this plan so what do we need?" The other three cities don't have such a plan but they can say, "This is what we want to have in the agreement" and I think, 'What do we want to have in an agreement, what's new'. So, just before the summer, we finally got a study. We got some researchers to do a piece of work looking at what the national government should do to make this work. #00:14:41.7#

EDUARDO OLIVEIRA WSL: To give some more strength to it or...? #00:14:46.5#

ID22: Yes, because the national government has always said, "This is what we need. Akershus and Oslo, very nice, thank you very much. You're very good and this is the right thing". That's nice, but if we're going to get this to work then you and the government have to do this, this and this otherwise it's not going to work. They've come up with a number of proposals. I'll print you out the English summary because it's very interesting. It's just two or three pages and it's very interesting because it suggests, for example, and you're familiar with this with all the countries you've visited (laughing), national government has big, strong, sectoral interests. You've got the road sector, you've got the hospital sector, defense and all of these big national functions. The financial system on top of it all which is defining things in terms of money. This plan is not about all of that. This is about really quite specific local questions but they won't work if these big sectoral interests are all driving in their own direction. Every country has experienced hospitals being built in the wrong place in relation to where the transport system is. Every country has experienced a police station that doesn't come in the center, it comes out in the suburbs, but why?

There's a number of reasons. Sometimes it's about money, sometimes it's about well there's the land so why not. There's a building there that's vacant, and sometimes it's because the doctors all say, "Well, we want to have a nice view from the hospital we work in". Whatever, I don't know. So, what the researchers have found is that the government has two guidance policies; one is a policy guidance in the Brundtland Report which is telling everyone to do this, and the other one is internal guidance going to all their sector administrations for localization of new institutions. Now, sectoral guidance says you find a cheap plan, you build it in accordance with the technical requirements, make sure there's parking for all the people working there, good access, good aesthetics, but it's not referring to the land use and transportation policy. They're two totally different documents and the others say, "Well, this is sectoral guidance so we'll use the sectoral guidance". The researchers have said, "Look at these two things together. The guidance that we're telling everyone else to follow should be the same as the guidance we're telling ourselves to follow". So, we're going to be meeting our government officials this week to say, "Look, you can't have two lots of guidance. You can't tell the hospitals to do one thing and tell us to do something else. We have to be doing the same thing". So, that's just one kind of issue that's come up and it's very important. This is a strategic question. You don't see the results tomorrow but maybe in 10 years, you'll see more of the government services in strengthening the town centers instead of pulling the development out in an urban sprawl. #00:18:05.2#

EDUARDO OLIVEIRA WSL: The main aim is to create this... make the towns and cities around stronger than what they are at the current time. #00:18:14.9#

ID22: They want to strengthen the towns and cities, yes. That's exactly what we want to do. #00:18:18.6#

EDUARDO OLIVEIRA WSL: One of the additional questions that I wrote here is... or I wrote them yesterday because I saw yesterday or the day before an ambulance that says, 'Oslo Akershus' and then this caught my attention as something that people see. This will also play a role in their memory so the ambulance is not from Oslo, it's from Oslo Akershus so it's not from the city, it's from the bigger territory. Are there other examples of these daily life interventions under the name 'Oslo Akershus'?

#00:18:56.1#

ID22: No. Oslo and Akershus, they are two separate political bodies and they have rather separate identities because of that. #00:19:07.6#

EDUARDO OLIVEIRA WSL: Okay, and this thing is creating barriers somehow? #00:19:13.3#

ID22: It does in people's minds. I think what we find is that... I have to be careful how I say it but in previous times, we haven't had much experience yet with the new politicians so it may change but in previous times, I think we've seen that it's easier to get an agreement between the Oslo politicians on the left and the right, the Conservatives and the Labor party, than it is to get an agreement between the Oslo Conservatives and the Akershus Conservatives. Territory is more important than party. Not all the time, but I think this is an important aspect. The territorial identity becomes more important and the same in Akershus. You find the Akershus politicians supporting each other on issues where they have a common territory, even though they are from different parties in opposition to the big brother in the middle, Oslo, where they all say they want this, you know (laughing). So, it's an interesting dynamic. That's just the political arena and that doesn't necessarily reflect the situation today but I think you can always find cases where they may be like that. I think I people's minds... I mean Oslo is the city and Akershus is, for a lot of people in Oslo, they have had no contact with Akershus at all, absolutely none. #00:20:46.1#

EDUARDO OLIVEIRA WSL: If they don't have to do a thing there. #00:20:51.4#

ID22: The most contact they may often have is they walked in the forest and they happened to walk into Akershus but that was because they walked a long way in the forest (laughing). They go through Akershus to get to the mountains. They go through Akershus to get to Sweden and the rest of Europe (laughing) but there's not many places in Akershus where there's a reason to stop, seen from Oslo. I live in Akershus so I know this very well. People in Oslo don't stop in Akershus for anything unless there's a big shopping center which has a special offer for very smart leather jackets that week or something (laughing). People come from Akershus to Oslo to do

their shopping because of course Oslo has the urban qualities which we don't have in Akershus. #00:21:36.6#

EDUARDO OLIVEIRA WSL: It's urban life, these period urban spaces. #00:21:38.3#

ID22: All the culture and very specialized shopping. Yes, the urban, the feeling of being in a city. So, I think there is a different identity. I think you see less of that... we have, what we call in this plan, the urban belt. You know this map. There are no formal boundaries here. I mean you can see them on my map here, the green line shows the boundaries but I mean Oslo, the physical, the morphing version of Oslo goes way down here. This is Akershus. So, in fact one third of the people who are living in the physical city of Oslo are actually living in Akershus. #00:22:53.6#

EDUARDO OLIVEIRA WSL: So, Akershus... I thought this was... #00:22:57.4#

ID22: This is the county, this is Akershus all inside here, and then outside here is another county. This is called (? #00:23:04.8#) then you go south and (? #00:23:06.9#) and then you go further down and you're in Sweden. #00:23:09.4#

EDUARDO OLIVEIRA WSL: Yes. #00:23:11.1#

ID22: But then you go north to Sweden and to the mountains. This is quite a useful map. You can take a picture of it if you want. #00:23:26.7#

EDUARDO OLIVEIRA WSL: Then also if you look outside... I look around quite a lot and I see these new urban developments' here which you call the bar code with nice buildings, and we have this area on the right, so we have this square here and these urban developments. I think you conquered some water or views over the water. It looks like a bit of Hamburg style. #00:23:51.7#

ID22: It's an old harbor, yes. #00:23:57.6#

EDUARDO OLIVEIRA WSL: Is this a result of Oslo city decisions? #00:24:04.7#

ID22: Yes, yes. #00:24:05.0#

EDUARDO OLIVEIRA WSL: Isolated or also in line with the regional plan? I'm trying to understand it. #00:24:11.5#

ID22: Well, this regional plan is new. We had no regional plan before so this decision was entirely Oslo. Akershus was not involved at all. In fact, when these decisions were made, I was working in Akershus and a lot of my work then was saying, "We need to have a better dialogue with Oslo", and we heard about these discussions about the harbor and we said between the administration, "What are you talking about with the harbor", and they said, "It's not your business". #00:24:44.3#

EDUARDO OLIVEIRA WSL: Ah, okay. #00:24:45.8#

ID22: Even today, I think it... one of the challenges which we are trying to raise with our politicians and it's an important challenge, and from both sides, it's the same in Akershus, is actually saying, "Well, look, we've got this big strategy in Oslo for something. This is not in Akershus but maybe you would like to know and maybe you would like to comment on what we're doing". It doesn't really happen much in Akershus either apart from in the municipalities when there's a big plan for something. It's quite a new way of thinking for Oslo to actually invite the neighbors in to say, "This is what we're going to do. This is what we want to do". You can see the big development just down here which is going to be a huge new national museum. We're going to concentrate the content of four different national museums; the national art gallery, the cultural history museum and two others. It's all going to be in one big building. I would say that's a strategic development which should have been of interest to Akershus but of course is not an issue with Akershus. They didn't have any comment on it at all. #00:26:01.6#

EDUARDO OLIVEIRA WSL: They understand it as an Oslo thing? #00:26:05.7#

ID22: It's an Oslo thing. It's a capital city thing so it's ours. #00:26:12.7#

EDUARDO OLIVEIRA WSL: I can see a lot of construction around the city. I went to

this cultural park, not the Vigeland but the other one, more in Hackenberg.
#00:26:20.5#

ID22: It's nice there. #00:26:23.0#

EDUARDO OLIVEIRA WSL: I always like to take photos of the overview.
#00:26:25.5#

ID22: You'll get a view from there. It's a nice view there. #00:26:27.5#

EDUARDO OLIVEIRA WSL: Yes, it's a nice view. #00:26:29.6#

ID22: You can see so much development going on. #00:26:31.1#

EDUARDO OLIVEIRA WSL: Yesterday morning, I did some jogging all around, 10km here and I can see a lot of construction. It's about land and land use which we are very interested in. Oslo planning and urban plans in Oslo city, at the moment, they also have to be in line with the regional plan as in other municipalities in Norway.
#00:27:00.3#

ID22: I think the feeling in general and it's 99% correct that nearly all the planning and development that's done in Oslo is almost by definition in line with the regional plan because the way this regional plan has been formed is the way Oslo has been doing it's planning for 15 years. #00:27:24.1#

EDUARDO OLIVEIRA WSL: Because you put a lot of energy on these? #00:27:27.2#

ID22: Well, not just that. The municipal plans in Oslo, you have the new one that was agreed at the same time as this one but we also have them from 15 years ago. We have a strategic municipal plan which has said the same thing; concentrate the development on the stations, around the metro, strengthen the city center, transform the old industrial areas in the center. This is exactly the same. Oslo has been doing this all the time. One reason for that, as I probably told you before, is that because Oslo is a regional and municipal authority, we have the land use planning which is my

department but we also have all the public transport which is the department upstairs. They have all the public transport. Now, Akershus is different because the municipalities do the land use planning but Akershus county does the transport so they're not in the same building. #00:28:25.6#

EDUARDO OLIVEIRA WSL: The national government surpasses the transportation in Akershus 50/50? #00:28:34.0#

ID22: The national government does all the railways and it does the big highways but the county does all the rest. In Akershus, it's mostly buses and most of the other roads. #00:28:46.5#

EDUARDO OLIVEIRA WSL: And here in Oslo, it's about the trams? #00:28:49.8#

ID22: Oslo have all the trams... all the transport apart from the heavy rail and the big motorway ring ways. The motorway roads are national but the heavy rail is all national. The metro system in Oslo is huge for a city this size. I don't know if you've used it. #00:29:11.1#

EDUARDO OLIVEIRA WSL: No, only the trams, not the metro. #00:29:13.6#

ID22: Yes, the trams are obvious because they're above the ground but the metro is a huge capacity. It's a very, very strong piece of infrastructure and that's been there for 50 years. It was always developed by the city and owned by the city, and its part of the regional transportation system so Oslo has this metro system which is always a big development. We now have a metro ring which links the northern part of the city to the center in a very nice way, and going up in all the different corridors. It's a huge capacity and that gives a very good framework for concentrating the new development or transformation of the areas. So, the new Oslo city plan, do you have that? #00:29:59.5#

EDUARDO OLIVEIRA WSL: No. It's this one? #00:30:03.6#

ID22: No, no, that's the harbor. #00:30:05.7#

EDUARDO OLIVEIRA WSL: It's just the first page or the second page. #00:30:07.5#

ID22: That's just the harbor city. This is the old harbor city plan. #00:30:12.2#

EDUARDO OLIVEIRA WSL: Because we are here. #00:30:13.4#

ID22: Yes. We're here. #00:30:14.4#

EDUARDO OLIVEIRA WSL: Ah, this is the new harbor city. #00:30:15.6#

ID22: This is just the harbor. #00:30:16.3#

EDUARDO OLIVEIRA WSL: Ah, yes. I walked around there yesterday. #00:30:19.0#

ID22: Yes. #00:30:19.6#

EDUARDO OLIVEIRA WSL: They have fabulous houses, quite expensive as well.
#00:30:22.4#

ID22: I'll send you... we have a city plan which is much more... #00:30:30.7#

EDUARDO OLIVEIRA WSL: Detailed? #00:30:31.5#

ID22: No, it's more strategic. It shows the whole city, a plan for the whole city.
#00:30:41.7#

EDUARDO OLIVEIRA WSL: That's fine because online, you also have this geographic information system with several maps which the citizens can openly access. #00:30:56.5#

ID22: Open access. #00:30:58.4#

EDUARDO OLIVEIRA WSL: The citizens can download some maps. #00:31:04.0#

ID22: Exactly, yes. For example, and you can't take this with you but you can have a copy. This is the city plan from 2000, 15 years old. There's no legally binding plan for the municipality, no single legally binding plan, so Oslo is the only municipality in Norway without a legally binding land use plan but there is this strategy, a land use strategy. The land use strategy was revised on this basis every four or five years and they kept exactly the same structure and exactly the same principles. There were some changes because there were new investments on the metro and things. This is where the railway line goes along here. This is the metro line and this is the motorway here. The main developments already here at the metro interchanges and the railway stations. This is the metro stations along here. This is where the development is going to be, and this is a new area for transformation right close to the city center with a lot of metro connections. So, this was the main strategy then and of course for the center. #00:32:46.4#

EDUARDO OLIVEIRA WSL: And then the current plans still keep following this...? #00:32:50.0#

ID22: The current plan is using the same principle but it looks a bit more different. I'll print one out for you. You can have a copy of this because you can see how it's changed from 2000 until 2016 but this is interesting. These are the same principles as we have in this. So, the idea really when this plan was produced was to say, "Look, we've done this before. Let's just expand it and cover the whole of Akershus. You can see that the graphics are similar, that it's strategic. It's not detailed. It's just saying, this is where we want the development to be concentrated, and this is explaining how and so on. Then linked to this in Oslo, there's paragraphs about the legal requirements for development in these kind of areas. So, this is a very important... well, this is where this way of thinking really started in Oslo which was eight years after the Brundtland Report but it was that thinking and implemented within Oslo. Within Akershus, they didn't have anything like this, so the idea was to tie this together into a single document. #00:34:01.9#

EDUARDO OLIVEIRA WSL: Of course, they use a lot of knowledge also in the preparation of this. #00:34:08.1#

ID22: Yes. The regional plan was very dependent on working together between staff in our planning office in Oslo together with staff from some of the municipalities in Akershus. They worked well together. #00:34:21.3#

EDUARDO OLIVEIRA WSL: This action plan is to support the implementation or the management of this regional plan. How does this...? #00:34:32.9#

ID22: We're using that and following it up in the way I explained. We're discussing, negotiating with the national body to get agreements for that. We're working, especially Akershus is working very closely now with the municipalities to try and influence them in the direction of this plan. Our aim in Oslo is not to have a direct influence. We are more outsiders but they will all send their proposals to us and we will comment, and what happens in practice is they send their proposals to Oslo for comment. We get a lot of studies from our planning department which is not here. It's somewhere else and there's 400 people working there. It's a big planning department. They send their proposals here and I will put that into a letter and my politician who sits right through there will sign the letter and it will go out. She will change it sometimes but she's very bright. #00:35:34.0#

EDUARDO OLIVEIRA WSL: Mhm. #00:35:35.6#

ID22: And the guy before her was really bright. It's just the way it works. So, then their comments will go out and if one of the municipalities are outside, let's say, in football you have a red card. You have a yellow card, say I don't like the way you played but you still carry on playing but with a red card, you're out, yes. In planning, we can serve a letter when the politician says, "Well, I don't like what you're doing but you can still carry on", or you can send a red card, "The plan is stopped". #00:36:08.7#

EDUARDO OLIVEIRA WSL: Yes, that's quite strong. #00:36:10.8#

ID22: It's a very strong card and in Norway, we have a red card which the municipalities can use in relation to each other, to the neighbors and which the

national and regional authorities can use for the municipalities or to developers as well. So, if one of our neighbors says, "Well, we don't actually like what you're doing", if one of my neighbors is doing something that is not in line with the plan then I can write a proposal in a letter to my politician to say, "Well, this is so bad, we can actually use the red card", and she'll say, "Wait a minute, I'll ring them first and say we're thinking about using the red card but I know you don't like that, so have you got any other proposals and maybe we can discuss it first". They'll say, "Yeah, okay", or else they'll say, "No way, this is what we want to do", so if there's a red card then it goes to somebody else to decide and it goes further up the system for negotiation. So far, there have not been any cases where Oslo has used the red card to its neighbors but there have been cases where the neighbors have used the red card to Oslo, very recently (laughing) so there was a lot of discussions and so on. It was negotiated and there was an agreement. #00:37:33.3#

EDUARDO OLIVEIRA WSL: Is everything starting from the principle that you use the dialogue quite a lot which is different from other cases in Europe. South Europe has a different scenario. #00:37:47.2#

ID22: It's all about discussing and networking, yes. This way of working, this is the conclusion in this Euro cities report. Investor relationships getting the ground work started, partnerships take time. The important message is to right away start working on a long term trust based relationship between the authorities within the functional urban area. If you don't have that then it just becomes a shouting match. If I shout louder than you then I win, if you shout louder than me or you've got a bigger gun than I have then you win but it's not the way to resolve these things. Especially in an urban area, you have this big problem of asymmetry which I suspect I've talked about before. I did a lot of math's at school and one of the really totally insolvable questions is there's always a strong asymmetry. Symmetry is when you've got a mirror and it's the same on each side but this will always be asymmetric. You've got the big city in the middle and lots of smaller municipalities. It will always be asymmetric. #00:39:22.3#

EDUARDO OLIVEIRA WSL: Oslo will keep growing and developing. #00:39:26.0#

ID22: Well even if both sides are growing, you've got asymmetry in the political structure because you've got 22 municipalities, each with their own local agenda of looking at the trees, looking at the cows. We don't have any trees or cows (laughing). We've got the capital city as well which is even more important. There are so many things that are different and it means you can put the mirror there and you've got 22 people there and one big guy here. It creates a challenge in building that trust which means you really have to talk and talk to be able to find the common agenda because otherwise there'll be so many things that can lead to mistrust. #00:40:11.3#

EDUARDO OLIVEIRA WSL: At the present, all of these 22 guys see this regional plan. Could you imagine they accept it, the preparation in different phases, but at the current times the Mayors or the leaders, how have they been embracing this regional plan? #00:40:38.3#

ID22: Yes. We've discussed it a lot. I think we had a formal consultation for the draft, final draft document for this. There's been a full consultation which lasted for half a year. All the municipalities could say what they thought before the final decision was reached and most of them embraced it. most of them said, "Yes, we can support this because it's clear and it gives clear rules which will be the same for everybody. We know if we break these rules, we'll get a red card". We have to accept that and then we have to accept that our neighbors will also get a red card so there's not competition. It's the same rules for everybody. If you're playing football and your backs can kick the opposition in the leg but if your forwards don't then it's not fair. Everybody has to get a red card for playing a foul. #00:41:36.3#

EDUARDO OLIVEIRA WSL: The rules here are also quite solid. #00:41:38.0#

ID22: It's the same for everybody and that's a level playing field which is very important. I think they were glad for that. I think the administrations were happier than the politicians because the administrations said, "This is what we've been arguing for all the time and now we have a regional plan that will give us backing to support our arguments". The local politicians, I think they were... the reality in most small municipalities is that there are few big land owners, few big land owners. I

think it's the same in a lot of countries. A few big land owners, they control a lot of what really happens. I wouldn't call it corruption because it's not necessarily corruption. It's not necessarily politicians being paid to make decisions but that is obviously corruption. I don't think that happens here but they know each other quite well and it's very difficult. If there's one big land owner who owns land in the center of town and he/she also owns some land out there and they say, "I want to build some houses there", but if the politicians say no, well in that case you can't do anything in the center either. This happens. They have a lot of power and I think they're very close with the people who make decisions. The elected people make decisions and the land owners have to make decisions to invest or to choose to start a new plan. #00:43:19.9#

EDUARDO OLIVEIRA WSL: So, the land owners are the key players in the... #00:43:22.7#

ID22: They are the key player, a very, very important player, and I think the relationship between the big land owners and the local politicians is quite complex. We haven't looked at that very much but that's the reality. If you talk to most of the municipal planners, that in fact is the reality behind a lot of the decisions that are made. We haven't been able to deal with that but I think the local politicians feel that having a clear plan like this will make their work easier. #00:43:51.8#

EDUARDO OLIVEIRA WSL: Because they can argue against some land owned matrix. #00:43:53.6#

ID22: They interact with the regional policy and this is the regional policy for this region, for competitiveness, for social cohesion, for the environmentalist use. This is why we have the regional plan and it gives them a stronger card to play, I think. #00:44:11.8#

EDUARDO OLIVEIRA WSL: I think we haven't talked about this element I would like to bring up. If one of these land owners goes to talk with a mayor or a local politician, then the local politician will eventually come here or goes to Akershus to discuss some ideas? #00:44:35.0#

ID22: It happens. Before this plan was approved in fact, we had some land owners, some big developers came here and spoke directly to our Vice Mayor from Akershus. They said, “Look, we’ve got this piece of land out here near a railway station but it’s not in the core, it’s not in the town core but there’s a railway here and lots of space and we can make a nice town out of it”, and the politician said, “I understand what you say but two things, 1) I can see that principally what you’re saying is not in line with the plan that we are soon going to approve, and 2) this is actually a question for Akershus to deal with. I can say what I think but Akershus has to deal with this directly”. So, he was quite clear. He said, “This is not in line with it and Akershus has to resolve the conflict”, and Akershus resolved the conflict by saying, “No, you cannot do that”. So, they come in. Most of the land owners who come in are Oslo developers and speak with the politicians and they come in all the time. #00:45:57.3#

EDUARDO OLIVEIRA WSL: It’s too early to point out examples of developers that came here in the past months to request some authorization to build or to develop some new urban settlements, that this is not in line with the plan then they come here to ask for some changes or it’s too early to... #00:46:28.0#

ID22: Yes, we have had... one of the other discussions we have at the national level is if we use the red card, if somebody has used the red card, and Akershus has done this sometimes to say, “That development is wrong”, then the municipality can either say, “Okay, we’ll stop it now”, or else they’ll say, “I don’t agree. This is what we want to do and this is what the developer wants to do so we’ll push it up the system”. In the end, if it’s not resolved through re-negotiation then it goes to the level of the minister. The minister will have the final word, not the court but the minister. It could be a legal procedure but it’s the minister. We have had a case of about 150 houses that are going to be developed in an area just down here which is not by the railway line, it’s not in the urban belt and the administrations everywhere said this is not really a good idea and this is not what the regional plan is advising. Our politician says, “It’s only 150 houses, it’s not much so why should we worry. You can always put a bus there” (laughing). #00:48:01.1#

EDUARDO OLIVEIRA WSL: It shows here some adaptive capacity. #00:48:05.2#

ID22: Yes. The politicians have to have room to play. Again, football, if everybody just stands still and kicks the ball, nothing happens then the players have to move around to find new openings and new strategies. #00:48:20.6#

EDUARDO OLIVEIRA WSL: Houses are needed. Oslo is growing. #00:48:24.8#

ID22: We need houses and this is close to the city so even if people drive, it's only 10km. It's not like driving 80km. He knew the politician in that municipality very well, they were both from the same party so in that case it was actually a positive alliance. I described something that was the opposite but this was a positive. They talked and said, "Okay, we'll drop this one now but the next time, let's remember it". It's about building houses. This is our deal. In the end, the road authorities had a red card and in the end, it went to the minister and the minister said, "Okay, let it go. It's fine", because the minister is from the same party that the Vice Mayor here was and that the Mayor in the local authority was and still is. #00:49:20.8#

EDUARDO OLIVEIRA WSL: Yes, this leadership always plays a key role. #00:49:22.3#

ID22: It's very important. I think if it went to our new Vice Mayor who is from the Green party... we did have a Conservative Vice Mayor but our new Vice Mayor is from the Green party. I think she may have a different view. She may even be prepared to have the red card, I don't know. We don't know. #00:49:44.9#

EDUARDO OLIVEIRA WSL: I have the feeling that the consensus, you also use consensus quite a lot. #00:49:53.5#

ID22: Yes, it's very much about consensus. #00:49:54.8#

EDUARDO OLIVEIRA WSL: If it's in the interest of Oslo that you need more houses because the population is growing and you have a land owner come here with a proposal so you try to build a consensus in between? #00:50:06.4#

ID22: Yes. It's very much about building consensus, yes. I was very impressed, at one stage we had quite near the end of the process for this... I probably told you before. Our Vice Mayor who was here before, he said, "Now, we're going to final stages. There are a number of things here we're not sure about. I would like to check this with the leaders of all the other parties in Oslo". There are six political parties and they have the power. The biggest party is the Conservatives with their alliance partners. They said, "Before I negotiate with Akershus, I want to be confident that we can all agree on the basis". They had a little meeting with just the politicians and they all agreed, and they found what the common agenda was. Some things, they disagreed with because of course they're different parties with different ideologies but in relation to what Oslo's position was in the regional context, they can all find a strong common agenda which is very good. They worked to build up this consensus so then when they went to Akershus, they could say, "Well this is our common agenda in Oslo. Do we share it with you?" In the end, they found that this was where everyone could agree so there weren't any... the challenge with governance of course, as you know, is because it's not an elected process, you can't really have votes. You can have votes but it would lose all its legitimacy. A vote is relevant because it's representing a proportion of the population but when you get governance and cooperation between one leader and leaders of two other bodies, a) it may not be the same size of bodies, and you can't have a vote. You have to work on consensus. Now, the question is what kind of consensus. Can one person out of 20 have a veto (laughing) and you get all of these discussions. #00:52:08.4#

EDUARDO OLIVEIRA WSL: Yes, of course. #00:52:08.9#

ID22: So, the dynamics were finding the way to yes. #00:52:13.2#

EDUARDO OLIVEIRA WSL: Do you see any evolution in terms of the administrative sense because we have the transfusional plan of Oslo commune, municipality, Akershus? Do you see any structure coming in between to make this region of Oslo-Akershus stronger or you will keep acting on consensus, building the dialogue, or do you see the need to come in with a new institution? #00:52:51.5#

ID22: I mean every country has these discussions about changing the administrative

boundaries. It's a very lively discussion in Norway at the moment. I have been working here now for 30 years and it comes back about every five years. Each time in this area, there's not been any changes. There may be some changes now but I don't think there will be changes that will affect Oslo directly. I think some of the Akershus municipalities may join because they're a bit smaller. Back to the asymmetry question, we have the unusual situation here where Oslo is both region and municipality. It's a kind of state in a state. It has some powers over so many things. It's actually a very strong body and if that was to merge or become a fusion with Akershus in any way then that structure would change very fundamentally. There has been a discussion 20 years ago, a very serious discussion with a national commission to try and restructure the Oslo and Akershus area. They looked at two models. One model was to take all the regional powers from Oslo and put them to a big Oslo-Akershus region so Oslo would then just be a municipal body with land use powers but not the transportation because that would be transportation for everybody. It would also mean moving the high school and a number of the other functions, including hospitals which would be very big. That was one model, so Oslo would become smaller not in size but in power. The other model was that Oslo which already has urban districts. They have smaller units within the city for administrating and running some services. We have urban districts in Oslo. Then there were 22 and now there are 15 so they're changing a bit. The other idea was that some of the neighboring municipalities in Akershus could become districts in Oslo which would have been quite an easy model to work but then the rest of Akershus which would be very rural and Akershus would lose its identity. Akershus would just be a representative for these rural bits left over (laughing). It would be bits left over and Oslo would get bigger and bigger. #00:55:53.3#

EDUARDO OLIVEIRA WSL: Yes, will overtake. #00:55:55.0#

ID22: This was actually what happened twice in the past when Oslo has grown to take over the actual... well the real physical city. It's happened twice in the past. First Oslo was just the old city core and then it took over the rest of the industrial area out at the ring road, ring three, and then it expanded to what it is now. In 1953, this was the last time. So, this would have been a progression based on the same model. Akershus liked very much the idea of taking over Oslo's regional functions

and Oslo liked very much, Oslo politicians, the idea of taking over some of the neighbors but they totally disagreed (laughing) and so the one player who had the last word was the national government who said, "We'll drop the whole idea. We'll just have to cooperate better". #00:56:50.3#

EDUARDO OLIVEIRA WSL: Okay. #00:56:50.8#

ID22: That's where we are today (laughing). #00:56:53.1#

EDUARDO OLIVEIRA WSL: That's a good one. I think that's a good way also to conclude this point. It tells a lot about what is going on in Oslo definitely. #00:57:04.9#

ID22 Oslo 22 August

ID23 Oslo 23 August

ID23: ...it's important to talk of it because it's part of the planning system.
#00:00:06.5#

EDUARDO OLIVEIRA WSL: Okay, and you're talking about the planning system in Akershus? #00:00:11.0#

ID23: In Norway. #00:00:12.5#

EDUARDO OLIVEIRA WSL: In Norway? #00:00:13.2#

ID23: Yes. So, in 2008, we got a new planning and building law. Before, we used to have a regional plan that consisted of different issues and problems. Now, we are not going to have this big regional plan, we are going to have different joint plans. So, we have one plan for... let's see... #00:00:48.1#

EDUARDO OLIVEIRA WSL: I haven't printed it all. I just printed the first pages of different documents. #00:00:53.1#

ID23: Okay. I'll see if I can find it. Let's see, this is the old one and this is the new one. Here, we call it a planning strategy, where you are going to see what are the big issues in the region. What are the big problems? What do you need to solve? You have this process together with the municipalities, interest groups, the politicians. You have this big process and you have discussions about what we should do to solve the problems, to be ahead. #00:01:46.7#

EDUARDO OLIVEIRA WSL: Yes, I see. Envisioning what the future will look like and then the problems you have to solve meanwhile. #00:01:55.6#

ID23: Yes. Then, we make this document, it is a planning strategy for (? #00:02:03.1#). Here, you can see these different joint plans that we need. One of the plans is the spatial plan, and one which is very closely connected is the plan for a shopping Centre, the location of a shopping Centre. #00:02:28.3#

EDUARDO OLIVEIRA WSL: Yes, I got it. Trade and shopping centers. #00:02:31.3#

EDUARDO OLIVEIRA WSL: Trade and shopping centers, but you have different guidelines for that. We have some for climate, we have something for education, and development. #00:02:51.7#

EDUARDO OLIVEIRA WSL: Research and development? #00:02:53.9#

ID23: For the research and development of education. Then we have something for how to develop the cities, including the new citizens, to make the society nice to live in. So, those are the different issues and we different plans for those. #00:03:24.9#

EDUARDO OLIVEIRA WSL: Different plans. So, this justifies why you can find online lots of different plans. One for sports, a modern culture plan... #00:03:32.5#

ID23: Yes. That's right. So, the spatial plan is one of the plans we have in the county. This year, we put that plan on the top because it is so important for the other plans. So, that's why it's on the top. #00:03:59.8#

EDUARDO OLIVEIRA WSL: Okay. This one is the one? #00:04:03.1#

ID23: This is the one. #00:04:03.8#

EDUARDO OLIVEIRA WSL: This is the one? Okay. So, it is gaining quite a lot of importance, this joint regional plan. #00:04:09.3#

ID23: Yes. #00:04:09.9#

EDUARDO OLIVEIRA WSL: Then, you aim for these plans to be in line with this spatial plan and this joint plan? #00:04:16.2#

ID23: Yes, because this spatial strategic plan is important for the climate plan and what we do here. Education, where we locate the universities, the different schools,

the colleges. How we work with innovation. Yes, and this is for culture and this is for physical activities. #00:04:53.6#

EDUARDO OLIVEIRA WSL: Okay. So, I am getting answers for some of my questions. #00:04:59.7#

ID23: This is the plan for culture and how to protect culture. #00:05:07.7#

EDUARDO OLIVEIRA WSL: Yes, culture. I got some of the words, of course. #00:05:10.3#

ID23: So, this system is quite new. #00:05:15.0#

EDUARDO OLIVEIRA WSL: Yes. This is important. I can find these online, right? #00:05:19.1#

ID23: Yes, or you can have this, but it is not in English. #00:05:25.1#

EDUARDO OLIVEIRA WSL: No, it's not in English. I mean just this diagram here, which I can actually understand. #00:05:30.0#

ID23: Yes, it's on the internet. #00:05:31.0#

EDUARDO OLIVEIRA WSL: It's on the internet? #00:05:31.5#

ID23: You can have this one too if you want. So, then we started to work on that spatial plan. We have used seven years in the background. The government wanted us to make the plan. #00:05:53.4#

EDUARDO OLIVEIRA WSL: To do it, and you created this working group with people just working on the preparations. #00:06:01.1#

ID23: Then, we started to look at what are the big issues in Oslo and Akershus, what are the problems, and we had lots of people coming to the city, to Akershus.

#00:06:17.3#

EDUARDO OLIVEIRA WSL: From Norway and from abroad? #00:06:19.1#

ID23: Yes, especially from Poland. Most of the people are coming from Poland. Without the people from abroad, we wouldn't be growing so much. So, mostly it is from Poland and Sweden. #00:06:35.7#

EDUARDO OLIVEIRA WSL: Poland and Sweden? #00:06:37.9#

ID23: Yes, and we are working... the pollution or the climate gasses are coming from the vehicles and its very important that we try to get people to use the public transportation. So, that's a very important part of the plan. #00:07:06.9#

EDUARDO OLIVEIRA WSL: Of course. #00:07:07.3#

ID23: It's the same in Switzerland, I guess, and other countries. #00:07:12.6#

EDUARDO OLIVEIRA WSL: Yes, pretty much. In the cases I have been, this is my eighth case study, which means it is 50%. I visited seven cities before and I will visit another seven cities in September and October. The spatial planning and transportation, those issues are the main issues in urban regions and metropolitan regions. The transportation is liked with the climate to change preoccupations; it is always on the top of the table to be discussed. #00:07:48.2#

ID23: Okay. So, this is the start. This is how you start the planning, and you see, okay, how far have we come? Should we rotate the plan? What should we do with the plans? In these four next years, we say, "Now we have enough plans, now we need to implement", not only the plan, but do something to reach our goals. So, this is what we'll do in the next four years. #00:08:25.5#

EDUARDO OLIVEIRA WSL: Comes with some actions and then something on the ground. #00:08:32.4#

ID23: Yes. We want to reach the targets in all the plans. I guess, we also have some critics saying we have too many plans. So, now we should work on fulfilling them. So, that's what it is. #00:08:51.0#

EDUARDO OLIVEIRA WSL: Besides this, this comes from Akershus, and then the municipalities, they also develop their local plans? #00:08:57.1#

ID23: Yeah, they have the local planning strategy, then after that they figure out, should we rotate or should we do something about the municipality plan? What should we do? That's not the regional planning strategy, but the local planning strategy. #00:09:21.0#

EDUARDO OLIVEIRA WSL: Yes, the local plan, mainly focused on land use? #00:09:24.9#

ID23: No, not only that. It is like this one, but they have more plans than we have because all the plans here are regional plans. Those are plans that we make together with the state, the municipalities, and us, the region. #00:09:48.8#

EDUARDO OLIVEIRA WSL: Yes, and when you mention here the municipalities, you mean the 22 municipalities of Akershus? #00:09:55.7#

ID23: Yes, and Oslo. We are inviting Oslo to take part in all of these plans, but it is not very easy because Oslo also is the county. Did you know that? #00:10:16.6#

EDUARDO OLIVEIRA WSL: Yes. It's is a county and a municipality at the same time. #00:10:20.5#

ID23: Yes. It is quite special, and not many people know it, because they are the capital and there are so many people. In Norway, there are many people. #00:10:34.2#

EDUARDO OLIVEIRA WSL: What Oslo discussed yesterday with (? #00:10:37.0#) there are no borders. People live in Akershus and go to work in Oslo or vice versa.

There is no clear division. It is the same in Switzerland with the (? #00:10:50.2#) and the others. It is difficult to define it for someone to understand. "I live in Akershus, I have nothing to do with Oslo", things are just interconnected. #00:11:01.9#

ID23: Yes. This is very interconnected, the whole area. That's why it is so important to cooperate with Oslo and we now make the same plan. #00:11:15.8#

EDUARDO OLIVEIRA WSL: So, this is still the ongoing plan. We can focus on this joint regional plan, is this the one that...? #00:11:32.2#

ID23: This is the one, and this is quite new. The politicians (? #00:11:51.3#) and they decided to go for this plan. That was in December. It was finished in... #00:11:57.7#

EDUARDO OLIVEIRA WSL: Okay. They approved this in December? They gave the last word? #00:12:01.8#

ID23: Yes. So, the last word was in December. #00:12:05.1#

EDUARDO OLIVEIRA WSL: December, last year, 2015. #00:12:07.9#

ID23: Yes. So, it's not that old and they have hardly started to implement it. #00:12:12.5#

EDUARDO OLIVEIRA WSL: Yes, I got it. #00:12:13.8#

ID23: So, it is quite new for us. #00:12:16.5#

EDUARDO OLIVEIRA WSL: It is quite new. So, this is the one that stands on the table of Akershus and Oslo in terms of regional plan? #00:12:23.3#

ID23: Yes. #00:12:24.3#

EDUARDO OLIVEIRA WSL: Then, you spend a lot of time here preparing this. I am curious in understanding... I know already some elements, the interest groups you

already mentioned here, which interest groups participated in the making of this plan? How do you get to know their ideas, do you organize workshops, public debates, or just contact certain people, what kind of people? More land owners or CEO's of companies that are more relevant. I am interested in understanding how you come to shape this plan, with the idea of trying to understand the impact on land use. Just to give you an example, if some land owner came here during the process and told you, "I have this piece of land, or this area with these hectares, and I am to develop a new settlement here". How do you deal with this interest of this particular person in the plan to try to accomplish, to try to shape it according to your interests and your goals for the future? So, I am very interested in understanding these relationships also. #00:13:53.2#

ID23: Okay. This plan is on a regional level. So, it's the municipality. They go down in their municipality plans, on the spatial plan of the municipality, they talk to the land owners. We don't do that. We talk to the municipalities. #00:14:17.6#

EDUARDO OLIVEIRA WSL: Okay, I understand. #00:14:21.0#

ID23: So, the whole discussion in this plan has been with the municipalities and the politicians. I can see that some questions here are so complex. It hasn't been easy all the time, because this municipality up here, they want growth. They don't want only these city centers to grow. Here, we have said that these are going to be the regional cities, these cities here, and these centers are also going to grow, but what about the small centers? The politicians, they want to do exactly what they want to do. They want to be nice to the people in the municipalities. They don't want to say, "No, you can't build here and there and there", they don't want to do that. They are not local politicians. Here, we agreed and in this area they understood the issue, but outside here it was difficult to understand why they should be built so close. #00:15:47.7#

EDUARDO OLIVEIRA WSL: Yes. So, concentrated sometimes. #00:15:50.2#

ID23: Yes. Sometimes they were quite angry outside here and they said, "The reason we live out here is because we want these rabbits, or this horse. We want

this life. We want to build a house in the field. We don't want to be built into the Centre". #00:16:16.1#

EDUARDO OLIVEIRA WSL: Yes, but then you will have a problem with urban sprawl in the region. #00:16:20.2#

ID23: Yes. So, we had urban sprawl and that's what we are trying to prevent with this plan. So, it hasn't been easy, but in the plan we had different groups. We had the interest groups called NOU's. That's the group for... #00:16:57.0#

EDUARDO OLIVEIRA WSL: Nature protection? #00:17:00.0#

ID23: No, we had that too, but the employment organization. #00:17:06.3#

EDUARDO OLIVEIRA WSL: For the worker's syndicate? #00:17:10.6#

ID23: Yes, and other parts. We had different interest groups all over, but the municipalities were very important, and the politicians in the municipalities were also very important, but the administration, the planners in the municipalities, they understood. They understand why it would not work for urban sprawl, because it's expensive and it doesn't build very good centers. So, if you have urban sprawl here, you don't get the nice Centre here where you can have shops or different services. #00:18:05.6#

EDUARDO OLIVEIRA WSL: If the technicians, the planners understood your message, so it was the politicians who were more difficult? #00:18:15.7#

ID23: It was difficult, but in certain ways they understood that this is what we have to do to keep the climate gasses down and it is better for the city centers, because it is not good for a municipality to not have a Centre where you can buy food and meet each other. So, they understood it, but at the same time it was difficult. #00:18:48.9#

EDUARDO OLIVEIRA WSL: Then, are you aware which entities go to talk with the mayors, with the municipalities? So, the municipalities interact, they are (?)

#00:19:12.2#) in the midpoint, so they interact with Akershus, they interact on the preparation, but then we have here a lot of other interest groups and land owners and so forth. So, the municipalities interact with these land owners and they try to tell you in the best way what these interest groups are interested in. #00:19:33.9#

ID23: Well, I must admit that first we make the regional plan and we decide where the city Centre should be and where all the streets and roads and public transportation should go. After that, the municipality makes a strategic spatial plan for the municipality, and the politicians decide where they should build, but then they have to talk to all the land owners. #00:20:11.7#

EDUARDO OLIVEIRA WSL: Yes. Ideally, these municipality plans follow the regional plan? #00:20:17.5#

ID23: Yes. That's what we hope. #00:20:22.7#

EDUARDO OLIVEIRA WSL: To build this cohesion of regions. #00:20:27.2#

ID23: Yes, and the implementation is one of your questions. We hope now that... in this plan behind here, we have this program and some guidelines and we want the municipality to follow these guidelines. So, when they... do say to 'rotate' the plan? #00:20:51.3#

EDUARDO OLIVEIRA WSL: Update? #00:20:55.1#

ID23: Update the plan. We want them to look at these guidelines and do certain things to make this happen, right? So, for example, we want them to make a green line in their city center to prevent urban sprawl. That's an example. We want them to have the new population, we want them to build here. If there is a city center here, 80% of the new population growth should come here, and 90% should come here, and only 10% should come here. That's in the guidelines. We also want them, when they update the plan... and that's really difficult. Then, we want them to make a building program so they can try to (? #00:22:28.4#) or to work... #00:22:36.6#

EDUARDO OLIVEIRA WSL: To make a balance? #00:22:41.2#

ID23: Balance the growth here and the rest around. #00:22:47.1#

EDUARDO OLIVEIRA WSL: Is the rest around...? #00:22:49.4#

ID23: Yes, you have people living here and here and here, in different villages.
#00:22:57.1#

EDUARDO OLIVEIRA WSL: They want to keep living there, in the villages?
#00:22:58.3#

ID23: Yes, and we want them to keep living here too, but the growth should come here. #00:23:02.8#

EDUARDO OLIVEIRA WSL: Yes, the new growth. #00:23:04.0#

ID23: We are not going in to bomb these places, we just want the growth to come here, and 80% should come here, and here in the big regional center should be 90% of the growth. Then, we say that lots of old people move down to the city centers from here and then the young people can move out. So, we don't want to kill the small city center and the small villages. They are going to survive, it's just the growth. That is very important, and when they update the plan, this is something I mean is the most important of this plan. When the municipalities here update the plan, they should ask, "Do the municipalities have areas that shouldn't be there according to this plan? Are there areas here and here that they could take out, if we want them to try to take out areas that are in the municipality plan?", so then we could make a difference. If we put all the municipality plans together, in Akershus they all have spatial plans, the map would look totally different in 20 years. The map will look like... yes, because they have plans very wrong and they don't have the housing in the city centers. They have put the building plan; they are outside the city centers. So, we want them to take them out when they update the plan, and I think that's very important to make a difference. To break the trend. #00:25:22.1#

EDUARDO OLIVEIRA WSL: Yes. You need to shape the mindset of the local politicians to embrace that they need to concentrate their growth in the core center to make a stronger town. So, you have challenges in making stronger towns because they want to keep building everywhere. #00:25:49.8#

ID23: They want the best and they want to say yes to the nice inhabitants. #00:25:56.1#

EDUARDO OLIVEIRA WSL: (? #00:25:56.1#) within the area and the nature and the animals. #00:25:59.5#

ID23: Yes. We want to protect the animals and nature, so they don't build everything out, but the politicians want to say yes to everyone. They want to be nice. So, here you have these different plans. I live here by the coast and here they build and build buildings, and we want to take them out because the map is not like this. This is the strategic planning map. This is what we want it to look like. #00:26:40.4#

EDUARDO OLIVEIRA WSL: Yes. What you want it to look like in the future. #00:26:43.8#

ID23: Yes.

EDUARDO OLIVEIRA WSL: Live as strong growing. #00:26:46.5#

ID23: Yes. We want these city centers to grow so that we can build up onto the transport system, and so everybody could take the public transport. They can bike to the shop. We don't have to build out all of this nature. It will be easier to make a good public transportation too because there are more people. In Norway, you have hardly any people. There are not that many people living here. #00:27:19.1#

EDUARDO OLIVEIRA WSL: Then, I imagine that the challenges are bigger even, but is it difficult to explain if you have municipalities that are border municipalities, and if it happens that they want to develop a new urban settlement for family houses, they will look at their territory, but then if it happens that it is needed to build a new

transportation line that crosses one municipality to reach another municipality, then you have to communicate with two mayors and maybe even more people. Is this a challenge as well to make them think at the regional level that they have to also look at the interests in the regional perspective and not only at the local level? Is it difficult for you to transmit this message that they have to think regionally? #00:28:20.3#

ID23: Yes. It's a good question. We are trying to make them cooperate with each other, but it is not a very big problem. The biggest problem is to prevent urban sprawl. They've built everywhere, and that's what they do. So, that's the main thing. We are also working... the one thing that's a task in this program is to make some deals with the municipalities, agreements. Maybe Oslo, the state and some municipalities can go together and make an agreement about how we should build here. So, if you build buildings here, then we will build a new transportation line there, and the state say, "Then, we will give money to this". #00:29:47.9#

EDUARDO OLIVEIRA WSL: They will fund. #00:29:48.6#

ID23: So, that's one of the things I work with to make some agreements with the state, the municipalities and us at a regional level. #00:30:01.7#

EDUARDO OLIVEIRA WSL: So, you have to negotiate sometimes. #00:30:04.3#

ID23: Negotiate, yes. #00:30:06.4#

EDUARDO OLIVEIRA WSL: The state also gets involved within this process, because then they... #00:30:12.4#

ID23: Yes. It's quite a new thing that the state will make these deals or agreements with the municipality and Oslo and Akershus (? #00:30:25.5#), but Akershus (? #00:30:29.7#) municipality will also make agreements with each of these citizens. #00:30:37.3#

EDUARDO OLIVEIRA WSL: Yes, because you can also sponsor, you can also give money towards different projects. So, funds for roads and then light. #00:30:46.8#

ID23: Yes, but it is important that we say, “Okay, we will help you build that and that road, that and that bus transportation, if you build in the city center and if you don’t build outside, out in the fields”. #00:31:10.7#

EDUARDO OLIVEIRA WSL: You try to make these arrangements with the municipalities regarding... #00:31:15.9#

ID23: Then, it is very good for the municipality to know if they make plans, for example, here in the city center, we’ll say, “Okay, then we’ll also come and help you with the road and the public transportation at the same time”. So, we can plan together and cooperate with each other in time and space. That’s quite new though, so we don’t know the outcome of it. It is quite new. #00:31:50.1#

EDUARDO OLIVEIRA WSL: Okay. In the past months of this implementation phase, have you been doing these negotiations somewhere in...? #00:31:58.9#

ID23: Yes. #00:31:59.9#

EDUARDO OLIVEIRA WSL: Okay. So, it is something that is really happening? #00:32:03.7#

ID23: Yes, and it’s quite new, so we don’t... as I said, we don’t know the outcome, but tomorrow we are going to the state departments to talk about these agreements. It is called city development agreement. It is the state and our prime minister who have created this agreement. #00:32:37.9#

EDUARDO OLIVEIRA WSL: It sounds interesting to me, actually. #00:32:39.1#

ID23: Yes, and we are going to talk to her about here you have... in (? #00:32:46.9#), we are going to talk about what this agreement should consist of. What should they write in this agreement? What should the target be? #00:33:11.3#

EDUARDO OLIVEIRA WSL: Sorry to interrupt. In these meetings, you are making

these questions. It happens in other cities I have been to, and private entities also join these meetings because they are so strong in the city, but this depends on the political side of each case, but in these meetings, do private actors also attend these meetings, or is it the public entities that lead? #00:33:40.7#

ID23: The public actors are not there. They are not in these agreements at all. In Norway it is only the public, but it is a very interesting discussion. If we built this road here on this line with public transportation here, shouldn't this public actor pay, because their property will increase in value. So, shouldn't they pay for it? They will be really rich, the land owners in the city centers, and they also get this transportation, and in Norway it is not legal to bring in the private sector. So, it's only... #00:34:43.2#

EDUARDO OLIVEIRA WSL: The public entities. #00:34:46.0#

ID23: Yes. For example, here in (? #00:34:55.0#) you have this big hospital and we need a line from here out to here. If we are going to build big public transportation, I don't know what it is, a bus or underground or whatever, I don't know, then they have to build up around this line, right, and then they can't build all over here because it has no purpose if nobody is going to take this line, right? In Norway, they build here and there, they build buildings or houses, housing here, and we want them to build it here, around here. We want them to build... #00:35:45.9#

EDUARDO OLIVEIRA WSL: Along the transportation lines, so you can always make it sustainable. #00:35:51.5#

ID23: Yes, and here in the yellow lines here, we want them to be very dense. So, they can use the public transport here and bike and walk. It's not like that now. In Norway, we are not very good at that, we build all over. #00:36:11.1#

EDUARDO OLIVEIRA WSL: For my study, I only have that picture of downtown Oslo. I couldn't travel around to look at this picture. #00:36:22.0#

ID23: You will be surprised when you go outside of Oslo. It is not very urban and

there are houses everywhere. We have very small centers here. This map is not right, because if you should draw the right map, it would look like... #00:36:50.0#

EDUARDO OLIVEIRA WSL: At the moment, it looks different. #00:36:51.4#

ID23: It will look like... #00:36:52.4#

EDUARDO OLIVEIRA WSL: These are your targets and your aims? #00:36:54.5#

ID23: Yes. This is our target. #00:36:56.1#

EDUARDO OLIVEIRA WSL: These are the municipalities, right? #00:36:57.8#

ID23: Yes. These are the centers we want to grow. #00:37:01.3#

EDUARDO OLIVEIRA WSL: You want the growth to be concentrated. #00:37:03.3#

ID23: Yes. #00:37:03.5#

EDUARDO OLIVEIRA WSL: From yesterday, I am aware of these questions, but I also have others in mind. From yesterday, with the talk with Peter, I got this key word, which is 'dialogue'. You work a lot with dialogue between municipalities, the regional entity and the state. #00:37:22.8#

ID23: Well, he doesn't do that, but we do. #00:37:23.6#

EDUARDO OLIVEIRA WSL: You do it. Yes, he was referring to you. #00:37:26.2#

ID23: He works in a municipality. So, he doesn't work with regional planning. #00:37:29.5#

EDUARDO OLIVEIRA WSL: Yes. He was referring to Akershus. The dialogue is very important. Then another key idea that is in my assumptions is that you have the preoccupation, in my perspective, and you tell me if this is correct or not correct, the

question of providing a good quality of living to the citizens, because you want to improve the transportation, you want to avoid urban sprawl and protect urban areas. So, improving the quality of life of citizens is, besides the urban sprawl, but when you are controlling the urban sprawl you are protecting green areas and you are creating efficient public transportation. So, improving the quality of life of citizens is also your goal. #00:38:17.8#

ID23: Yes. That's an important issue here in the county also, to help the municipality to make nice cities, good cities that are nice to live in and grow up in. That's one big and very important issue. #00:38:38.9#

EDUARDO OLIVEIRA WSL: Make them attractive. #00:38:39.6#

ID23: Yes, but it is not our job. It is the municipalities, but they have to help them and discuss. They have big meetings with the municipalities. In some months, we invite all the planners to a conference where we have discussions about how to make nice cities, or how we should follow up this plan and implement it. We have that all the time. We also invite them in to discuss their plans. It is called a planning forum. It is every month. They can ask us if we can put together the state, us, the regional state, different entities. We sit together and we discuss the plans in the municipality. #00:39:49.5#

EDUARDO OLIVEIRA WSL: In the municipality, alright. This answers my question on the implementation phase and how you deal with this. #00:39:55.7#

ID23: So, we work very much with a dialogue and we help the municipality and we also coordinate the discussion between the state and the municipalities, and on different levels. That's our very important task. #00:40:15.6#

EDUARDO OLIVEIRA WSL: One of these questions here on adaptive capacity, and I tried to make it simple, do you have examples, well it's too early, where you try to convince some mayor or some municipality that what they are doing is not what you really want and can you please try to, as you are doing you plan, do it in a different way? Do you try to convince them to do it in a different way, or do they try to force

you to also do something different? Who plays the stronger card, the regional entity or the municipality? #00:40:59.9#

ID23: Okay. We are Akershus county council. We are a planning authority. That means that they have to send in the plans for a hearing and then we work with it. All of the people in this department work with different municipality plans. They look at these plans and they look at these plans and we say, "Okay, are these okay? Are the municipalities plans following the regional plan?" and we make some cases for the politicians and they decide if we should go for a (? #00:41:51.1#), a mark. #00:41:59.2#

EDUARDO OLIVEIRA WSL: Peter tried to explain it like a red card like in football. #00:42:08.1#

ID23: Yes, you get the yellow card. #00:42:11.1#

EDUARDO OLIVEIRA WSL: You show a yellow card, so you can go, but you have to be aware, and then you get the red card and you have... #00:42:16.1#

ID23: Yes, that's a good explanation. It's almost like a yellow card in football. #00:42:21.6#

EDUARDO OLIVEIRA WSL: Okay, but then I have to put (? #00:42:24.2#) regional authority, which means they come here to read the plan, the analyze it and then decide if it's in accordance. If it in accordance with the regional plan or not. #00:42:34.6#

ID23: Yes. It is quite difficult because... #00:42:40.5#

EDUARDO OLIVEIRA WSL: Well, it is not that easy, I imagine. #00:42:42.6#

ID23: No, but we are supposed to be in dialogue and we're supposed to be making the plans and having these discussions about what it should look like, and this should be sometimes we do together, this regional plan. As a county, we should not decide

what is in here, the guidelines are made by the state, the municipalities and the county. #00:43:17.1#

EDUARDO OLIVEIRA WSL: Yes, it's not only top down. #00:43:18.1#

ID23: It's not top down at all. We spent seven years on this process. It is not a top down plan. These are agreements. We have two hearings on the municipalities plan before we make this one. Two hearings. We use the hearings; we use the request backs or the answers from the municipalities to make this plan. We really did, but at the same time, we are a regional planning authority. We are that, so we also can say, "No, this is not right according to this plan. You are not following the regional plan you are supposed to", and you can give them this yellow card. Our politicians don't like to do that. They want to be nice. They want to be in dialogue. They want local democracy. They don't really like to give this yellow card. When they do that, they go to the state and they negotiate. Sometimes we adjust after the discussion. They go back and they say, "Okay, if you do that and that..." #00:44:52.4#

EDUARDO OLIVEIRA WSL: Yes, you always try to solve it in the best way possible. #00:44:54.9#

ID23: Yes. Sometimes they get a red card and they have to go home and change the plan. Sometimes they don't like this red card and they send the red card to the other minister. Sometimes he says okay and sometimes he says, "No, follow the instructions from the state, the regional state". Do you understand? That's the system. #00:45:36.8#

EDUARDO OLIVEIRA WSL: Yes. Very good. The time is flying. On civic participation. So, the public participating. I don't quite remember if I asked Peter this question. On the preparation of these plans, the public, the citizens, could they also participate, or do they participate in the municipal plans? #00:46:02.9#

ID23: Only in the municipality plans. This is regional. This is on a very strategic level. So, this is only (? #00:46:13.2#) the six centers go. This is not the cities plan, no. I saw you asked about people with... #00:46:30.5#

EDUARDO OLIVEIRA WSL: Experts. #00:46:32.0#

ID23: Experts. If we asked experts. #00:46:33.6#

EDUARDO OLIVEIRA WSL: Yes, I was going to ask. Do you ask experts or not?
#00:46:38.0#

ID23: We invited them in when we made the plan. From universities and from...
#00:46:44.2#

EDUARDO OLIVEIRA WSL: Do you also get inspiration... the inspiration question was at the beginning, but also related to knowledge, did you also get inspiration from other examples in Nordic cities? #00:46:55.4#

ID23: Yes. We went around, I remember in the beginning, we went to the different other county councils and talked to them. We looked at Sweden, Stockholm, and we looked at Denmark, the finger plan. #00:47:18.2#

EDUARDO OLIVEIRA WSL: The (? #00:47:20.3#) in Stockholm. I am familiar with both. I am going to Copenhagen in ten days or something. Yes, very interesting talks I have been having in the past two months. Then, on the leadership. The municipalities here play a very important role on the decision making regarding the municipal plan, and how do the mayors embrace this regional plan? Are they taking it at the heart of their activities, or are they a bit distant to the regional plan? It is different cases, I imagine. #00:48:09.7#

ID23: It's different. If you are outside of the big regional centers, they don't like the plan. It is not so important for them. They want to do whatever they want to do. They don't want to follow the regional plan, but at the same time I think they think it's important. They have this ownership to this plan. So, I think it is important. The planners in the municipalities, they look at this all the time. They follow this and they are trying to discuss with their politicians about how they should follow up these regional plans. This year, the mayors in this region, they were changed. We had an

election last years and suddenly we got new mayors. So, we need to keep this plan warm. We need to go out again and talk about the regional plan and tell them about the principles, the targets, why we do it, why it's important both for the county and the municipality. So, we have to keep it warm. We have to work. #00:49:42.3#

EDUARDO OLIVEIRA WSL: Yes. So, you have to go out there and talk with them? #00:49:46.2#

ID23: Yes, we do that. #00:49:47.7#

EDUARDO OLIVEIRA WSL: On the land use change, I understand already how there are arrangements that the elements are involved. The municipalities discuss with the land owners and then that comes to make some decisions on land use. The question is on the type of land use priorities, and I'll try to simplify this question. So, is the priority to build the houses or to develop other activities like industry, trade service, or a mix of both? What types of land use are you prioritizing in this regional plan? Is it more for flats and houses, or more industry or service? #00:50:51.0#

ID23: In the city centers? In the centers or outside? #00:50:57.0#

EDUARDO OLIVEIRA WSL: In the centers. #00:50:57.6#

ID23: In the centers? #00:50:59.1#

EDUARDO OLIVEIRA WSL: Also in the new centers, is it mainly for housing? #00:51:01.9#

ID23: It's both. In the city centers, it is very important that they build offices, that people can commute to their work. So, we want them to build offices inside the city center, and we also want to build mixed offices and houses and parks. To make a really good city center you need a mix... #00:51:37.3#

EDUARDO OLIVEIRA WSL: A multifunction of activities. #00:51:38.6#

ID23: Yes. So, we want them to do that, but it is very important that they build offices in the city centers, and close to the public transportation, the core of public transportation. So, it's a mix. #00:52:00.5#

EDUARDO OLIVEIRA WSL: That's clear to me. We have just some minutes. I think we have already clarified the things I was planning to... #00:52:25.3#

ID23: If you want to, you can also send me an email. #00:52:29.0#

EDUARDO OLIVEIRA WSL: Yes, at some point. Most likely I will. So, we will be producing the outcomes of these interviews and putting the case studies together, making analysis and writing academic articles and so on. These will (? #00:52:49.1#) in the next year and then I will interact with my respondents to make sure that the things are quite clear and precise and to the point. You can read these online, but when I translate some of the expressions, when you say that its held in hearings, it means that... when a municipal plan is held on hearings, it means that it is heard at the council or the commons? This one is held on hearings. #00:53:32.5#

ID23: Yes, it is held on hearings right now. #00:53:34.8#

EDUARDO OLIVEIRA WSL: What does that mean? #00:53:36.9#

ID23: We send it out to the municipalities and the different interest groups in the state, the regional state, and they say if they have comments on this, and I put it in. #00:53:54.0#

EDUARDO OLIVEIRA WSL: This one does not involve Oslo core city? #00:54:01.2#

ID23: No, it doesn't. #00:54:02.5#

EDUARDO OLIVEIRA WSL: It's just for the Akershus municipality. #00:54:05.0#

ID23: Lots of these plans, we are going to invite Oslo in. This is the plan for building masses. You have this big growth and you need stones and building masses. You

need to take them out of the mountain and you get... #00:54:36.7#

EDUARDO OLIVEIRA WSL: Okay, I see. #00:54:38.6#

ID23: It's how to get them out and how to... #00:54:41.0#

EDUARDO OLIVEIRA WSL: Transform them. #00:54:42.5#

ID23: Yes. Throw them away. This is for climate and energy. #00:54:51.2#

EDUARDO OLIVEIRA WSL: You have a plan for that? That's very interesting.
#00:54:54.2#

ID23: Yes. I could talk more about that. It is very important. The municipality wanted to plan for that because what should they do with all of these stones and rocks? We have to get all of this stone out to build tunnels, roads, big houses...
#00:55:14.7#

EDUARDO OLIVEIRA WSL: (? #00:55:16.3#). #00:55:16.5#

ID23: Yes, we (? #00:55:18.2#) and make sure where we take the stones from. They shouldn't be transported so long. We should take it from local, and we should also put them away locally. How should we do that? We don't want the stone to be polluted. We don't want the stone to end up in the field where we grow tomatoes. So, that's... and we have a plan for energy and the coastline. Innovation, (? #00:55:54.5#) innovation and... #00:55:58.7#

EDUARDO OLIVEIRA WSL: So, it has a nice picture on the cover. Now just for the physical activity, I would like to understand it. #00:56:11.9#

ID23: Oh, this is in English. If you are interested, I can give it to you in English.
#00:56:17.2#

EDUARDO OLIVEIRA WSL: It is always important. #00:56:19.8#

ID23: It has impact on the spatial plan. You said you want to make our stories compete with this rest of the cities. It is important. So, we need innovation and we need new thinking. What is English for new thinking? Innovation and development? #00:56:56.6#

EDUARDO OLIVEIRA WSL: Development. New thinking. To make it attractive. Okay. I am also familiar with the project Oslo region, which has more to do with the communication and position of the region. #00:57:13.1#

ID23: Innovation and entrepreneurship. #00:57:25.2#

EDUARDO OLIVEIRA WSL: Entrepreneurship? Okay. #00:57:27.9#

ID23: That's what it is. #00:57:29.9#

EDUARDO OLIVEIRA WSL: Very good. I think we have to conclude so I can catch my plane. #00:57:39.4#

ID23 Oslo 23 August

ID24 Copenhagen

I-EDUARDO OLIVEIRA WSL: *These interview is composed of 3 parts:* the first one is to get to understand the background of the strategy cohesion of plans, in this case focus on the greater Copenhagen then another part focuses on the governance elements, so this, the sort of the political, the politics of plan making and plan implementation and the entities involved, the interest groups, to what extent the interest groups ideas are put are contributing to the making of the plan, and then the last part on the impact of this plan directly, or indirectly on land change in the greater Copenhagen area. Then to start it's also important for me to understand your, the background of my respondents. So if you can tell me also to start with your background [...] #00:00:59-9#

ID24: My background is, I am a town planer, *educated as an architect.* I've been working on regional level, not in Copenhagen, in Jutland and have been working in being chief for the planning in a city outside of Copenhagen. I have been nine years chief planner in the city of Copenhagen and I have been working here in the state since 2008, and besides my working in the municipalities, I have also written a lot of books, articles - about planning of Copenhagen and have been editor of magazine. I have experience is all around for *physical planning.* When we are talking about the Finger plan, is for me is, is for the organization of the *finger plan*, of the, not the plans have goals and so on but for the organizations of the *finger plan* there is three steps. The first step is on 1947 to 1972 for around that I don't know [...] There was a volunteer plan that the municipality had to agree in and there was no regional level. So it was collaboration between the municipality that agree the plan. So it was really a soft planning. The next step is from 72, 74 until, until 2007. There was really no level, a different regional level, there was a collaboration between counties and municipalities that have a regional level over. There was a political, it was politician that was leading the regional level. There was, there was, what is it, it was elected by the municipalities and the regional level. #00:04:20-6#

I-EDUARDO OLIVEIRA WSL: So it was a formal entity, a formal [...]? #00:04:25-2#

ID24: A formal, a formal yes. And they make the plan. So one of the main issues is such besides they are also responsible for the public transport. There was in these years there was also a lack of there was no regional level from 1989 to 2000 or something like that. There was only, it was five counties, there was, they should make a plan together or divide it into five different plants. There was well good clearance. They had to follow from this date. So there was a little lack, but there was a common regional level again in 2000. From 2000, third step, from 2007, there is no regional level for planning in Denmark. But the state had to take over the regional planning for metropolitan area for Copenhagen. The *Finger plan*, yes. So now it's the state plan. But the state has the responsible for the plan. This is the total two steps. #00:06:13-9#

I-EDUARDO OLIVEIRA WSL: Which is actually really curious, it's a sort of a top down intervention on, on the, on the metropolitan area. Does it work in this way top down or there is a lot of cooperation? #00:06:30-4#

ID24: There is a lot of cooperation, you know, also in Denmark you have really a top-down. It's not like Germany or Sweden. We always have a bottom up, and top-down [...] So you have a, now we make the plans for 2007 and we make a new plan for 2013 and now we are making a new plan. The new plan is there we have asked all the municipality regulators, 35 municipalities or something that.

We have all asked these independently [ph] have you, so this is for the plan. Do more the some, do they think they some think the plan could do better for your, a local society? Therefore, we need to, [...] And afterwards we are making the plan based on all their wishes. So for some of the wishes we said no, others we said yes to them of course. Because there is also from 47, there is too many goals for the **Finger plan**. There was one goal between the Fingers that the area should be green. #00:08:33-8#

I-EDUARDO OLIVEIRA WSL: Yes, there is [**inaudible** 00:08:35-2].

ID24: And along the **Fingers** there should be a public and private infrastructure for transport and you should make these small cities along the public transport, there could stop so it was more dense around this. These two goals is the same. It has been the same all the time. Of course especially in the 50s and 60s, the green area between the **Fingers** was not very easy to make because it was a volunteer plan. So many of the, if you look at the plan from 47 and look at the plan from 74 you will see that the inner, here is built up because the independency there was in there could see they could sell a house that you could make planning for housing. #00:09:51-6#

I-EDUARDO OLIVEIRA WSL: So it was not compulsory by that time? #00:09:53-9#

ID24: No because it was a volunteer plan. #00:09:57-6#

I-EDUARDO OLIVEIRA WSL: A volunteer plan. #00:09:59-0#

ID24: You know you should agree every municipal should agree about the plan. So it was not that easy to make, to say no to all these new housings inside here. It was first and 74 you **get guidelines** to say no for the regional level. So therefore it was, you can see the plans and how you make the steering of the plans from the volunteer to the more regional level to the state level. #00:10:49-5#

I-EDUARDO OLIVEIRA WSL: Okay, it stands now at the state level? #00:10:51-6#

ID24: Yes. #00:10:51-5#

I-EDUARDO OLIVEIRA WSL: Yes, for the other preparation of the new one is based let's say here? #00:10:56-1#

ID24: Yes it's based here. #00:10:57-4#

I-EDUARDO OLIVEIRA WSL: It's based on the states. This important element, if you can reply what is the main reason all what are the main reasons for the state to call the making of the plan, why they want to embrace the **Finger plan** again to [...]? #00:11:19-8#

ID24: You have in the [...], In the physical planning from, from the law from 70, 74, you make a structure. You have the local in here, you have the municipality in here and you have the regional planning here and you have some goals, national goals here. It was related to a structure that you have 275 municipalities, you have 14 counties and you have a national level. But in, you make a new structure in, in the, between the municipalities and so on. In 2007 the value, there was no, you know you haven't. You only have, and you have only 98 municipalities. And therefore the plan here for the rest of the land, for the rest of the country is the same goal. Municipalities can do it themselves. There should just be some national goals. Yes, but in the municipality area you know here you also

[...] There was about 100,000 inhabitants but in the process to make the new reform for the municipality, all the municipalities in the greater Copenhagen area was a small, still small. They don't go together. The municipality over here go together and they [...] #00:14:25-53

I-EDUARDO OLIVEIRA WSL: Think strategically? #00:14:28-6#

ID24: Really and therefore you have all this to have here, I think, I don't [**inaudible** 00:14:36-1], but it's about that number. You can see you have 13, one third of the municipality was placed just for 1 .8 million. But the rest of the land have only 60 municipalities for more than 3 million. More or less 4 million. So and this area was connected and always had been connected between all of the they have a lot of, they have a lot in common housing market and labor market here and therefore the people said, they said okay we need to make a regional plan, a **Finger plan** here. So one of the goals is it different from the rest of the country, is the **Finger plan**. Only for the, for the municipality area of Copenhagen. You know Copenhagen, the city of Copenhagen is 10 to 10km and they are around 500, 50.000, 30.000. Nearly 600,000 in the city of Copenhagen. #00:16:17-4#

I-EDUARDO OLIVEIRA WSL: So 10 per 10 #00:16:17-3#

ID24: Yes, it's 10% of the whole municipality or whole it happens in the whole country. But it's just (1/3) one third of the inhabitants from the greater Copenhagen area. It's just, the rest of the Copenhagen area it's a lot of small municipalities, it's just around 20, 30,000 inhabitants. And therefore the state thought that it was necessary to make an overall plan for the municipality or for the metropolitan area. #00:16:59-8#

I-EDUARDO OLIVEIRA WSL: Metropolitan area. So the **Finger plan** covers the metropolitan area? #0017:03-6#

ID24: Yes. #00:17:04-1#

I-EDUARDO OLIVEIRA WSL: Which is about these 35 municipalities. And then in this we can focus more on the ongoing process of the **Finger plan**, eventually also more familiar. Can we talk a little bit about this, the politics or the governance, the arrangements during the preparation of the plan and referring here you already mentioned that there is a lot of interaction with the municipalities so do the municipalities come here to share with you the ideas they have regarding the territory and what kind of other entities or key players that are involved within the process? What kind of relations if you also go for negotiations to some extent of some new urban settlements, industrial parts or examples? #00:18:01-4#

ID24: Yes, of course it's mostly the municipality placement because the plan we are making is guidelines for how the municipality planning can go or be. You know first you have the Finger plan. They have some guidelines, but the Finger plan guidelines is done by the municipality. And, so it's mostly the municipality that is involved in the process. But of course there is some of the main lobby organization or NGOs, they also very interested in, in how it's going to be developed. You have, all in all, there is also public, public companies is more interested. If you see what's public companies is interested, is of course the transport, transport sector. It is for BUS, we have a transport company for BUS, we have a transport company for metro, we have a transport company for regional trade, we have a transport company for the local trades and so on. So really there are

many different [...] and they have different interests. They are also involved in the process. So you have the NGO, the people there is three who take the green structure idea. #00:20:03-9#

I-EDUARDO OLIVEIRA WSL: Yes, nature protection. #00:20:04-5#

ID24: Nature protection of the organizations and you have a lot of them that's really interesting. There is an agreement between the thinkers. And so you also have the enterprise of the organization. Danish industry and Danish business because in the **Finger plan** has also something about, about some rules about retail and the **Finger plan** has also some rules about heavy industry, for logistic and transport companies. So these are of course also interesting, and then you also have some of the big property in this. There is also of course very interesting what is in the plan. #00:21:33-5#

I-EDUARDO OLIVEIRA WSL: Yes, and then it's possible to give any example of an idea of eventually one of these property owners they come here to propose well I have this property, I think it's good for a new urban developments. How do you or how does the office react to those propose of, a landowner for instance, do you try to accomplish [...]? #00:22:03-8#

ID24: Normally, normally we always say to the big landowners that we have to talk to the municipality first and afterwards the municipality talks to us. But of course some of the big landowners also try to contact their own minister. #00:22:22-4#

I-EDUARDO OLIVEIRA WSL: I got it, yes there is always very interesting scenarios these elements. And then in your experience with **Finger plan**, look at the ongoing plan now, plans in the recent past. There is 2013, one of 2007, do you see many differences between the interest groups involved? Are there more interest groups coming, business, foreign business, a lot of things between the past and present? #00:22:59-8#

ID24: There is two schools or two kinds of, kind of a lobby organization. There is a lobby organization they are landowners and the people there, they just want to, to have some, so much freedom as possible. The can just do what they want. Yes, and you on the other side you have green organizations. They want to have really a planning that you can't [...] That should be their hard planning, if you're interested in that way. And in between you also have these public transport companies. Of course they want new rule about, about big office more than 1500 m² and working places there is very employ- intensive, employed, should be placed around the stations. They also think that's a very important thing for them because [...] #00:24:38-9#

I-EDUARDO OLIVEIRA WSL: The customers yes of course. #00:24:41-6#

ID24: So of course there is a lot of these interesting steps coming up. #00:24:48-0#

I-EDUARDO OLIVEIRA WSL: And all this, these interesting elements that and then I see that a lot of focus on sort of key areas, eventually related to these national goals. What are the central points of the ongoing **Finger plan** and I tried to clarify, eventually is housing one of the main issues that you would like to accumulate, more on the green places, more in infrastructure or eventually a bit of all of that, the main preoccupations of the **Finger plan** is this, sort of sectors of interventions. #00:25:32-5#

ID24: Interventions you see, I don't want to say to that stuff interventions, I more call it that there is two kinds of municipalities in the city of all metropolitan areas. There is one kind or of course their political means that just don't need a regional plan. You have some municipalities that mean that we can do everything ourselves and we don't need a regional plan. And then we have some of the municipalities that mean that and you have all municipalities that mean that a regional plan is very important for the whole structure of Copenhagen that it will, it will, it will be more or less, if you don't have this steering you will have more heavy transport on the roads and so on so you can't make it as [...] #00:27:02-5#

I-EDUARDO OLIVEIRA WSL: Sustainable. #00:27:04-0#

ID24: Sustainable and you can't compete with all of the cities around Stockholm, Berlin, Hamburg. So you have these different elements and of course you also have a lot of some municipalities just in between some of them think good, it's very important that the rule is for everybody of the, in works in all the other municipality just not in our because we can't take care of the green areas, but for ourselves we can take care of the transportation or how to make this or not this around the stations. #00:27:58-0#

I-EDUARDO OLIVEIRA WSL: So I can imagine that there are municipalities with more financial resources than others. So eventually some of the municipalities, those municipalities that tell that we don't really need the original plan so they have more resources to do their things by their own? #00:28:15-9#

ID24: No, no, it's just a form of a political point of view. They have more or less the same resources. As you know, the market has a liberal planning tradition and the **Finger plan** is something, there is not very, we are very proud of it when we are abroad but back home we say oh let us not make so much planning you know it's much better that just the municipalities and the enterprise what they want to do. So, but if you look at the city city and all international institutions they always say it's very important to make a plan for metropolitan areas because it's so mixed together for the labor market, housing market, so you can't just make a plan for every municipality. #00:29:39-3#

I-EDUARDO OLIVEIRA WSL: So and it is, I see that the rule of the municipalities is quite strong in the **Finger plan**, in the making of the plan. And then so I have two questions on the leadership. We also try to figure out the role of the leaders. So and you told me that it's not much about the resources but more about the political position so the leaders of the municipalities, they play a key role or they embrace the original plan or look more at the municipal level. Do you think, or how do you characterize the leadership in the metropolitan, or in the Copenhagen metropolitan area stronger mayors, stronger leaders at the local level trying to push the things for themselves, for their side? #00:30:28-8#

ID24: Yes, I do everyone. There is no real leadership between the political level. Of course the city of Copenhagen, the Lord Mayor had more to say because it's very important municipality in Denmark. But there is, but he's not strong enough to could say what all of the municipalities have to do. In Denmark, we have a very strong, strong position of the municipality, the municipality is on the physical level, or the physical planning the most important level. So therefore, you can just on regional level or state level here make some really overall goals and now we have minister or a

government that won't let the state should say less to the municipality. You know the national goal should be fewer and the national goal should be you haven't to, you mustn't say to the municipality, you mustn't do that. #00:31:58-9#

I-EDUARDO OLIVEIRA WSL: Okay, I was about to ask that. I have examples from other cities where the state comes with you know "a red card" #00:32;13-3#

ID24: Of course you can do it and we do it sometimes, but if you go, go some years back, it added a lot more "a red card" to the municipality than we do today. And that's because our government now we should have a, not have a strong state, it should be on the national level because, no not the municipality level, because in the municipality level, the public better than you know the national level. So it's really interesting, we are making a new law for, for the planning in Denmark here in the next parliament. We make, and afterwards we are in this planning act we are making, we are going to say that the national level should have less to say than before. #00:33:45-0#

I-EDUARDO OLIVEIRA WSL: Okay giving more power to the municipalities. So in that regarding the **Finger plan** will stand more as a guideline? #00:33:54-7#

ID24: No, in the **Finger plan**, we are not going to make so much difference between the **Finger plan**. But of course when we make, we are making a new **Finger plan** here and onto this government, the idea about the municipalities should have more to say of course it will also come into the **Finger plan**. But in the law there is some guidelines we need to follow and it's about the agreement between the Finger plan and it's about, about the principle of the, that working places, the completion should be in the other stations. It states in the law and it still stands in the law. #00:34:48-6#

I-EDUARDO OLIVEIRA WSL: So the impact on the land use comes from the law and they determine where the green area should be okay then? #00:34:59-7#

ID24: Yes. #00:34:59-9#

I-EDUARDO OLIVEIRA WSL: So and, I am also trying to clarify in my mind we have the law. The law determines more the zones or land-use and the **Finger plan** is less about land-use? #00:35:15-9#

ID24: No, in the law that said, there are some principles, principles that have to be filling in the **Finger plan**. It says something about the stations and the big office, it says something about the green area between the **Finger plan** and it says something about how to build the municipality area in different zones. That says the law and after it's filling here, and here more detail how the lines between, between the green area and the cities or the built up area is and there is also how to understand the transport system and so on. #00:36:14-5#

I-EDUARDO OLIVEIRA WSL: Is possible, is this correct saying if this correct telling that the implementation of the **Finger plan** happens through the municipalities because you have this law and the **Finger plan** with some details but then more specific elements comes on the municipal points. So is, there are some in charge of implementing this? #00:36:38-3#

ID24: Yes you can see, when you say do it so that the national level would say here is the build-up so in this municipality or in the law that said here is the principle of that you should point out in the Finger plan where the green area is and where are the buildups zones. In the municipality plan, in the plan, in the **Finger plan** we detail make a line between the green area and to the buildups zones. And the municipalities go in and make in the buildups zone to make plans for where housing and where the retails and the factory should be and that noticing in the **Finger plan** and in the local plan they make the municipality also makes the detail let's say regulation of the building, how tall they must be and how, and the sidewalls and roads and so on. #00:38:01-6#

I-EDUARDO OLIVEIRA WSL: And also about the because it's an interesting element, also part of my interest that the cycling plans, they come on these detailed plans or there are also national guidelines for cycling in Copenhagen? #00:38:16-9#

ID24: No. #00:38:18-5#

I-EDUARDO OLIVEIRA WSL: Because from the outside we always see Copenhagen in, together with cities in the Netherlands as an example of cycling and it has been inspiring a lot of our plans. #00:38:29-9#

ID24: That is not a part of the **Finger plan**. Because it's made in a time where the car was more or less dominant and the law hadn't said anything about bike cycling. We do some work about city structure and cycling because one city structure makes more bike cycling than other city structures and we make some, at a level, at a national level we make some structures for that. But it's not, it's not part of the **Finger plan** it's part of the whole country. It's about, if you have a structure here and you have a city out here, smaller, if you have three difference places you make new developments. You can make new developments inside the city, you can make it in the, just on the edge of the city and you can make it outside the city. If you make it inside here, it makes more of bike cycling than here much more in here, and here we will much more bike cycling than here. Such studies have been making, and we have also made some studies structure where it's more dense, give more bike cycling than the structure that is more not so dense. #00:40:57-5#

I-EDUARDO OLIVEIRA WSL: We are in the, we are in the experience or dealing with the municipalities, are you aware if they lease in the citizens, so if it is in line with the civic participation in plan making? Do the municipalities talk with their citizens or are there channels of communication between [...] #00:41:18-9#

ID24: The law says that you have to talk to the citizens and the law also says when we are making the **Finger plan** you also have to talk to the citizens. They are public here and so all things, the law says that you have different public hearings when you are making a local plan, when you are making a municipality plan, when you're making a **Finger plan**. #00:41:51-0#

I-EDUARDO OLIVEIRA WSL: Okay and together to win one side on my indicators of governance, I identify civic participation and knowledge. With this knowledge I try to seek answers for the participation of scientific communities. So do the municipalities or eventually also the national authorities, do they listen to academics, do they go to universities to talk or is there any kind of exchange in terms of knowledge? #00:42:23-5#

ID24: Yes, very much. More in the city of Copenhagen than in little municipalities outside Copenhagen. But there is a lot of communication between education, the educator panels and you work afterwards. #00:42:49-3#

I-EDUARDO OLIVEIRA WSL: And also pretty much in line with this question on the knowledges that, sources of inspiration for this **Finger plan** well I know that the **Finger plan** back in 1947 was one of the first more strong plans coming in central Europe that do the authorities of Copenhagen, national governments, Danish national government, Copenhagen go somewhere to get inspiration from other countries. #00:43:20-6#

ID24: You see, the 47 plan was a volunteer plan made of some people that was sitting together and no not the state not from the municipality but from some, there was the professor on, on the art schools. So yes so was making the plan and public the plan and afterwards the municipality became to discuss the national level, discuss it. Therefore, it was really you know it was coming out of nowhere. #00:44:07-7#

I-EDUARDO OLIVEIRA WSL: I wasn't aware of that. #00:44:09-5#

ID24: Yes, it was made up by two men, Steen Eiler Rasmussen, that was one of the men behind the **Finger plan**. They have been working in England a lot of time in the cities and they have also written a good book about London. And he made, he was one of the main inspirations to the to the Finger plan. And there was one professor from the, also from the Art school named Peter Bressoerf [ph]. He was the headmaster of the plan and therefore the plan also had these nearly new tones, elements along the Finger plan with public transport because Steen Eiler Rasmussen had worked in London area and knew from the English planning the new town, you know there was a lot of new towns in the circles around London. And he knows that was, and he saw that it was good there. He transformed it from England to Copenhagen. #00:45:46-7#

I-EDUARDO OLIVEIRA WSL: Copenhagen, so they started creating new towns between the fingers. #00:45:53-1#

ID24: Yes, and more less you know more or less new towns to save the, yes so take the towns and walls and come with also some new walls [ph] but it's more or less small towns said if you make a station here you can make bigger towns, bigger towns yes. #00:46:11-2#

I-EDUARDO OLIVEIRA WSL: So the inspiration comes from England? I thought that, you said you also got a lot of influence from the Netherlands plans? #00:46:20-5#

ID24: Yes, but more, that's before and after. #00:46:34-0#

I-EDUARDO OLIVEIRA WSL: Okay, that's very, very interesting elements and now we are reaching also the hour and it's one of the, when I was reading some of these documents here, survey and they are very clear. You can find a lot of information but what are the main challenges of the Danish planning system and the regional planning in Denmark? What are they ongoing challenges, a sort of if you can give me a sort of general picture, on the international level and then [...]? #00:47:12-9#

ID24: I think the national and the regional level there is a problem about to make plans that can be so, make the cities around Denmark and specially in the metropolitan area to cities that compete with our neighbors, Stockholm, Berlin, and we need more strong plan for, it's my personal view, for the regional level around the municipality, or the metropolitan area around Copenhagen and we also need it around East Jutland [00:48;09-8]. These cities can't compete because there is too many small municipalities that have influence on the structure of the coming land use and transport system. And I think you can't compare the transport system really close to the, to the urban development. You miss a chance to, to make a dense city and a dense city is more, more, more, can compete more with the other cities we, around. So I think from my personal point of view that Denmark we have a discussion about all the cities that should be just have a free locate, locate them all and so on. It's not the right way to do it, the planning system or to make a good plan it's good for people to get, get, to get a free choice for what, how to transport that. If you don't have a plan you only have one choice, the car. If you make a plan, you have a lot of different volunteer choice to, if you want a car or take, take or work on public transport or take the bike or walk. And if you don't have a plan, you have only one choice, taking the car. #00:50:27-7#

I-EDUARDO OLIVEIRA WSL: The car by yourself. Yes, I see that, for you the plan is fundamental to provide alternatives for the citizens issues whatever they want for their daily needs. #00:50:42-3#

ID24: Yes, of course it's also a choice not only on transportation, but a lot of different things. #00:50:49-3#

I-EDUARDO OLIVEIRA WSL: Yes, going for retails and recreation. #00:50:51-1#

ID24: Retails and recreation yes, recreation and someone and therefore plans is good for people. #00:50:58-8#

I-EDUARDO OLIVEIRA WSL: Definitely. #00:51:00-4#

ID24: And for me it's also very, there is two points also for, for this livability, it's very important and making a common model in the city on the fast way. It's very important these two things t's very important and only a good plan can make it. #00:51:26-1#

I-EDUARDO OLIVEIRA WSL: Livability and can you repeat? [00:51:27-5]

ID24: Mobility. #00:51;29-4#

I-EDUARDO OLIVEIRA WSL: Mobility yes and then this livability definitely two very interesting elements. These green areas and I forgot to ask some years ago, they are many for nature protection or also for recreation purposes? #00:51:45-8#

ID24: Also for recreation. #00:51:46-4#

I-EDUARDO OLIVEIRA WSL: Recreation yes. #00:51:48-5#

ID24: It's very important, both things, both things. Okay. #00:51:52-7#

I-EDUARDO OLIVEIRA WSL: Okay well thank you. Thank you for your time. #00:51:56-1#

ID25 Copenhagen 8 September

I-EDUARDO OLIVEIRA WSL: It is important first to explain the aim of this study. It is a five-year project. We are based in Switzerland. The main aim is to improve land change modelling based on the strategic spatial plans for urban regions. Regions, city regions, metropolitan areas, different cities call themselves different names. Then, I have 14 case studies. One of the cases is Copenhagen. Other cases, just to number some of them; Stockholm, Oslo, Helsinki. So, the Nordic capitals and Scandinavia, and then cities in Germany; Hamburg, Hanover. Vienna in Austria, Lyon... and then I am heading to Dublin, Edinburgh and Cardiff, which will be the last cases. I focus mainly on governance issues within spatial planning or regional planning, strategic regional planning, if we can call it that. This interview guide is divided on purpose as an institutional background of the spatial planning in Copenhagen and then the governance arrangements, and then here I already have other questions that come mainly as a result of the conversation I had this morning, and then a focus on land change. Then, the main aim of talking with you, and it would be good if you could also tell me a bit about your background in terms of responsibilities and tasks within a municipality, and also the context of the municipality within the greater Copenhagen area and also the tasks within the finger plan. I got from this morning the idea that the municipalities interact at the moment with the state, during the preparation of the finger plan, and these relationships are very important for me, not only the more formal on the political side and the municipalities, planners at the municipalities, planners at the state, at the national authorities, but also the agents and stakeholders involved in the process of preparing a regional plan. I believe the main regional framework is this finger plan and then there are the municipal and local plans which are more in detail. I would like to explore all of these in detail. So, if you can start with your tasks within the planning framework, that would be great. #00:03:18.9#

R-ID25: Yes. I think if I'm allowed, I will start a bit different. In 1982, I was a student hired into the Greater Copenhagen Council to work in spatial planning with the region. After that, I worked for the Nordic Council. From then on, I have moved by Copenhagen and out into the Ørestad municipality, which is one of the municipalities to the north of Copenhagen. Actually, the second most wealthy municipality of the nation. For me, it has been a journey from the big scope into this, being responsible for building permits and municipality planning and local planning. So, I have been working very much within the region. That is just a background to my answers, that of course they

are rooted in my position now as Head of Planning in Ørestad, but they are colored by my background, which is very different from that. #00:04:49.6#

I-EDUARDO OLIVEIRA WSL: It is also good to understand the difference between the regional planning in the past and present, because we are aware of some of the different driving forces. You mentioned more economic oriented actions influencing planning, or not influencing, but you can tell me all about that. #00:05:10.0#

R-ID25: Yes. I started here three years ago. Before that, I worked for the municipality of Copenhagen, in one of Copenhagen's most socially deprived area within urban renewal planning. So, it was quite a change to go from there to Ørestad where the issue is not social, but more of a spatial one, because this is what you also call the site of the kings and queens. This is where the really rich people went to recreate themselves. So, from the beginning, this area has been a deep focus on preservation as a pleasure area for really wealthy people. So, that's very different from where I were before and where I worked before. #00:06:04.7#

I-EDUARDO OLIVEIRA WSL: I can imagine the challenge. #00:06:07.3#

R-ID25: It is something else. As a background, I am educated as a landscape architect and a town planner, and then I did a Master's in public integration after that. So, from that point of view, my focus has always been on how the physical environment impacts on your social and cultural drive, so to speak. From that point, it is quite interesting to be situated in a space where they have a long tradition of making contracts between themselves and trying to preserve the views of the countryside, the landscape and so on. So, the finger plan, you could say, is my "old love". I am now helping to preserve between people who are, on the other hand, some of the richest, most growth oriented people, but where they live they want peace, quiet and green landscapes. It is quite fun actually. So, if we go to your questionnaire here, I think that of course the finger plan is an icon because it has become... my mayor, who is a liberal, goes up and says, "I am all into growth, but I want to preserve the finger plan", because growth in his is also to preserve the values of what we have. From that, in its simplicity the finger plan has proven itself really strong as a message between groups. That actually fascinates me in my current situation that this belief that you should preserve for the commonwealth, it's so important. #00:08:18.9#

I-EDUARDO OLIVEIRA WSL: So, the finger plan is... in your municipality, it is answering the questions that need to be answered? #00:08:26.6#

R-ID25: Yes, and we not only have the finger plan for planning, actually they have gone one step further. So, a lot of that is preserved by the nature preservation act as well. So, there has been this next dimension that the forest and the landscape are preserved by nature laws, preservation laws, as well. Things like the Danish preservation organization is really strong. So, the desire to have a landscape around you that tells you about the history of where the kings went to chase and where the lakes were for people with money situating their houses with the coastline and so on. So, this is very much a recreational landscape. #00:09:36.9#

I-EDUARDO OLIVEIRA WSL: Which combines also with the cultural elements I see, the historical elements. #00:09:42.5#

R-ID25: Yes. So, the historical background of this area being where really rich people went... #00:09:50.4#

I-EDUARDO OLIVEIRA WSL: For recreational purposes. #00:09:51.8#

R-ID25: For recreational purposes. The Danish landscape in itself doesn't make much of a challenge to town planning. There are no high hills as such. We are quite good at keeping the water out. So, the landscape in the south doesn't make the effort to preserve, but just at this part, you have some small hills and slopes and water areas, which has made it possible to combine town building with landscape. Then, I have to take this threat back to the Greater Copenhagen council because they have created a work frame between municipalities where we work together and being serviced by the Greater Copenhagen Council to preserve the fingers, not only within your own municipality, but in connection with the surrounding municipalities. That, I think, has been this tradition of having someone who arranges these collaboration, it has a tradition that has survived the different periods of planning structures in Copenhagen. #00:11:20.2#

I-EDUARDO OLIVEIRA WSL: Also, as a result of the talk this morning, at some point, I think 2006, the regional level disappeared. #00:11:33.6#

R-ID25: Yes. #00:11:34.2#

I-EDUARDO OLIVEIRA WSL: Then, what was formed? The local, the municipalities and the state. #00:11:38.1#

R-ID25: Yes. #00:11:39.2#

I-EDUARDO OLIVEIRA WSL: Now, or these days, on the progression of the new finger plan, the state decide to take over again the finger plan. As a planner from the past, your experience from the past to the present, if I am correct, this top down approach is working well and responds to the current issues of the municipalities? With a focus on your municipality and others? #00:12:07.3#

R-ID25: I think what I tried to say before is that even though you remove the regional level, people continued within the municipality to work together. #00:12:18.6#

I-EDUARDO OLIVEIRA WSL: Was it because of the experience you mentioned? #00:12:20.2#

R-ID25: Not only that, but because the people who were working on the regional level were situated afterwards... they were not fired, they were situated with their responsibilities in different municipalities. So, this framework, this network, still lives. I still meet with colleagues who have been part of that. So, that's what I mean by a strong story where you continue to have this work between you which is very informal, but you have the ability where you are standing at any time to stress the necessity of working together, and because you have this connection from former workplaces it has actually been quite strong. I know that because, which is quite interesting to me, Ørestad municipality was actually two municipalities before 2007, one was part of Greater Copenhagen and the other was part of other municipality. The planning tradition of these two was quite different and we still struggle with that today. So, the southern part of the municipality is developed in another fashion than the northern part of the municipality. That was one of the really strong experiences for me when I started working there in 2013, that this story and this trying to

combine two traditions, two ways of looking at it, still so many years later has an impact. When I started, I had employers who said, “I have never taken a job or a task in the other part of the municipality because I don’t know how they do that”. I think that’s actually quite amazing that you can hold onto your traditions. It is so hard. I was really surprised. Of course, what is really interesting is, **Holger Bisgaard** is part of the same story as me. We are the oldest part of that and in five to ten years when we retire, the young people have not been part of making story, but they have been told the story, and what happens there is going to be quite fascinating. I have really been thinking about that. I sometimes say that a city has a way of being administrated and it’s like breathing. You breathe out and you breathe in. Right now, we are surviving these networks on old friend’s knowledge, but in five to ten years that will be gone and what then? At this time, if I have a real problem I could call **Holger Bisgaard** or someone else and discuss it with him. #00:15:29.3#

I-EDUARDO OLIVEIRA WSL: They are familiar with... #00:15:32.0#

R-ID25: Yes, they have the same story, the same background, so we can use one another trying to solve it within this network, even though he is in the state and I am in the municipality. That will not happen five to ten years from now because you don’t have people moving around from the municipality, the state and the region at the same speed. #00:15:57.6#

I-EDUARDO OLIVEIRA WSL: This question of the hierarchy, which happens in different cities, mainly in more... In Germany and Austria where the hierarchy is between someone in the state or the municipality plays a key role in decision making. Here this does not happen, this conflict between hierarchy’s, you work well together. #00:16:18.5#

R-ID25: Sometimes I say we survive in spite of the system. So, we have a really strong planning tradition, a really strong trademark within planning, and of course I, as others, worried that this authority you have put into position... we are in the making of the next municipality plan of Ørestad and if I stand up on a box and talk to the town council, they will all know about the **finger plan**. It will be an integrated part of their understanding of their municipality, no problem. In five to ten years I can hear that in other side of Copenhagen, which is another municipality on the west side of Copenhagen where they have hired in a young woman who is actually a psychologist by trade, and her approach is a totally different one. That is really interesting to see what that does to

our way of planning, because she starts with the story. She says, we have to make an identity, we have to make a story about ours, and I on the other hand, when I talked to the municipality of Ørestad, I said, “We have to situate ourselves in the story of Greater Copenhagen”. So, Holger has always been a guy with a big view on things from Copenhagen and out he always had a really strong connection to Copenhagen. A lot of people in the municipalities outside of Copenhagen still have the mindset that they should first of all be themselves because we are competing about the same people living in the same work spaces. On the other hand, my mayor, for example, and others are saying that today Greater Copenhagen is a good idea. If we are going to survive, we have to focus on cooperation. He is a liberal. It makes no sense if you look at it as a political agenda, but it is common sense if you look at the practical life of Greater Copenhagen. #00:19:14.8#

I-EDUARDO OLIVEIRA WSL: So, if on the one side we have municipalities who embrace the finger plan, as the finger plan links them to Copenhagen and they see Greater Copenhagen as a good thing, there are municipalities that prefer to stay away and do their own thing? #00:19:32.6#

R-ID25: To focus on their own planning, of course. #00:19:36.6#

I-EDUARDO OLIVEIRA WSL: Yes, creating their own storyline. You said that to some extent they are afraid of how this will evolve in the future, with younger... #00:19:50.8#

R-ID25: I think younger people... actually, I think the digital world have made it more obvious that we have to work together, to have a network, but on the other hand they do know that their own work situation, to be head of planning or something, depends on how many municipalities we have. So, you should never not acknowledge that the planners are also fighting for their own jobs. That is one of the governance factors you have to take into consideration. When the head of planning talks about a certain municipality being in the center of the world, she is also talking about her own job. #00:20:37.9#

I-EDUARDO OLIVEIRA WSL: I understand. That’s a very good point. #00:20:40.5#

R-ID25: I think we have a very rich, a very well educated, a very well-liked public structure in Denmark, which to some extent is what could differ from other countries, that they are actually

working together and has been setting its mark everywhere. From that point of view, it becomes quite obvious that as a planner you have to be able to link your role as an authority, as a part of giving permission and so on, as a political system, and your own professional background and what you believe in, if I'm honest. I think that we are getting better at accepting that we are in our position with all of that. If you talk governance, that is one of the things that I enjoy, working together with younger people. Their understanding of this dimension of our work is so much more trained and put into an academic framework, whereas when I was trained as a planner it was important that I could make plans and then I would offer them to a political system. My planning was part of what I believed in and part of the political system. I had to have clean hands, I accepted that and I addressed that. I think that is how planning is going to survive. #00:22:40.1#

I-EDUARDO OLIVEIRA WSL: Involving more agents? #00:22:43.7#

R-ID25: When you talk governance, you accept that you are there as a human being as well as your position, as well as part of a political system. One different in Holga's job to my job is that Holga meets at the political level and he meets the decision makers. In my job, I meet everyday people just wanting to build a house. So, my job is not only to articulate to my mayor, it is also to articulate to this guy just wanting to build this house on this marvelous plot he has just bought. So, to try to make that connection, you have to be a really good storyteller, quite sure of your role and you have to believe in something. Otherwise you will just see it as stupid rules not making it able for him to do what he wants. So, for many years we lived a good life, probably a good dozen years, and people say, "Okay, today is nothing like that". You have to be able to argue your point of view in a very different way. #00:23:57.8#

I-EDUARDO OLIVEIRA WSL: Yes, there is an academic from Australia with some work in the USA, who writes about a planner as a negotiator. I also see a bit from that perspective, that the planner has to be able to negotiate with different interests and then take these interests to the politicians and come back and perhaps try to build a consensus and act upon the consensus. Do you have enough freedom to make this balance between the citizens that have their own issues and with the politicians and national goals? If we can put this in not only your municipality, but the other municipalities and other planners, are you able to do this, build a consensus? #00:24:49.2#

R-ID25: I think so. I think we have decided to address it as how to be a good neighbor, addressing planning as the playing table of how to become a good neighbor. I still think the good example is that you are living in this quiet neighborhood and then you want a big six storey hotel because you have a nice view, and the people around you are concerned about the traffic and so on. So, how to become a good neighbor, this is what you want. So, earlier our approach would be that we'd go into a plan and say, "This is not possible...", today we say, "Okay, this is what you dream of. Listen here, you have to understand that your neighbors have built their houses in the belief that the house beside them also would be just a normal dwelling. So, if you want this hotel, you have to negotiate not only with them saying what you are giving back to them, but also with us". So, we are making this much clearer today that the rules are not there to limit your space, but to provide you with good neighborhood. That's actually quite a strong way of doing this. #00:26:16.0#

I-EDUARDO OLIVEIRA WSL: You do this in this governance perspective, a more formal or informal way, or both? #00:26:22.7#

R-ID25: Every way. We have just had a policy for architecture approved by the municipality. That set guidelines about how to be a good neighbor. One of the rules that we have made that I do love is that if you want to build something different, it is because you are giving more than you are taking. So, you have to argue that you are giving back to all if you want to do something different. That makes a really strong negotiation platform for us as planners, because our contract, so to speak, at the political level is that they agree that this is important. #00:27:11.5#

I-EDUARDO OLIVEIRA WSL: As a rule, for the municipalities? #00:27:14.1#

R-ID25: Yes. It is because every plan has its faults. There will always be reason to argue that you should be allowed to do something else. #00:27:25.0#

I-EDUARDO OLIVEIRA WSL: Yes, flexibility. #00:27:26.2#

R-ID25: Yes. So, to address this flexibility you have to be able to say what will make it possible to say that this is a good reason to be flexible, if you think you have a good plan. #00:27:45.5#

I-EDUARDO OLIVEIRA WSL: Even with this mindset of flexibility. So, in your opinion, are the municipal plans in greater Copenhagen still a valid instrument? #00:28:02.1#

R-ID25: Yes. #00:28:02.7#

I-EDUARDO OLIVEIRA WSL: They are still a valid instrument, but then any way you have to cope with other interests and always acting towards the wellbeing and it being a good neighborhood. The plans are... this adaptive capacity I call here, are the plans flexible enough to heal these good neighbors? #00:28:31.0#

R-ID25: I think one of our issues is that, for example, in my municipality Holga's plans are 60 years old, the local plans. A lot has happened in between. So, from that perspective, some of these rules are now challenged just by the fact that you have cars, more than one car maybe, and so on, but you have demands towards the environment and so on that make it quite tough to make the stand of "a simple" living if you are living in a house from the 30's or 40's that you can't change. What I like about that part of what I'm doing now is that besides being part of the town and the municipality to make a municipality plan, to make local plans where you have quite an extensive debate with the people living around and the people building. We use quite a lot of resources on that part. Of course, we have two or three new examples of where the people around are not happy because they are scared of what is coming, but on the other hand we know what we are planning and we have quite a lot of control over what is coming. So, from that point of view it is... the good example we hear is that the new local plan, it used to be the state that owned this area and it was the military who were there. They have been off for ten years, so the area has just become forest, so to speak. Now, we are developing – the state have sold it - with the purpose of course of earning money, but also making space for new dwellings. A few years ago, the law changed so that in this situation you can demand that a certain part of these dwellings are public housing, and between really rich people this is an issue. They have a lot of views on that, but as they are well brought up they will never say in public that it is because they don't want to live beside public housing. So, they are troubled by the space, by a lot of things, the height of these buildings. They will do anything to try to keep this out, but they will not be heard saying that they don't like public housing, even though on a quiet evening with a bit of bread wine with the mayor they will say exactly that. #00:31:54.5#

I-EDUARDO OLIVEIRA WSL: They try to go... #00:31:56.6#

R-ID25: Yes. “We are not saying it in public, but this is the issue”. So, they are addressing that it is going to be too high, it is going to be close, the buildings are going to reflect the noise of the railway which is dividing these two areas into their houses. It is like, we have been using an obscene amount of money trying to have people tell that this is not going to change the environment in your dwellings. This plan has just been passed. You have to understand, but in the municipality where the conservative is the main part of the town council, it’s quite tough that it goes into this, but at the same time, the situation around refugees where we are obligated as a municipality to take a certain part, it makes it necessary to build more public housing. So, in one of the richest areas, very close to the coast, we are now building public houses. With my background, I am ever so pleased because I think it’s a good plan. I think it’s a strong sign of planning and of housing philosophy in Denmark that we make it possible to plan for public houses as well. #00:33:23.3#

I-EDUARDO OLIVEIRA WSL: Integrated with other groups. #00:33:27.7#

R-ID25: It is quite interesting to make... if you have been to Sweden, it is even more fun. I have worked quite a lot in Sweden as well. In Sweden you have a really strong moral codex about this. It is forbidden to say something bad about others, it is forbidden to address the social order. In these years, things are changing, so they have an uprising of people trying to address those questions, but before that it was like you were shunned if you didn’t know these rules. In Denmark, we are more in between...if you don’t say it out loud, it’s okay to say it to me on a bench in the park, but don’t say it out loud, but on the bench we’ll agree. I think it’s quite interesting to see that even though we are Scandinavian countries, the planning tradition of Sweden is created by the king importing French governance 400 years ago, and a country with a totally different scale and a very centralistic planning tradition. Whereas we have built up from the bottom because we have, in my philosophy, not the single system of the landscape. So, we have more taken the village approach, as in England or **Belgium** or Germany, where everything rose from small units to bigger and bigger. In Sweden they have the same. If you plan in Sweden you say, “This is where the roads go”, and then you decide by law. In Denmark we will say, “It is probably a good idea to get a road from here to here, and it probably would be less expensive to do it in a **straight line**, but on the other hand we know that “Mr. Hanson”, who is a very troublesome man, is living there, so we cut an edge there”, and so it

becomes less of a straight line. It is just a good picture that we are different in our mindset. In Sweden, it is accepted that it's a good idea, but you can come fast from one point to another, so of course they will have to be straight on. In Denmark, we always know that its... #00:36:04.5#

I-EDUARDO OLIVEIRA WSL: Eventually something will happen and... #00:36:07.6#

R-ID25: Yes, and it will take years to plan, always. Everything takes years because we discuss and discuss, and at a certain point we don't discuss more and it has been decided. So, if you are talking about network and how to do it, it is like feeding this idea and staying on the course. So, by that, if you take the metro of Copenhagen as an example, I don't know if Holga mentioned that, but it was a planning process which took about 20 years, from the beginning when the first people said, "Wouldn't that be a good idea?" I have been sitting in Copenhagen just beside the guys who first thought that we should upgrade bicycling in Copenhagen, but that was a decision that took... it was 25-30 years ago. This small group of three or four men who were hired in to do something for these silly buggers who still wanted to grab their bags and who tried to invent a language where they were calling about highways for bikers. They were saying, "It's a wonderful idea to have a highway for bikers to this park, because there is not path here", but they didn't see coming what hit them when they did that, because the preservation people from all over were saying, "You are loco, you can't do that", but today actually... they had the gift that the railway lines were shut down. So, they used these old railway lines to upgrade bicycling. They are still working there. I think it's a wonderful story about a group of three to four guys with an idea that things would be wonderful. Today we brag about it to everyone, but actually when I looked upon it, everybody had been given them resistance until the last ten years. #00:38:22.9#

I-EDUARDO OLIVEIRA WSL: Then, if we can come back to the more plan making phase, I would still like to understand a bit more the relationship between local plans in more detail, the municipal plan and the finger plan. So, Holger and the national office during the deliberation of the plan, they interact with the municipalities. #00:38:52.3#

R-ID25: Yes. #00:38:52.8#

I-EDUARDO OLIVEIRA WSL: Is this interaction peaceful, do you also seek for consensus? The national entity, do they integrate your ideas or do they also try to negotiate? Are there examples?
#00:39:08.4#

R-ID25: I think I have a very concrete example. In Ørestad, there is a small town just close to the highway and with a small local frame. If you had a train station on S2 lines (urban train), there will be an area where you can build more and higher, but not here because it is a private train, and the buses and highway **does not** give you the same statutes. This small point has been and not. To me, it is quite a funny story because one of Holger's good old friends made a survey of all the municipalities many years ago. He went out there and he interviewed two or three people four kilometers away from this station and asked them, "Do you use the train?" and they said, "No, we drive by car", and because of that the decision on the state level was that people here were not interested in buses or trains. They drove by car. I have been saying for many years that this is really poor planning because if you look at the data, what happened is that... I am totally aware about stations, but there actually is a station here, it's just not owned by the state, so why couldn't that station close? On the other hand, this is an existing station. We use this finance new station in new areas. From that, I think we have an attack on the existing cities that we haven't quite comprehended yet, but it is fun to be part of that discussion. The state doesn't want this because the story is that this is not close to a station, and if you ask them why, their argument is that it is not environmentally logical because it wouldn't take people from cars into trains. They do build that thesis on these interviews made 25 years ago still today. They have not done any new surveys. They have not integrated the buses. What has happened to the buses is that today you can go on the bus to the airport from here to this area in 17 minutes, which is quite speedy. By train, in about 32 minutes, but it is still not station close. I think it should be asked, "Are there good collective connections here or not?" I don't focus that much on bus and train, but the train is the god of planning and the buses are not, even though they are a part of public service, they function quite well today. So, that's a battle. I have an environmentally strong belief, but still I don't understand this. The other part is that we have a huge temptation of financing or arguing the finances of infrastructure projects by selling land. So, because of that, the existing city is not interested because it is not about developing. So, an existing city like this, the way to defend itself is really hard. In this area, this particular part - which is quite a huge company, and they still their main office here, but of course a lot of the factories are outsourced to China and so on. They make the most important

parts of what are in your phones, the way you make the hearing part and the microphone, it is their key... so, they are all about sound, and they have their cradle here and they want to stay here, but because we are not part of this - they can't change and they can't grow. So, that's a fight. So, even though I try to say that we do negotiate everything, it's a fight. #00:44:06.4#

I-EDUARDO OLIVEIRA WSL: Okay. #00:44:06.4#

R-ID25: The funny part is that I have an employee who is quite a lot older than me and he is like, "Of course it is like this", and I'm saying, "Why?" and then I am interested in compensating growth which has always been **on the agenda** planning. It also wasn't the agenda of the finger plan. The finger plan was about collecting possibilities of growth by providing these train systems. You shouldn't kid yourself about that. If you start to half the city because you are putting a workspace into use, what is going to happen here? So, actually, right now I am in a fight with the state about this and we don't agree. So, we are meeting and they are cancelling meetings and they are trying to avoid these meetings. At the same time, my mayor, who is part of the main organization, he is the next chairman there and he is meeting with the minister and they are saying, "Of course it should be like this. It is common sense". So, that makes them as planners, as Holger, fighting this even more because they don't like to be told. It is quite fun to be part of... I think these details, I think we have an issue between existing cities and cities to come. We still have an agenda where we address growth as one of the most important things, but we have - Technical University of Denmark - which is growing really fast, because there is almost no space in Copenhagen, and we are just beside there. I used to say that if it is good for **them**, it's good for us. We just have to find out what is good for us. At the end of Ørestad, there is a science park called - so we see this as still the finger plan. A science corridor, we call it the **pinky finger**, and it is... actually, it is on the finger plan as well, but it is still... the ones responsible for science have told us that the outskirts of Denmark have zoomed in on them. They have difficulties renting out the space, attracting new companies and so on. At the same time, they are screaming for space in - which is 16 kilometers away. That is quite interesting to see that happen. I mean, that is part of what I think is... obviously it's in the details that we don't agree, but we all agree on the finger plan being a good thing, but when it comes to details you will always have this in fighting, saying, "Here, this is the exception, how should we address that?" and I think that's a really big part of that. I think the storytelling of the finger plan is so strong, so big a part of our story, so I am not worried about that, but if it is going to survive, we have to be really

good at addressing where you should be flexible. The issue is that in a democracy, you are always ruled by the exceptions and being that, if you are ruled by the exceptions then you are also afraid of them. So, its easiest to say no than to say yes, because yes is an open gate into having to say yes to others, because you have to treat people equally. So, if you have been flexible towards one, you have to be flexible towards everyone. From that point of view, as an administrator, I am really scared of yes. As a planner, in the political system, I see it as a necessity that you have to be good to argue with this is okay, this exception. I think that is the key to survive in planning. You have probably heard that we are going to change the laws of planning. #00:49:19.4#

I-EDUARDO OLIVEIRA WSL: Yes. #00:49:20.2#

R-ID25: To try to make it more flexible on some points. #00:49:24.6#

I-EDUARDO OLIVEIRA WSL: Sorry to interrupt, and also to give some more power to the municipalities? #00:49:30.7#

R-ID25: Well, only in theory. #00:49:32.8#

I-EDUARDO OLIVEIRA WSL: Alright. #00:49:33.7#

R-ID25: I think it is very theoretical what you are talking about there, I have to say. I think that... #00:49:44.0#

I-EDUARDO OLIVEIRA WSL: That means that in practice the state will still...? #00:49:51.1#

R-ID25: How should I say that? No, the issue is something else. What you are doing here is going to weaken the position of the municipalities in the negotiation with the owners of the land. So, we are not getting stronger as a municipality, the strength is coming from the state and directly out to the people. #00:50:16.1#

I-EDUARDO OLIVEIRA WSL: Is that from the new governance arrangement that they are doing? #00:50:20.2#

R-ID25: Yes. So, this is about money giving freedom. If you have, you are going to be giving. That's my take on the new planning laws. This is nothing to do with flexibility. It is nothing to us. It is making it easier to get your own way if you have enough money. #00:50:38.8#

I-EDUARDO OLIVEIRA WSL: So, the influence of the market coming across. #00:50:43.2#

R-ID25: It's the influence of the market coming so much closer. If you go to the over line of this, for example, the reason we still have a coastline which is not built on is because we have had a very strong planning tradition. That is one of the traditions they are trying to undermine. One of the reasons that we have been able to keep our cities as cities has been strong planning decisions. They are now changing. So, you are going from eating high cuisine to porridge in my belief. Everything is possible everywhere. I think 20 years from now, we'll weep about this because what we'll have lost are things like this. Many years ago when I started in the park department of Copenhagen, the municipality itself, I had the responsibility over the biggest park in the city one of the biggest parks in Copenhagen. We had to get advice from the preservation council on what was allowed in the park or not. At a certain point, I made a sketch where I pointed out that if everything they had said should have been possible, building a big new arena for sports and so on, there would only be a main path and a lake today, the rest would be occupied. That was a picture they understood, but I had to be really precise on that part. Everything they asked for was probably a good idea, but if there is no one to defend this... #00:52:51.2#

I-EDUARDO OLIVEIRA WSL: It will be gone. #00:52:53.9#

R-ID25: Yes. That is, I think, really the essence of planning. If there is no one to defend what is not occupied, if the spaces not being used are defended by someone, which to me is the beautiful part of working with planning. If you don't have a strong position there, so if you really want to do something, you have to fight for that and you have to argue not only from your own interests, but from common interests. That's the beauty of the planning system we have today. So, I am actually quite worried about what you're doing right now. The fun part is that my municipality, who have the same background as our state minister, are worried as well. So, they are saying, "This is good in

Jutland it is really a problem if people have money”. That is actually quite interesting, to follow this debate in a space where they have a lot of money. #00:54:17.3#

I-EDUARDO OLIVEIRA WSL: When you mentioned the people with money, do you refer to private citizens, or also companies like real estate agents and developers? #00:54:30.9#

R-ID25: All of them, but it’s because Ørestad has the second highest income level in Denmark. So, people there normally earn, as a household, more than one million a year. So, they are quite well off. There are poor people as well, which means there is a big group of people earning a lot more than that. That means that they are... when I came there for the first time ever, I had a meeting with a group of citizens where every citizen had brought their own lawyer. It was like, “Welcome... nice to meet you”, because they are so aware of their rights and they are not the only ones. The good part of being part of Denmark is there are a lot of people who are concerned about rights. One of your questionnaire questions was about interest groups. We have a very strong tradition of creating groups that have one particular interest group organization, for elderly people, for nature, for companies, for just about anything, and they all come. Another example of organization is that, I told you that Ørestad was two municipalities which melted together into one. **One** the poor part and **another** was the really rich part out on the coastline. These are further into the countryside. Another city is feeling the pressure of the shops leaving, workspaces leaving, so they are more or less becoming what you would call sleeping cities. #00:57:05.2#

I-EDUARDO OLIVEIRA WSL: Yes, which is a residential area. #00:57:07.2#

R-ID25: Yes, but without the shops, but that made a group of very well educated, well informed elderly guys called ‘We Love ...**this city**’. They are trying to address the interests of their city. They are really picking on the political system and on us and trying to bring people together. That’s quite interesting what they can do if they form a group saying, “This is important”. #00:57:43.2#

I-EDUARDO OLIVEIRA WSL: It happens quite a lot, this concentration of groups? #00:57:47.7#

R-ID25: Yes. #00:57:47.9#

I-EDUARDO OLIVEIRA WSL: Do they become formal or informal? Do they have to...?
#00:57:51.9#

R-ID25: Both. A lot of them are formal. They create an organization. We have this huge tradition about forming these committees and groups, and actually we support them both financially and by offering coaching and everything else. So, there are a few traditions of working together with groups. So, if you are from a group, you are acknowledged as someone in the planning law system who should be heard and involved, more than one voice. So, it is important to have this voice of your community because by that you get part of the formal hearing system as well. #00:58:43.5#

I-EDUARDO OLIVEIRA WSL: Yes. If they come together, they will be heard. #00:58:45.9#

R-ID25: Yes. #00:58:46.6#

I-EDUARDO OLIVEIRA WSL: Their interests will be reached out. I get it. We have already talked about a lot of things, and this perspective towards the future and land use within the municipality. So, you were telling me that the municipalities will actually be more flexible, but in the theoretical sense, because in practical the money will play a key role. So, you say that these people with money or interest groups with money will play a key role in deciding certain views for a part of a municipality? Will they be stronger to impose certain use or for a new residential area or a new industry or...?

R-ID25: Actually, I think what's funny right now is that money matters and people accept that. The cost of that, a group like these old guys are joining up with the owners of the buildings and the shops. So, they do know where to go if they want to make change. Then, they look at the municipality as something that should make it happen. I actually think it is going to be a totally new role for planners because the government is trying to address this as a good thing that things are going to be more flexible, but on the other hand, they do want this control, and flexible and control seldom go well hand by hand. So, I think in a few years the state would ask for less flexibility because they'll lose control. We have made besides planning a huge system of being able to complain, to be allowed to let yourself be heard and so on, so the complexity is put into another

layer. If I gave out a building permit, I have to hear the neighbors, the surrounding society of home owners, and just about everyone, just for a building permit. They have three to four weeks to prepare an answer and we have to... It is not a big effort, I am sorry to say, to create a building permit. The difficult part is to negotiate with the neighbors and they actually want us to take this role. So, the law and having good lawyers placed within the municipality has become a more and more essential part. You do know that by introducing lawyers, flexibility goes out the window. So, trying to keep purpose as the main cause, 'does this make sense or not', becomes one of the biggest issues. To my younger employees I say, "You have to be able to rise above the rules and say, does this make sense?" So, you have the breath, you have to check that they have followed all the rules, but does it make sense? That is part of being part of a political system where negotiation and decision making is not only in the office. It is also around what you are doing. #01:03:15.4#

I-EDUARDO OLIVEIRA WSL: With the making sense here, do you mean in response to certain issues? #01:03:22.1#

R-ID25: Yes. It is saying that if you want to build a house to double the size of the neighbor's house, how is that going to impact your neighbor and does it make sense? In the beginning, I had a woman who was hired and she came happily down from meeting one of our citizens saying, "I just killed their dreams", and I was like, "Whoa, I've never heard that said out loud before", but what she meant was that she had prevented a case that she knew would create a lot of problems with the neighbors. Now, we are saying, if this is what you are dreaming of, do your neighbors understand your dream? What are you giving to them? People normally understand that. It is like being on a crowded bus, how do we create space for everyone? That's what I mean by making sense and making purpose, and the purpose being that our rules are not just to annoy people, but also to create a certainty about when you buy a place that you know what's going to happen around you and people normally understand that, but it is fun. #01:04:50.4#

I-EDUARDO OLIVEIRA WSL: Yes, it's a beautiful job. #01:04:52.5#

R-ID25: It is fulfilling and it becomes... it's fun and it's a privilege to work in a municipality where you have a lot of decent people, decent political people with the courage to say no and to decide the purpose and so on. Where other municipalities are more "jealous" because the people living there

have less money, they are more challenged because they have to address that as well. So, from that point of view, my perspective is one of a very privileged role. If I was hired in **another**, because that is an area where money is more scarce and where the political level is focused on growth, and you get a huge responsibility as a planner to argue for the space in itself. It is quite interesting when you meet, and we do meet planning chiefs in this area quite regularly, to hear how we are challenged in very different ways. That is really interesting. #01:06:30.0#

I-EDUARDO OLIVEIRA WSL: Yes. Well, thank you so much for your time. #01:06:34.1#

ID25 Copenhagen 8 September

ID26 Copenhagen 9 September

I-EDUARDO OLIVEIRA WSL: I will start by asking about your background regarding planning in the greater Copenhagen area #00:00:19#

R-ID26: Yes. You know I am an academic. I have worked for many years, well for some years at least, with a research institute connected to the ministry of environment. Now I am in the university but I work in the research institute that was connected to the ministry of environmental for some years. So, I have been involved in what we called sector research, I think it is called, but that is very much applied research for advisory reasons. Now, I am in the university. I have never been involved in the planning as such so I don't know things from the inside. So, it is much more an outside perspective. What I know about this is that to some extent it is quite common knowledge or what you pick up during twenty-five years or whatever, and the other side of it is that I did together with a colleague - a scenario project. Did you find that?

I-EDUARDO OLIVEIRA WSL: Is it this one I have here?

R-ID26: Yes, that one. So, we made this project. We came over this way of modelling and I thought it would be interesting. This part looking at it, I thought 'can we say something about what is actually the effect of the finger plan?' So, this is one of the things I have done and we have more or less maybe been asked to make a revision of this in relation to this new work about rethinking the Finger Plan. I don't know if it will happen or not but there has been some small negotiations. #00:02:17# we are very interested in this. The other thing is that one of the persons that was very much involved in producing the Finger Plan 2007, who was in the ministry, is called Peter Hartoft-Nielsen <http://personprofil.aau.dk/108938> . I don't know, are you going to talk to him? #00:02:37#

I-EDUARDO OLIVEIRA WSL: No. #00:02:37#

R-ID26: He is retired but it might be really nice for you, if you had time, because he is probably the person who knows most about it and its effects. He was here for some years as a visiting researcher and he did some very interesting work on the effects of the Finger Pan actually. Also, I can see you

have a lot of things, but he made an investigation of how much office space was actually built within these proximities to station areas. I think that the ministry have used, or reproduced it afterwards and they showed that it was not totally effective, as least. You can say so. So, that is more or less it. Let me think, have we done more? You know, a lot of it and my knowledge about what happened and it is also kind of 'what I have picked up through network sent through other articles? So, I cannot really give you references to everything but it is more like I can tell you what I think, and then you will talk to Volker (who knows a lot more) or someone else. Jaegar Fisker, are you going to talk to him? #00:04:07#

I-EDUARDO OLIVEIRA WSL: No. What happens is I first contacted Mr. Svensson at the city planning department and then, much later, I am not willing to talk in those dates but I suggest you contact this person, this, this, this. #00:04:38#

R-ID26: Peter Hartoft-Nielsen. #00:04:53# As he is a retired person he would probably be happy to talk to you about it. He will be very in favour of the finger plan, and he may be also very critical to how it is governed. #00:05:20#

I-EDUARDO OLIVEIRA WSL: These days. #00:05:24#

R-ID26: He is an honorary professor at the Aalborg University. #00:05:34#

I-EDUARDO OLIVEIRA WSL: Okay. #00:05:34#

R-ID26: So, he is also kind of an academic in some ways. #00:05:38#

I-EDUARDO OLIVEIRA WSL: In some ways, yes but with a lot of practical... #00:05:41#

R-ID26: He worked with planning in the Copenhagen region for years and years and has some very strong opinions on it, so that could also be fun for you. #00:05:51#

I-EDUARDO OLIVEIRA WSL: Yes. Definitely, I am also looking forward to it. So, I will contact, or will try, if not personally, try to discuss online. #00:06:01#

R-ID26: Yes. That is another possibility. Later, I can find you his email address, I think I have that.
#00:06:08#

I-EDUARDO OLIVEIRA WSL: Yes, alright. It will be great if he is also present in some institution, even retired, then I can find it. So, you know more about the Finger Plan 2007? This work reflects focus on the Finger Plan 2007.

R-ID26: Yes. That is right. Have you heard about the history of the Finger Plan? Regional planning in Copenhagen. #00:06:39#

I-EDUARDO OLIVEIRA WSL: A little bit. #00:06:41#

R-ID26: Would you like to hear about it? #00:06:43#

I-EDUARDO OLIVEIRA WSL: Yes. I would like to hear about it. I know it started in 1947 but if you also can count before 1947 the difference of the outside architects from the Netherlands, and then we can arrive at the Finger Plan 1947, and why this group of people, or these two persons (if I am right) decided to create it. Historical background is fine. #00:07:11#

R-ID26: You can say this. There was no real regional plan. There were some plans for the Copenhagen area but much smaller. So, the first regional plan for the Copenhagen area was this Finger Plan from 1947, but before that in 1936 or 1938 there was a 'Green Report' made, or something like that, which was already foreseeing the green wedges of the Finger Plan. The wedges that are in-between the fingers. That was made relatively early and then came the war, and then nothing happened. Maybe it was actually during the war, but at least after, it was people from the town planning institute and the administrative board - who sat together and made this relatively well-grounded plan. The plan was called county plans, or something like that, for the Copenhagen area. They made it (and some student had stolen it from me) but maybe you should get it. What is interesting about it is that at that time it was actually very well-evidence based. So, it is as thick as this, and they had made a lot of analysis, they have made commuter analysis, they have made a lot of spatial analysis of how much space is used by this and that. So, it was a very profound plan in some

ways, you could say. Then they had this transit-oriented development which was already at that time and, I think, I don't know so much about the Dutch architects but my view of this plan is that it is kind of like an amalgamation between garden city movement and neighbourhood planning ideas, dating back to Sir Ebenezer Howard, and then on the other hand the modernist thinking about having highways and trains and the infrastructure. This transit-oriented development using the infrastructure for transportation and urban development but to the very last degree it has also been influenced by this neighbourhood planning thinking. Actually, if you can wait for one minute I will show you a couple of slides. I just lectured students yesterday so maybe I can find it, if we are lucky and you have time for it? #00:10:00#

I-EDUARDO OLIVEIRA WSL: Yes. #00:10:01#

R-ID26: So, that was it and as you also know, I think that this plan, the first Finger Plan, was not formalized. #00:10:17#

I-EDUARDO OLIVEIRA WSL: Yes. #00:10:18#

R-ID26: You have heard about that? #00:10:20#

I-EDUARDO OLIVEIRA WSL: Yes. Voluntary initiative, not compulsory, someone just decides to do it. #00:10:27#

R-ID26: No, but it has an enormous influence and I think that is because it has such a strong concept. A little bit park like the green heart, what you call in the Netherlands, that you have a very strong concept and people can relate to it. #00:10:43#

I-EDUARDO OLIVEIRA WSL: It became part, in my own perspective, part of the identity of Copenhagen, the Finger Plan. #00:10:51#

R-ID26: Yes. For some people at least it is like that but it has also been discussed a lot and it was not always like that. So, over the years several plans were made. An original body was established. It was established already when the first plan was made and, I think, different plans have been made

over a long time. Some of these were more in compliance with the Finger Plan while others were different. I haven't got that but in the late 1960s there was a plan made which was not in compliance with the Finger Plan. It was more like having big development areas in some kind of islands, or whatever, around in the region, but you can say 'fortunately' it was passed, but then crisis came in 1973 and it was never really fulfilled. So, then a new regional plan was made which was much more modest in its growth expectations and in the 1990s a plan was made which resembled very much the Finger Plan of today. Then in 2007, there was different plans in between, but then in 2007 they made this new regional plan because the regional authority was abolished. So, the state has to do it. You already heard that from Volker? #00:12:52#

I-EDUARDO OLIVEIRA WSL: Yes. #00:12:53#

R-ID26: So, it is a national planning directive which works a little bit like a local plan made by the state but it is a framework for the municipalities. So, it means that it is spatially explicit and it has legal effect. So, it takes the decentralized structure out of control, or out of effect in Copenhagen actually. #00:13:26#

I-EDUARDO OLIVEIRA WSL: The Finger Plan these days works pretty much in a balance between a top down approach and a bottom up, is my understanding, because the municipalities contribute to the making of the Finger Plan, but then the national authority comes with national goals. So, it is a sort of combination of national interests and local interests. But in your perspective, from the outside point of view, does it work well? #00:13:59#

R-ID26: Yes, okay, I can just find it now. It was just because we talked about what happened over the years. So, this was the original one and it covers actually only this little part of the region. #00:14:38#

I-EDUARDO OLIVEIRA WSL: Yes. Of course, the city is over there. #00:14:40#

R-ID26: Yes. In 1961 a very important one was made that was called the 'Principle Sketch'. 1961. So, this area was already relatively developed, it is a rich area. You can see the west end of Copenhagen, while the west end is kind of more like the east end - whatever, but they made these

two large urban development fingers. The fingers and if you go there you will see that these were actually, more or less built as they were conceived at that time. So, it is very interesting in that way.
#00:15:22#

I-EDUARDO OLIVEIRA WSL: So, it was quite effective in that regard. #00:15:23#

R-ID26: So, this was really, really effective. Then later on, as I said, there was this plan which was more like big, big development areas out here, in these areas, and it was never really made effective. Now, we have this, and they kind of invented this name, re-invented the name of the Finger Plan. None of the other plans were called Finger Plan, there is only the one Five Finger Plan, the old one, but this one they invented and I think it was to sell it a little bit better. #00:16:05#

I-EDUARDO OLIVEIRA WSL: Yes. #00:16:05#

R-ID26: It was a branding. Do you know the principles of it, like urban growth management?
#00:16:16#

I-EDUARDO OLIVEIRA WSL: No. #00:16:17#

R-ID26: No. Then I will tell you about it. #00:16:19#

I-EDUARDO OLIVEIRA WSL: Yes. Tell me. #00:16:23# they didn't clarify me on that.
#00:16:25#

R-ID26: They didn't tell you about it? So, now this is for the student and it is a little bit cut in pieces and so on but it is not wrong. There are four main principles in the existing Finger Plan. 1 – **Compactness**, it is an urban growth management plan. So, there are these fingers and new urban development can only happen within the fingers. When I go to China they say 'Okay, do they move more people from here into the fingers', I say 'No, they won't do that'. That is not what it is about and here, no new urban land can be laid out and, of course, that is because it is already built up. So, the rate is of built up land but this way of thinking favours re-use of brown field land. That means also that, for instance Copenhagen municipality are very much in favour of this because they get a

lot of re-built land. For instance, the Nordhavn project that you have heard about. So, Copenhagen is thriving on the Finger Plan. While those municipalities out here, like the town of Helsingborg, they are not so happy about it. Also, this is not on our other maps but I'll have to use this one. The municipalities which are here, just in the border here, there are a lot of industrial areas from back in the 1940s and 1950s, and 1960s. They had the problem of this other principle which is the transport network and proximities to stations because the other office building can only be built in proximity to stations. In this area there are a lot of industrial areas that they want to redevelop into more mixed use for office space and housing, and they cannot do it because they are outside such and the border from the station. So, they have been very, very negative to the Finger Plan. So, they have negotiations and discussions a lot with the ministry about what should happen. What is happening now is that a new light rail is planned that is more or less precisely on the border here, along one of the ring roads, and they have defined that the stops on this light rail can also be counted as stations, and that means that suddenly all of their industrial areas move into proximity to station area. So, now they are beginning to be much more interested in the Finger Plan because it is good for them. We have some other students. So, that is why they negotiate a lot and, I mean, the single municipalities will look at how it helps their municipality? Of course, so there has been a lot of negotiation over the years and some have been very, very negative but they are also changing because suddenly they get these things. I will just show you one thing more about the Finger Plan because it seems that you might want it to. #00:20:14#

I-EDUARDO OLIVEIRA WSL: Then the negotiation also happens between private entities and the municipalities #00:20:23#

R-ID26: Yes. What is happening now, as I have understood it only from talks, is that our minister now in our government is more liberal and they are also listening a lot to the municipalities, and they are also listening to the enterprises, and say 'Well, we cannot, it is not really fair that we cannot develop ourselves here' and so on. I think that the first, but you could ask in the ministry about that, but the first change of the Finger Plan will happen soon, and it will be small things initiated by the municipalities and by businesses that feel that here we have something which is really not smart. So, it will be in the small scale for a lot of small scale things but next year they will try and see 'Do we still want this Finger Plan?' or whatever, or 'Is it too strict?' Of course, those cities around will feel it is much too strict and others will feel that it is really okay. #00:21:42#

I-EDUARDO OLIVEIRA WSL: The planning system? #00:21:46#

R-ID26: Yes. Do you know that? #00:21:46#

I-EDUARDO OLIVEIRA WSL: Yes, to some extent, yes. #00:21:48#

R-ID26: To some extent, yes. #00:21:50#

I-EDUARDO OLIVEIRA WSL: I put it here. #00:21:50#

R-ID26: So, we have the national planning here and what is special is that they can make these directives for planning at the national level, and they use it here because in Copenhagen region there are more than thirty municipalities and they all have their own interests. So, we have no real regional, they are making some kind of ambitions and talks about what they want, and business plans and so on, but not planning. So, planning is at the municipal level. #00:22:20#

I-EDUARDO OLIVEIRA WSL: At the municipal level? #00:22:20#

R-ID26: Yes, and there you have a strategic plan or a strategy which can be...I have seen one which was one page and I have seen some which are so thick, and then there is what I call land-use regulation. Where you have the different plans at different levels from the municipal level down to the local level. Then, what many, many municipalities do is they make informal plans. I call them informal not because they are political and they are the Mayor's plans you could say, and they have been politically treated, but they are not inside the system. So, I can show you one. So, this is again the Finger Plan for the student and they are going to work with this town here, a little bit out of the finger, and you can see these are the development areas where urban development can happen actually. **But, if we look into this area this** city in the end of the finger and you can see they have a lot of development space but if you look into it. In reality it is very little because this is already forest and you can't take away forest, it is protected. This is also forest and green space. So, there is a little bit here and then there is an area here that they are working to develop. Maybe also something here but you can see that this is a natural interest or protection of nature so they can see

there is actually, if you have the finger development area here and you can see that it is maybe only here, and maybe here that you can do anything. So, it is not really like you have a lot of space, you have really not so much space. So, it is really also making the municipalities think about what they are doing and in that way I think it is a really good plan because if you have too much space you will just not think too much, but they have to really think carefully about how they will develop, when will they do it, what will they have etc. Then, also **this proximity to stations principle** means that they have had to put new stations in because here, which is in this area here, they are going to develop a new hospital. A new hospital and a new stations. #00:24:59#

I-EDUARDO OLIVEIRA WSL: Which means that they have to extend the S-trains? #00:25:04#

R-ID26: No. It is already there. There is already a train line but they will put on a new station because they say ‘Okay, we are going to have a new hospital’, now it is placed somewhere here and it is not very smart but now they put it here and it will be probably much better. I can show you that afterwards. #00:25:25#

I-EDUARDO OLIVEIRA WSL: This example is very interesting for me. #00:25:27#

R-ID26: You know they have a super-bicycle path in the original plan? I think that is quite impressive. #00:25:34#

I-EDUARDO OLIVEIRA WSL: Yes. Something I would like also to explore. I can explore a lot of things within this data I have been collecting but cycling paths and a green infrastructure I would also like to write some papers on that. I am also curious to understand to what extent they integrate the cycling in the plans. #00:25:55#

R-ID26: So, here it is actually integrated at the regional planning level and with the national planning level actually. So, that is quite interesting and, of course, in Copenhagen they are integrated it a lot. #00:26:05#

I-EDUARDO OLIVEIRA WSL: Yes, of course. So, they sell that idea to the outside. These are also bicycle? #00:26:14##

R-ID26: These are what they call ‘super-bicycle lanes’ and these are more like other main bicycle tracks. So, these are the tracks from going fast. You can use them for commuting and things like that and I don’t know how many will actually commute 35km on a bike #00:26:33#

I-EDUARDO OLIVEIRA WSL: I have been also looking and we see more normal bicycles here but there are, in Switzerland, a lot of these battery bicycles with batteries and they go really fast. #00:26:44#

R-ID26: Yes. That is becoming much more important now also in Denmark. It is not really popular among urbanites but in the countryside it is becoming very popular and among old people also very popular. Of course, you can get around and it is better than a car anyway. #00:27:07#

I-EDUARDO OLIVEIRA WSL: Definitely. #00:27:09#

R-ID26: Yes. This is just to show you. This is the main structure at the municipal level and it is not really an interesting plan because it just shows that here, this is the city area, and it is all ready and they are putting in the stations, there is one. They have some traffic and green structure but then what they do is they make kind of holistic plans and that what I call informal plans. Not because they are informal but they are not in the planning system by the law but they are doing them a lot and this is actually where they are doing the strategic planning in the municipalities. Many, many municipalities are doing it and then they integrate it into the municipal plan afterwards. #00:28:08#

I-EDUARDO OLIVEIRA WSL: Okay. I see. #00:28:10#

R-ID26: So, it has to be put into the legal system but they think of it kind of in a little more posted way. #00:28:18#

I-EDUARDO OLIVEIRA WSL: So, this is to some extent some spots where they can develop some activity but not only for housing and other infrastructure but also for green. They also contemplate the green. #00:28:34#

R-ID26: Yes. Actually, if we can just go through these. It is just examples from municipalities for new developments. This is the students, they have to work here. It is just in-between the other ones. What I will show you is here where this new urban development opportunities are. So, this new hospital, they will have to make a new station here and then they will make a dense area here with offices and so on because that is where they can do it, and then they will have the housing out here. They have been doing a nice plan, and also a green space plan, and water management and all kinds of things. So, that is one way of using these. You could call it a strategic plan, I think, because it is very important for the municipality that they keep this big hospital, super-hospital in their municipality. #00:29:21#

I-EDUARDO OLIVEIRA WSL: Of course, it will attract a lot of people... #00:29:23#

R-ID26: Yes, it will attract a lot of things. So, this is one thing. Then just north, here, they have made also a plan for this area. This is more landscaping, it is for sports. How can we develop this area into a sports area? It is already there but it will be developed more. They have said that around the existing station, which is here, it is a very messy area 'We will want to make something in this area'. I mean, it is not very sophisticated, it is a way of thinking not of the whole municipality but thinking of this area, and then they say here there should be more urban-life and densification. They have made something about this, the city centre, it is like everybody would do and then close to the centre here there is the Old Castle. This area, here is a new city one but then this area is to be a landscape plan. So, they are working both with landscapes. It is not because they are really, really bright, because they made a lot of mistakes. It is more to tell you about what types of planning is going on in the municipalities, in Denmark. So, I think that was more or less it. This is more a developer driven plan. This was the green space that we just saw and then this area is developer driven. They want to build very high things and there has been a lot of discussion, and it has been contested by the inhabitants because they think it is too big a scale for this city and so on. So, that is not really what I think...the municipalities is a little bit sorry to talk about that. #00:31:25#

I-EDUARDO OLIVEIRA WSL: Are they too ambitious or is this realistic, in your opinion? #00:31:31#

R-ID26: Yes. I think it will be built because it was a very, very eager developer who has pressed for this plan and they have a lot of growth in the area. There is growth in population and it is a thriving area. So, it is not like they are fighting for survival or anything like that. #00:31:50#

I-EDUARDO OLIVEIRA WSL: Yes. Two questions that have come from this example. One is, does the Finger Plan allow us to do these less formal plans? I am trying to understand the flexibility or the adaptive capacity of the regional plan. The Finger Plan is flexible enough to allow these municipalities to do their thing? #00:32:16#

R-ID26: Yes, because if you had this Finger Plan. Let's take it once again. What it does is it has only these four principles. As long as you keep inside, and respect the principles, and respect the outer border then the municipalities can do whatever they like. They can plan for housing, they can plan for transport hubs and they can plan for - not really transport hubs, but nobody cares. They can do whatever they want. As long as they keep in this framework. #00:32:59#

I-EDUARDO OLIVEIRA WSL: Respecting the law, of course. #00:33:02#

R-ID26: Then some of them will think that this is a two street framework and it means, for instance, for this municipality again, it means that it is difficult for them to develop these areas. So, when they get outside this growth management border then it is very difficult for them. They have to kind of negotiate with the state that they want to have twenty new houses. So, then it becomes irritating for them that it takes a lot of work. #00:33:44#

I-EDUARDO OLIVEIRA WSL: I understand. #00:33:46#

R-ID26: So, in the Finger Plan, if you look into it you will see that it is very specific. They have pointed out that in this little village there can be so and so many hectares for new. So, there are some very few places where there can be development outside the growth boundary area. If I was a Mayor of ... I would maybe be a little bit irritated that I cannot just develop here. So, in many ways they respect it and they understand it, and they work with it but in other aspects, I think it is a little bit too strict. Of course, that is the nature of planning, that it is always too strict somehow. #00:34:31#

I-EDUARDO OLIVEIRA WSL: Everywhere. It is not just in Denmark and Copenhagen. Another question that remains on my mind regarding this example in this figure you show with these new buildings. What kind of negotiations, if you are aware, happens between the housing developers and the municipalities? I will try to give you an example. So, if they are allowed to build this area for housing the municipalities will request open space, a green area, they will need to develop sporting facilities or something. What kind of negotiation is there with municipalities? #00:35:18#

R-ID26: Yes. There are, of course, negotiation but you can say in this developer driven plan here, if this is by the municipality, if they had already said in their municipal plan that this is an urban development area and it should be related to the city centre, and things like that. Then, when a developer comes and says 'I want to come and build here and I will keep inside what you have said', then they will be obliged to make a local plan. Of course, then they could say 'We want to build a little bit higher and then we can make something else', but I don't know how much it happens, but it is not really...You know, it happens in the US very much. You can put three stories on top, or six and then you will have to build some kind of social housing structure or whatever. #00:36:18#

I-EDUARDO OLIVEIRA WSL: It also happens in south Europe. #00:36:20#

R-ID26: It is not really within what you could call the law being equal for all. So, the municipalities should be very restrictive in how they negotiate because they can negotiate with one here, and another here, and what do they give to this guy and not to the other one. #00:36:44#

I-EDUARDO OLIVEIRA WSL: The principle for equality. #00:36:46#

R-ID26: Equality for the law or something like that. Good management. Good governance principles. That is what I mean. #00:36:53#

I-EDUARDO OLIVEIRA WSL: Exactly. #00:36:54#

R-ID26: When they have already put this in the municipality plan as an area where centre-oriented development can happen, or something like that, then they will be obliged to say ‘Yes, you can do that’ and if it sticks to the **flood area** and things like that, they can’t do much about it. They can negotiate how it looks and what would happen, and they do negotiate but in the other situation here, like this one, it is kind of the **municipality is the entrepreneur of making the plan**. So, they have made the plan already and they have hired some kind of architect or studio or whatever, to help them make a nice plan, and then this is a kind of framework plan that they will more or less stick to. Then they will develop (I think this is municipal land already but I’m not sure) and they will let different developers start up. So, these two are very different. This is a strategic plan from the municipality. The other one is a developer driven plan. I don’t know, in this respect, in this (I think) they will have had consultations in the municipality. We will find out next week because we are going to visit them. Have they had consultation with stakeholders, with **NGOS** with businesses, with citizens? How do they do it when they develop such a big area because it is the last big area that can be developed within the Finger Plan of today? So, there are negotiations happening on all levels. #00:38:48#

I-EDUARDO OLIVEIRA WSL: Yes. Alright, I see. #00:38:50#

R-ID26: For public participation it is so that the only thing that they are obliged to do is to send the plan out in a hearing for eight weeks, but really many municipalities are doing a lot more. Now, I don’t know about this. We just heard about another town in Denmark and they involved citizens a lot in making strategies, and they have been working over the years a lot with tools for inclusion because if you just call a meeting and **ask people maybe sometimes it is not so practical, but how can we involve stakeholders by using NGOs** for instance, or things like that. So, negotiations are happening from the bottom to the top and I’m sure that when they are working with this, of course, then they will also have negotiations set to the national level as they also have the trains. We need a new train station here and I don’t know who is paying for this but I think that could also be interesting to find out. Who is paying for the new station? #00:40:05#

I-EDUARDO OLIVEIRA WSL: For the new station? #00:40:06#

R-ID26: I don’t know. #00:40:08#

I-EDUARDO OLIVEIRA WSL: That is a very good question. #00:40:09#

R-ID26: The metro line and the light rail which is much further into the city and the municipalities are putting a lot of money into that infrastructure because it will help them develop their industrial areas. There are different ways of thinking strategic in that sense. #00:40:35#

I-EDUARDO OLIVEIRA WSL: I like this idea when you come with this expression of the municipal as the entrepreneur. Despite this entrepreneur thing, sometimes it can also be criticized. This, in a way to develop their municipality (and it leads me to one of these questions on the leadership), so eventually the fact that this municipality **Hillerød** comes with these strategic ideas. It is pretty much the result of the Mayor and the people working there. It seems that they put in a lot of effort on the aim of developing their municipalities. Is it true? #00:41:15#

R-ID26: Yes. That is true. Many, many municipalities try to be proactive in planning instead of just being really passive. #00:41:25#

I-EDUARDO OLIVEIRA WSL: Passive? #00:41:24#

R-ID26: They are run over by developers sometimes so there are a lot of developer driven developments also. They also do this more strategic and proactive planning. #00:41:36#

I-EDUARDO OLIVEIRA WSL: Putting the things together. #00:41:38#

R-ID26: Putting the things together but the proactive planning is often happening outside of the formal planning system with these holistic plans, or they can call it anything they want. So, that has been developed over a lot of years but that kind of happens outside of the planning system, and then it will be put into the municipal plan afterwards to kind of legalize it. #00:42:05#

I-EDUARDO OLIVEIRA WSL: Yes. I wasn't aware of this. It is widely accepted? #00:42:17#

R-ID26: It is widely accepted. #00:42:18#

I-EDUARDO OLIVEIRA WSL: A fine thing to do. #00:42:21#

R-ID26: Yes. It is like the planning act of the law for planning. It is a kind of a minimum. This is regulation of land-use but then you can do almost whatever you want on top of that and that is widely accepted. So, there is no-one coming to say 'Hey, this is not the right way to do a plan'. The municipal planners can do it just as they want and some of them are doing it like this, like **Hillerød**, and some will be doing it in other ways. Sometimes also municipalities will be even more **entrepreneurs** while engaging with getting private funding from trusts or whatever, or private ones, to develop. Then they will start up projects and do things like that. So, they are also acting a little bit like, in many ways, very proactive and **entrepreneurs** but then they always have to be very much within the framework of good governance. So, they cannot kind of favour one business for another. #00:43:31# It is also a balance because they are on the one hand the decision makers. So, if you want to apply for something then you will ask the municipality and they will say 'yes' or 'no'. That is one role for them where they are those who manage the law. Then, on the other hand they go into this entrepreneur role and they have to be very sure that they don't mix it too much together because then you are outside this good governance principles and equity and so on. #00:44:21#

I-EDUARDO OLIVEIRA WSL: Equality and transparency. #00:44:26#

R-ID26: I think, in general, in my opinion it is a really good thing that municipalities do such things because they are enhancing the physical environment, they are (in the long run) supporting business life and good quality of life for the citizens. #00:44:45#

I-EDUARDO OLIVEIRA WSL: If all of the principles of the Finger Plan, they keep this harmony between the Finger Plan and their intervention at the municipal level. #00:44:56#

R-ID26: Yes. Of course, I have to do that now until is finished. #00:45:00#

I-EDUARDO OLIVEIRA WSL: Do they also benefit, the municipals, from your work or the work of your students? I imagine that a lot of students, eventually will develop some master thesis or other works within these municipals. Do they rely on your work? #00:45:19#

R-ID26: Yes. #00:45:20#

I-EDUARDO OLIVEIRA WSL: If they need something they can ask your opinions or is it more formal? #00:45:26#

R-ID26: You can say maybe they use the consultancy bureaus more but then you know our students are the consultancy bureau. So, in that sense they are also using it. I think, for instance this one has been downloaded a lot from our home page. So, someone must have read it, and I suppose that some of the municipalities in Copenhagen region will have maybe just used it in some way. #00:45:58#

I-EDUARDO OLIVEIRA WSL: To check it, yes. #00:45:59#

R-ID26: I don't know but there was a lot of downloads anyway and I didn't download it 5,000 times. Then, I think that some municipalities are also welcoming when we said we will come with our third year students. They are very welcoming. The Mayor will be there and say 'welcoming' to them and they have helped us a lot, and we hope that they will also say 'Okay, now you had work with this area that we cannot work with yet and there are some good ideas here' and, of course, the students are always having ideas in all directions. Still, I think that one thing about this entrepreneurship way of thinking is that it draws a line and distinguishes between those municipal administrations who have a lot of resources and those who don't. So, the bigger cities with the bigger administrations, a lot of good people working for them and so on, they will be much better off than here because those who have little resources are less well off, you can say. It is difficult for them to work with this and maybe that is also one of the reasons why this is going on much more. There was a change in the municipal structure in 2007. There were 300 municipalities and now there are only 100. Most of them had borders around a relatively big city or town with maybe at least 35,000 to 50,000 people, maybe it is not so much. So, we don't have these very, very small municipalities that had no power. Only a few of them, we have still some but most of them have much more power in the municipal administration than they had before. Still some of them are more successful than others and thriving more but to make this kind of entrepreneurial planning you

need to have a strong professionalism in the municipality, both for processing and for stakeholder involvement, and for being simply able to make a good plan. #00:48:36#

I-EDUARDO OLIVEIRA WSL: We are close to the final questions. The main challenge for greater Copenhagen, what is your perspective regarding planning? Is it about building new houses, social houses and improved infrastructure? What are the main challenges, if you can point this out? #00:49:05#

R-ID26: Yes. I can try. There are some important main challenges. Infrastructure is important. Keeping up and getting built this new light rail, getting the metro, it is running. Keeping up a good public transport system in this area and then rebuilding Copenhagen without densifying it too much. I can say that is one thing. Another thing will be to redevelop all of these. I talked about these industrial areas that are coming into the station proximity areas. There are huge areas along this new light rail and I think that would be one of the big challenges in an urban development context for the next couple of years. Not so much for planning but also what is actually happening in urban development. But, then there is another thing and that is the peri-urban areas here because, as I said, they are feeling that they are kind of being deprived a little bit. They are being kept out because they are outside the growth management area. So, it is all of these areas. There is an enormous growth pressure in Copenhagen. These areas are obviously being changed over the last thirty to forty years from real farmland to more leisure farmland, and urbanites moving out with horses and this kind of thing. So, there is a huge urbanization issue on the peri-urban areas. I think that might be also in the future, very interesting. Both around how to manage the countryside, the real countryside but also how to help the small towns here develop without making big, new housing areas. Some of these have problems like those over in Jutland and other places with retail getting out of the city centre so it kind of dies a little bit and all of these kinds of things. #00:51:37#

I-EDUARDO OLIVEIRA WSL: They become sleeping neighbourhoods. #00:51:39#

R-ID26: Sleeping neighbourhoods and so on. So, how to keep up good and not even here, but also here, but all the peri-urban areas of the region. How can they develop in a good way so that you keep the development pressure a little bit at bay, and keep up the nice countryside and nature? On the other hand so they have some development in the area because I think they need it, or else like

Helsingborg. I have a summer house here so I'm really very interested in this area, but how can these areas still develop without it being just urban sprawl. I think that is what is so big. #00:52:22#

I-EDUARDO OLIVEIRA WSL: Developments #00:52:21#. #00:52:21#

R-ID26: I think, those who are integrated in this finger structure. It is really, if it is kept up it is really easy and they are doing good things. They are also doing a new town here, that is inside the closed finger and so on, but those were outside the finger structure, how can they develop? I think that is a worthy question. A great question I would say. #00:52:54#

I-EDUARDO OLIVEIRA WSL: Yes. Keep developing and growing, prospering. #00:52:58#

R-ID26: Prospering, or something like that. #00:52:59#

I-EDUARDO OLIVEIRA WSL: Offering to the citizens a good quality of life, even not within the core fingers. #00:53:07#

R-ID26: To some extent also these areas here, they are actually a little bit of peripheral areas. Although they are included in the metropolitan region they have a lot of statistical characteristics that resemble some of the peripheral areas. So, they have a very... #00:53:27#

I-EDUARDO OLIVEIRA WSL: Unemployment? #00:53:29#

R-ID26: No, not too much unemployment but they have low education levels, for instance. In some of these other characteristics, social challenges. The interesting thing is that on the one hand there is a lot of very rich people living in the countryside on their nice farms and on the other hand you have the 'old Lukan' population which are more like very nice school teachers, and craftsmen and so on, but also a lot of young people who have difficulties and are struggling. So, that is really strange and if I could get the money I would make a research project on it but I'm not sure it will be possible. #00:54:24#

ID26 Copenhagen 9 September

ID27 Dublin 6 September

I-EDUARDO OLIVEIRA WSL: The focus is Dublin as a city region. They call themselves a city region. We can also read on your documents, it is a metropolitan area, Dublin region, but I think they are not the same. The difference is about the counties they take over to build a territory. So, that is the main spatial scale of analysis. It is the Great Dublin area. #00:00:35.9#

R-ID27: The Great Dublin area, yes. #00:00:37.3#

I-EDUARDO OLIVEIRA WSL: The main aim is to understand the planning process in this Great Dublin area and the governance arrangements during the plan making and the plan implementation. This implies that eventually the plan implementation part will be more challenging to reply. So, in line with your experience and your background, can you tell me a bit more on the planning in Dublin within the context of Ireland spatial planning strategy? #00:01:13.8#

R-ID27: Yes, okay. Overall, what has happened in Ireland is that... I guess planning in Ireland looks good on paper but there have been serious problems with implementation going back since the beginning really. It was really since the 1960's, I think, when planning really became professionalized in any way. The economic context is really important because essentially in the 1980's, there was the recession in Ireland and it was really in the late 1990's that things started to pick up, and then the focus in policy generally was that development was a positive thing and this was a time where there was population growth in large parts of the country. So, at least our expectation of population growth in some areas for the first time since the famine in the 1840's, so that is part of the context. This really meant that local politicians, and in some cases also planners, were very reluctant to turn down any planning applications. There was also a lot of corruption in the system which has been investigated by tribunals as well. There was corruption which was clearly illegal and then there was a fairly extensive grey area of 'clientelism' where it wasn't necessarily formally corrupt but certainly a very significant

influence on planning decisions. The main planning documents would be the county development plan or the city development plan for Dublin City Council. Really, what it does is it sets out the areas. They are made every five years generally and they set out the areas where development should take place. That is the theory. In practice, the term that was used was 'rezoning' which means that if a developer wanted to come in and develop a certain piece of land, even if it was zoned as agricultural land, there were ways and means to ensure that it was 'rezoned' for development. That included that people talked about 'brown paper envelopes' in terms of the time of the tribunals, there were certainly local politicians being bribed on a large scale but, yes. So, that was a significant part of the context in it but really also there was not a strong ethos driving a very strategic approach to planning. It was very much a development-led system and following the market, essentially. I have also heard that in the wider Dublin region, certainly on the outskirts of the built up area, that most of the land was owned by a very small number of individuals. I have never found an actual source for this and it is something that the land registry has not documented so it was an issue as well, certainly. Also, the local authorities, the city and county councils, they sold off land that they had very early on as well. #00:05:52.5#

I-EDUARDO OLIVEIRA WSL: Private owners? #00:05:53.8#

R-ID27: Yes. So, this meant as well that, for example, at the highest of the boom that local authorities had to pay market prices when they wanted to... when schools needed to be built, for example. Really, it is okay to I guess summarize it as a general, ad-hoc approach and there were the city and county development plans but they did not really provide any certainty. You could not look at that plan and that would give you a guide to what would happen over the next five years, or where development would be likely to take place. They did not function in that way as in theory they should have. So, that is quite a serious limitation in terms of providing infrastructure as well. #00:06:54.2#

I-EDUARDO OLIVEIRA WSL: I think strategically, and then this situation is still ongoing, or have you noticed some change in between? As you said, it looks very

beautiful what we find online regarding the spatial planning in Dublin with the documents being well structured, one for regional planning also in the different counties, but is this situation more ad-hoc or one thing is the papers and the other thing is the reality, the unclear relations still ongoing? #00:07:38.3#

R-ID27: There has been a change, certainly. First of all, and quite significant I think, was the introduction of strategic planning guidelines for the Greater Dublin area in 1999, I think. They were the original version of the regional planning guidelines and the idea there was that it wasn't the planners, it was the city and county managers, the chief executives essentially of the local authorities. First of all, within Dublin, this was... originally, it was Dublin City and then Dublin County and then in the 1990's, that was split up with Fingal in the north and south county Dublin, and Dún Laoghaire-Rathdown. They said, "Okay, we need to coordinate what we are doing, first of all, across those four local authorities". They were essentially people who knew each other because that was a former County Dublin essentially with Dublin City and there was a long tradition of working together, that was Dublin. Then, if I am not mistaken, it was the national level department of the environment who said, "You need to bring in the Hinterland Counties as well". So, these are the three rural counties that we have here - Wicklow, Kildare and Meath. So, they were brought in as part of that process at the time as well. This was also because there are areas in north Kildare, for example, which had the highest rates of population growth in the late 1990's as well, so there was definitely an overspill effect at the time. So, that was the background to why they wanted the strategic planning guidelines and they were to... at the time, it was very important they were to influence the city and county development plans without having a... there was no formal binding relationship so they were not required to be in compliance with the strategic documents and it was not intended that way either. Later on, people said, "Okay, this is only a paper tiger, it doesn't have any power", and the same with the regional planning guidelines but really it was a strategy document which allowed flexibility and was meant to influence decisions at the local level throughout the framework, and also importantly to influence the policy decisions of the main agencies, most of which are national in terms of transport provision and for schools, hospitals to try and get a strategic

discussion on all of these sorts of issues. At the time that people found out that really, in the 1990's, it was a time where the population projections showed that there would be very significant growth in the next number of years and the infrastructure wasn't there to cater for it, but the people responsible for the provision of hospitals weren't really aware of these issues and there was no strategic thinking on how to provide these various types of infrastructure. So, there was a real need for this document at the time. #00:11:37.0#

I-EDUARDO OLIVEIRA WSL: Can we talk about this, what you have mentioned as the background of the strategic guidelines, sort of the driving forces of population growth, pulling the organizations together to think in the same way towards the future? Any other driving force behind these strategic guidelines? #00:12:00.2#

R-ID27: Population growth coupled with economic growth, and demand for housing. It is all of that together. One issue that I am not sure of is whether there was a European influence. There was a time when the European spatial development perspective was in preparation but it is not something that actually came up in interviews when I was asking about it. It was really quite a pragmatic focus of trying to coordinate things at the policy level for the Dublin region. This was followed of course then in 2002 with the publication of the national spatial strategy and this was the first time that there was a strategic... I think, it is important to say it is a spatial strategy, again, it is not a strategic plan as such at the national level which essentially took on what was in the strategic planning guidelines without really altering them as the plan then for the Greater Dublin area. So, it gave it an additional weight, if you like, but still without any binding for compliance, yes. #00:13:44.1#

I-EDUARDO OLIVEIRA WSL: I find it interesting while picking up the dates here that in 1999, they came with strategic planning guidelines but the national spatial strategy only came in 2002. So, after the plan for this strategy for the Greater Dublin area, but it is possible to find links between the two or the national spatial strategy looks at guidelines for the Greater Dublin area, or did they work in an isolated mode? #00:14:22.8#

R-ID27: It certainly wasn't isolated. The national spatial strategy includes diagrams, at least at the regional level, so essentially it includes a strategy as such for regions as well in Ireland. It is not just at the national level. They really took on what was in the strategic planning guidelines so they became part of the national spatial strategy, but it is important also to note that the department of the environment in local government who are responsible for planning policy at the national level, they had input into the strategic planning guidelines as well, and they were part of that process. At least, it would have been a very small number of key people who would have had some input, certainly. So, yes, there certainly would have been strong connections there. It was a similar process with Cork as well as far as I know because there was a Cork area strategic plan also at a regional level prior to the national spatial strategy. #00:15:42.9#

I-EDUARDO OLIVEIRA WSL: Then in 2004, they came back with these regional planning guidelines which are still ongoing documents? #00:15:56.9#

R-ID27: Yes. #00:15:58.2#

I-EDUARDO OLIVEIRA WSL: I am sure that these regional planning guidelines also emerged in a different governance scenario, if I can put it in this way. Is it that they reframe any of the regional authorities, they create an eastern and midland region or...? #00:16:20.5#

R-ID27: Okay, yes, that happened later. That is much more recent. The regional planning guidelines in 2004 and, again, 2010, they were created jointly by the Dublin and mid-east regions. Since then, the regional boundaries have changed but that happened in 2013 I think, or around then. It was only in the last few years so it is much later than that. To be honest, I am not sure exactly where the boundary is now but it is a much larger region. #00:17:19.0#

I-EDUARDO OLIVEIRA WSL: You also argue here that the regional boundaries, there is a sort of spatial unfit, isn't it, the regional boundaries and the governance structures, or some of the regional entities? I'm not sure, the regional entities include some counties but there is no formal inclusion, or is this just more for planning reasons in the Greater Dublin area? #00:18:03.2#

R-ID27: The greater Dublin area does broadly correspond to the functional area of the Dublin city region. So, it in itself is a relatively good fit. I guess what people often forget is that the three Hinterland counties are predominantly rural and the dominant narrative has been one of urban sprawl and urbanization extending out to way beyond the boundaries of the Greater Dublin area, and this is something which is not supported by the data essentially. At the European level, there are different categories of different types of regions. There is a typology developed by S-Bahn and these three counties are rural and they are not in the intermediate category even. For me, that's... okay, the urban classifications don't always match the reality but I think it is something that definitely is important to recognize and that the greater, the build-up area of Dublin is still relatively small in proportion of the total land area in the Greater Dublin area, and the rest of it really is rural. There are also issues in terms of... I mean the availability of data in itself was certainly a significant issue and also in relation to commuting. The people thought that a lot of people were commuting from far beyond the Greater Dublin area and in reality, it was far less than 5% of the workforce in the Dublin region. This was something which I did the analysis of as well as part of my PHD from origin destination data which was available then from the 2006 census I think it was, and before that the data simply wasn't available and the analysis had not been done. There was certainly a significant lack of information which is important because it really influenced not just the planners but also the developers, that they thought that the demand for housing was far higher in a lot of places, in the more rural parts of the Greater Dublin area than it actually was, and also beyond that as well. This was coupled with what I said before that generally any plan to build more housing in a lot of areas was seen as a positive thing that is developed. So, it is housing developments, okay, there is economic development and it is sort of seen in the same way. So, that is

sort of a cultural thing against the background of economic recession before that. So, there was this lack of information and this led then when the property boom crashed that there are these ghost estates, these unfinished housing estates where really a lot of places or houses were built which are not likely to be occupied, or in some cases there are a few people living there with negative equity and there are serious problems in these areas because they are in the wrong place essentially. So, that was a major failure of strategic planning but also really indicated the lack of joined up thinking, and that when permission was granted for development proposals, nobody really looked at the communitive impact. That was the real issue that decisions were still made on an individual basis. #00:22:37.7#

I-EDUARDO OLIVEIRA WSL: Yes. With interest groups playing down here. #00:22:42.2#

R-ID27: Yes. So, at the implementation level, I think this is an issue of fragmentation. Decisions made at the local level, yes, but nobody really looked to see, "Okay, what is the bigger picture now and how does this fit in with the regional and national strategies", so that did not happen. #00:23:07.6#

I-EDUARDO OLIVEIRA WSL: So, they continue building without knowing if what they were building would fit the needs at the moment? #00:23:16.7#

R-ID27: Yes. So, that is partly an issue with information flow because you need to know what the situation is but also conflicts of interest, and lack of joined up policy and practice as well. The analysis I did as well showed very clearly that the objectives of the strategic planning guidelines and then the regional planning guidelines which were essentially the same with minor variations to concentrate development within the designated metropolitan area, and other designated towns as well that these did not in any way match what happened in practice. Actually, there was a higher level of conformance to this plan in the years before it was introduced than during the plan

period itself. This is in the urban research in practice paper. I don't know if you saw it but that was... #00:24:25.4#

I-EDUARDO OLIVEIRA WSL: This one? #00:24:26.5#

R-ID27: Yes, that was a very clear indication that, at the level of conformance between the actual land use developments and what the objectives of these plans were, it was a complete governance failure there. #00:24:41.8#

I-EDUARDO OLIVEIRA WSL: Alright. #00:24:42.4#

R-ID27: Okay, it may have been worse without the strategic plans but it is really hard to see that. The data gives you the impression certainly that they did not have any influence whatsoever. #00:24:55.0#

I-EDUARDO OLIVEIRA WSL: So, you are saying that back in those days, the implementation or the reality was slightly different than what the strategy proposed? #00:25:09.5#

R-ID27: Yes. In simple terms, the objective is that there should be a higher proportion, that development should be concentrated within the metropolitan region and within the designated towns. I compared then the period 1990 to 2000, so that was before the strategy was in place, to 2000 – 2006. Okay, 2000 – 2006 was the boom period where a lot of development happened essentially but during that time, the relative proportion taking place within the designated areas actually decreased rather than increased relative to the previous period. That is what you would expect in the market context but it certainly indicates that the guidelines had very little effect in those terms. Also, in that paper, I included a quote from one of the head planners at the national level who essentially said that it is not the job of the planning system to regulate the amount of development that happens, they only decide where it goes. That is essentially what he said and to me, this was really an indication of the planning approach in Ireland. We let

the market dictate essentially. We do not match development to demand. We only decide where it happens but the market dictates how much housing should be built, for example. That certainly is an indication of the planning system and what is driving it. #00:27:23.4#

I-EDUARDO OLIVEIRA WSL: The flexibility of the planning system but to a more critical way, too much open to the market. #00:27:30.5#

R-ID27: Yes. #00:27:30.9#

I-EDUARDO OLIVEIRA WSL: Even if you have some information on this, where it happens, and quoting the words of the person you have interviewed, what kind of relations or governance arrangements took shape during the plan making or during the making of the strategy or, also if you know, during the deliberation of the county plans? Are you aware of any of these governance arrangements on the background of the plan, interest groups that played a key role, organizations, and to what extent their ideas actually impact the deliberation of the plan? #00:28:19.2#

R-ID27: Okay. Yes, so what were the politics behind it, essentially? #00:28:26.4#

I-EDUARDO OLIVEIRA WSL: Yes. The politics. #00:28:27.9#

R-ID27: Yes. At the level of the Greater Dublin areas, so with the regional planning guidelines, it was really about an urban-rural divide. This was in terms of the perception, in particular of the local politicians, the councilors involved, that they, in the three counties Wicklow, Meath and Kildare, saw themselves as rural with a right to development essentially, but still as rural. Whereas Dublin City and the former Dublin County was urban and it was the impression of what the councilor said was that Dublin City was not providing enough housing for its own population and that is why there was an overflow of people in housing to the broader area, which to me was a very simplistic approach to things but also very much an approach of looking within the boundaries of

your own county essentially and not really thinking of it in terms of a functional urban region, so that was certainly missing. That was one element of it. It is certainly true that there was a lot of development happening in the Dublin region itself but it was mostly small apartments, not catering for families, and commercial development as well. At this time, the demographic situation meant that there were a large number of families with young children who were looking for a home. The tradition in Ireland as well is that you have your own house. You don't live in an apartment with a family. That is something short-term or that you do as a student or whatever, but the ideal certainly is that you have your own house, preferably with a bit of land as well. So, certainly it is a rural mindset generally. These are all contributing factors to why there was scattered development in the Hinterland area. House prices were astronomical. They were very, very high and the banks were willing to lend far more than they should have and the outcome was that people bought houses in places where they had a 90-minute commute to work, and where the facilities weren't in place either and where the schools hadn't been provided yet and all of these sorts of issues. So, all of these factors contributed to a relatively non-strategic approach, I guess. There were also major infrastructure projects planned at the time with the outer ring train line, for example, that would have linked up - I'm not sure now where it was supposed to be - on the outskirts of the existing built-up area to provide a better transport connection and I guess close to where the M15 motorway is or a little bit further out, so there was a ring train line around the city essentially. This was part of the strategic thinking at the time. This then did not happen. It was shelved quite early on I think due to lack of resources really. So, at a time when there was a huge amount of resources in the country in private hands, the state was still struggling to fulfill what it would like to do in terms of infrastructure. There was a much more advanced plan for a metro line to the airport. That is in the north of the city and a lot of housing development plans in conjunction with this line so that was certainly an example of strategic thinking and linking of transport and development, and all of this. They were really quite advanced plans and a lot of money went into that and, again, that is something which did not happen. The plans for that... and it was probably due to start within a very short period of time but once the economic crash came in 2008, it was decided not to go ahead with that. So, there was certainly strategic

thinking in planning terms but it came too late and then it was not possible to implement. Also with social housing, there were public/private partnerships with developers to regenerate areas of social housing and introduce new housing schemes, and they fell apart as well. #00:34:33.9#

I-EDUARDO OLIVEIRA WSL: Due to the economic crisis you mean and the impacts of that? #00:34:39.1#

R-ID27: Yes. That is really an example of governance failure as well because the state's strategy was to rely on private developers and it clearly didn't work out. There were very serious issues altogether and certainly from a social justice point of view as well that the most under-privileged people in society were not being catered for in any way. #00:35:12.1#

I-EDUARDO OLIVEIRA WSL: This governance failure, quoting your words, it happened in 2000 due to the crisis or a bit further in time? Can you identify it or is it still possible to identify some of these governance failures which is a very interesting term that I would like to work on, or give some thought to? #00:35:46.0#

R-ID27: Certainly at least until the height of the crisis but also in the more recent period, yes, also certainly as well. I can't say so much about it because I haven't really done any research on it but colleagues of mine in Ireland have. At the moment, there is a housing crisis as well because house prices are very, very high again and there is a very serious shortage of affordable housing, and the state has still failed to provide housing at affordable prices, so that is still a major issue. It has moved from one crisis to another essentially and there are major shortcomings there as well still. I guess there was some evidence of things changing at the local authority level as well, for example, with the county development plan in Meath which was around 2010. There was a new county development plan produced and in it, they took a strategic look at all of the lands that were zoned for development. I think this is the first time that it happened. They didn't quite call it that but they de-zoned lands essentially. They said that these lands

will not be developed within the next five years. They may be developed in the future but essentially they took a strategic look and said, "Okay, the amount of land zoned for development within this county is way out of proportion with what is likely to happen by any stretch of the imagination", so there was then an approach to try and give some... that the county development plan will in some way be able to steer development and give some indication of where it would happen and to actually de-zone some of the land. Again, this was something that... actually it must have been earlier. I think it may be 2009 that the process was started at least. This was immediately after the crash anyway but the background to this was that key people from the national ministry went into Meath County Council at the time of the preparation of the county development plan and were part of the process of introducing these changes. I don't know if they said this has to happen. I don't know that but certainly they provided very strong advice on this. So, this was one element of trying to clean up I guess what was happening at the local level and to introduce a more strategic approach. It is quite possible that this also happened in other county councils following on from that but I don't know for sure.

#00:39:46.5#

I-EDUARDO OLIVEIRA WSL: So, the national authority tried to put some sort of order in the local level, some sort of order in the planning and decision making at that time locally? #00:40:01.7#

R-ID27: Yes. #00:40:02.0#

I-EDUARDO OLIVEIRA WSL: The binding plans are the county plans, is that right? #00:40:08.7#

R-ID27: Yes. #00:40:09.1#

I-EDUARDO OLIVEIRA WSL: AT the regional level, the ongoing regional planning guidelines are not legally binding, they are guidelines? #00:40:18.7#

R-ID27: They are guidelines but it has changed. The requirement was that in planning decisions that the county development plan had to have regard to the regional planning guidelines. That was the official phrasing within the legislation. #00:40:54.1#

I-EDUARDO OLIVEIRA WSL: Yes. They recommend... the regional authority recommends the counties to follow these guidelines during the preparation of their plans? #00:41:05.4#

R-ID27: Yes. There was a court case, I think it was maybe around 2003 or so, where it was about this phrasing 'to have regard' and essentially the decision in court was, okay, 'to have regard' was in relation to the Meads County development plan I think at the time, but 'to have regard' means that you need to be familiar with what the front cover looks like and that is it. So, really you don't have to follow the content of it at all. #00:41:41.0#

I-EDUARDO OLIVEIRA WSL: This went to the court? #00:41:42.7#

R-ID27: Yes. Somebody took them to the court on it to see if 'does have regard' mean compliance in any way whatsoever and the answer they came back with is, no, in fact it doesn't. It should be said as well that at the political level, the regional authorities are composed of delegates from the local authorities. So, the people who actually make the political decisions at the regional authority level are local elected representatives. In that sense, there is very little incentive, if you like, to do anything which is going to go against what the local authority wants to do, but this issue of 'to have regard' has changed in more recent years. I think this is with the revision of the Planning and Development Act, the legislation in 2010, where they introduced core strategies which, as part of the county development plans, was basically that they need to include a strategic diagram and there is some requirement now for compliance with the regional planning guidelines, with these core strategies. These functions must now be taken over by the new regional assembly, but I don't know exactly how it works in practice. #00:43:30.8#

I-EDUARDO OLIVEIRA WSL: I may find out there? #00:43:31.9#

R-ID27: Yes. So, now there is a formal review process where the draft county development plan would be reviewed at regional level which did not exist before, so that is something that has been introduced. #00:43:44.6#

I-EDUARDO OLIVEIRA WSL: Maybe I will find some more details after talking with the person at the eastern and midland regional assembly because as far as I understood, they are now in charge of the regional planning guidelines for the Greater Dublin area because the Dublin Council integrated these regional authorities. #00:44:06.6#

R-ID27: Yes. #00:44:07.5#

I-EDUARDO OLIVEIRA WSL: We can focus on this more critical part of the planning system in the Greater Dublin area also based on your experience and in line with your PHD, is it possible to identify other sorts of conflicts between land owners, government entities, private entities and plans? What kind of conflicts were there? #00:44:41.0#

R-ID27: At a structural level, one serious issue is the incentives essentially that the local authorities do not gain any income from residential development but there are commercial rates from commercial development. So, this skews things certainly in a way and this was a complaint then of the more rural counties that they were not getting their fair share of the cake and they were getting the residential development which didn't provide any benefits financially and not the commercial developments. So, this was one of the conflicts at a political level certainly. The background to this is that the local authority system in Ireland is really very weak and financially very weak and dependent on the central state as well. Certainly, Dublin City Council has much more resources than some of the other Dublin local authorities to a more limited extent, so they can do a lot more and they are in a much stronger position to negotiate with developers as well. Whereas the more rural local authorities are in a very, very weak

position with very limited possibilities to raise their own revenue, so there are really very, very few local taxes. That is a major limitation of the Irish system. Even, for example, if a local authority wants to provide a swimming pool because the population of the local town has doubled in the last 10 years, which is not uncommon, really the only way to do that would be to negotiate with a developer and that you provide some concessions to them and they would build a swimming pool. Even then, you would be sure to pay the ongoing costs and there are more reasons why this is significant but one of them is that the local authorities in fact were in quite a weak position in relation to the developers who could say, "Okay, right"... the days where they could bribe officials or the councilors are gone but there are still ways with a 'carrot and stick' approach where they can say, "Well, listen, if you do let us built here then we can help provide some of the amenities and the infrastructure which you really need to be able to provide as well", and the local authorities, in a lot of cases, didn't really have any other option. They are dependent on private investors to provide essential services and infrastructure. #00:47:51.6#

I-EDUARDO OLIVEIRA WSL: So, this was easy somehow to go around the plans and to allow certain changes of parts of the territories, part of the municipalities of the counties, to shape the interest of the developers? #00:48:10.8#

R-ID27: Yes. It is often a case of if a change in the zoning was required then there was a mechanism to do that. I think in the local authorities formerly some decisions are taken at the political level by the councilors and some are taken by the planners or the executive, and these issues around zoning meant a decision could be taken on that which disregarded the views of the planners, so that was possible as well. This has changed but I'm not sure of the details as it was more recently. In general, there has been a shift more recently to reducing the role of the elected politicians. #00:49:16.4#

I-EDUARDO OLIVEIRA WSL: Reducing the role? #00:49:19.7#

R-ID27: Yes, to reduce their influence on decision making and this is seen as a way to essentially improve the planning system and to prevent particular interests dominating the system. #00:49:44.6#

I-EDUARDO OLIVEIRA WSL: I get it. #00:49:46.6#

R-ID27: At the same time, I think there has been too little debate about this because it is an erosion of local democracy essentially. If you are reducing the role of the elected politicians, you are really saying, "Okay, we really do not trust local government anymore at the political level", which people don't but the alternative is to say, "Okay, we need to enable the local politicians to make informed decisions", and I think really most of the local politicians do not have the training or the experience or the knowledge to make informed decisions and nobody is interested in providing that. Certainly, the planners see themselves, their approach has been not to engage in dialogue but to push their plans through despite the opposition of the local politicians. That has been the dominant approach within the planning profession which I think is a serious problem because really it should be about dialogue and really respecting the role of the elected representative. They are the representatives of the people but clearly that is quite a challenging issue because of the history and the background of corruption. So, in general, I think there is a serious need for a change in the governance culture and in my own research I have tried to focus on the softer aspects rather than saying, "Okay, it needs to be all about compliance and having binding decision making, and having more decision making at a strategic regional or national level". There needs to be some room for local democracy and to have informed political decision making as well and to make that more strategic. I guess as well one of the arguments in my thesis was that strategic spatial planning is really very new in this context. It will take time to develop and if we change the regional governance system every few years, that will be counter-productive, and we need to recognize what is happening and build on what is happening and that there have been some achievements at the level of strategy making but we need to improve that process and to give it more credibility and more weight without relying on a regulatory approach all of the time. In general, it is difficult to find a

balance between strategic decision making which is inherently flexible and adaptable and allows for different possibilities, and a system which is a plan which is very rigid and purely regulatory and defines what can happen and doesn't provide any flexibility which clearly has very significant disadvantages as well, but this is not really a debate which has occurred in Ireland. #00:53:37.7#

I-EDUARDO OLIVEIRA WSL: So, the balance between a more flexible and strategic planning and the more rigid is also quite challenging for politicians and decision makers as well? #00:53:52.7#

R-ID27: Yes. Certainly, in Hamburg, there is a huge amount of skepticism towards any plan at the metropolitan level and they always say that needs to be binding otherwise it is not worth the effort. At the same time, there are strategic visions (including the Elbe area) which are at the more strategic level but the planning itself is very much formal and rigid, and there is very little room for strategic thinking in that which is a clear deficit as well. #00:54:38.8#

I-EDUARDO OLIVEIRA WSL: I understood that. In Hamburg, the plans are specifically rigid but they also allow for different kinds of projects and they are pretty much guided by private interests. #00:54:56.4#

R-ID27: Yes. #00:54:58.1#

I-EDUARDO OLIVEIRA WSL: Many of the projects and the implementation of the plans happens through projects, in the Hamburg case, and a lot of private interests play a key role in these projects. #00:55:11.6#

R-ID27: Yes. Really the metropolitan region level has very little influence altogether and it has lost momentum as well. It doesn't provide strategic direction really and in recent years, the Chamber of Commerce has setup their own alternative. So that shows they have no faith in it either. #00:55:33.8#

I-EDUARDO OLIVEIRA WSL: Yes. Prof. Jörg Knieling mentioned something about that as well. He also mentioned that they can do whatever they want within their area of influence, and then I commented that in Hamburg the governance process in Hamburg sounds very nice and effective a little as well. One thing is what you can read online and the other is the reality and it was quite critical of the reality in Hamburg. Regarding Dublin, I know that you have been doing research targeting other territories but what are the key issues at the current times in the Greater Dublin area regarding planning and also governance procedures or governance arrangements? What are the current main issues that will help me prepare for the coming interviews? #00:56:39.6#

R-ID27: There are lots of them, I guess. I think there is really a need for a strategic discussion on what the development priorities are for the different parts of the region, and this should take into account not just economic development objectives but also issues around landscape and cultural landscapes. Certain parts of the region have particular values which should be addressed and respected and that the views of the councilors need to be taken seriously. There are actually people in those positions now, in some cases there has been generational change, but there is a real need to have a political debate at the local level which is not taking place, as far as I know, until now. These are broader issues. There are real structural problems with the housing prices currently. #00:58:08.7#

I-EDUARDO OLIVEIRA WSL: Affordable housing? #00:58:11.6#

R-ID27: Yes. There is a clear need for greater state intervention essentially to lower prices and to ensure provision of housing suitable for families and also to provide social housing as well for people who can't afford market prices. There is no other way around that. #00:58:37.6#

I-EDUARDO OLIVEIRA WSL: In terms of infrastructure within the core city and supporting commuters, so linking the core city and where people go to work and the

residential areas and in terms of infrastructure, how things are. Are they fitting the demands or does more have to be done? #00:59:05.0#

R-ID27: Certainly, more has to be done. It is very much co-dependent in the outer areas certainly, and there is an over reliance on the bus system as well which is not perceived as reliable or it is certainly not a good solution. Yes, there is definitely a need for better train services and also connections which are not purely radial centered on Dublin, but also connecting places outside of Dublin as well. That may be wishful thinking. There is another issue which I have written about as well which is that there is potential I think for... yes, there is a need for incentives for the various local authorities to work together and one way of doing this would be on a project by project basis where there is a fund where local authorities can apply for funding, and there is a competitive process, and then they need to do something where there are a number of partners working together and this will encourage more innovation and essentially a more innovative approach at the regional level. This could be along the lines of urban-rural partnerships, for example, and there is certainly potential for the urban-rural partnership approach in general to try and have a more constructive dialogue between the urban and rural parts of the city region. #01:01:18.5#

I-EDUARDO OLIVEIRA WSL: Yes. Here in your writing, you say there is the need for more coordination, more dialogue between entities in the regional and also at a local level mainly. #01:01:32.6#

R-ID27: Yes. #01:01:33.1#

I-EDUARDO OLIVEIRA WSL: Regarding civic participation in the process of plan making, do the authorities engage with the citizens? #01:01:50.3#

R-ID27: Public participation is actually relatively good I think, on paper at least. In practice, it varies but there is, for example, also a third party appeals procedure which means that not only the person who is directly affected can appeal but, in general,

planning decisions can be appealed. I am not sure if this has been made more restrictive in recent years. It might be in relation to some issues certainly but, in general, there is a need for more dialogue at the plan preparation stage and for that to be taken more seriously, and for that to change people, there needs to be this change in perception and change in culture that this idea that when there is a plan in place, it will actually be followed and provide some guidance and influence policy which, until now, really was not the perception. Well, it was in some cases maybe the reality and perception is something different. That is a pretty major process of cultural change which will take time. #01:03:25.6#

I-EDUARDO OLIVEIRA WSL: Yes. With your experience where different types of knowledge recognized during the preparation of the plans in the past, I mean in the authorities, they went to the universities or some other institutions to talk and collect some knowledge of their experience of planning or strategy making, or if they are engaged with academics or other experts. #01:03:54.6#

R-ID27: No (laughing). It is not quite that bad but it is very limited. At a national level, yes, but at the level of the local authorities, it is a lot more limited. There will be isolated cases but specifically on planning issues really not so much. Certainly there is a potential there. #01:04:27.7#

I-EDUARDO OLIVEIRA WSL: We are about to finish in five minutes or so. Regarding land use change and strategic plans for the Greater Dublin area, how do you characterize the impact of the governance arrangements and the governance arrangements here? I characterize them as the game between bulk entities, private entities, interest groups and the impact on land use change. To what extent do the ideas or projects or proposals from entities impact land use change? You have somehow already replied by telling me that they shape their interests or they shape the plans to fit interests, so this was dramatic, not so dramatic? #01:05:31.4#

R-ID27: In general, there is still a huge amount of influence from private developers in terms of shaping major projects and also at the local scale as well that a lot really does depend on private developers, whether they come in to develop a large housing estate or whatever it is which makes the planning system more reactive than proactive. There has also been a large amount of speculative development which really means that it is that people were buying houses, for example, and then selling them on within three months to make a profit. This was a major factor in the rise in house prices and the price of development land within Dublin City as well, and within the other areas. Dublin City itself also engaged in the speculation and lost a huge amount of money on it which is a serious problem. #01:07:07.0#

I-EDUARDO OLIVEIRA WSL: I can imagine, and similar to other southern European countries eventually. Besides the housing issue, how do you see the foreign investments or business activity and their influence on the reality on ongoing things in the Greater Dublin area? Do you think they also play a key role, the business interests both foreign and national Irish? #01:07:49.1#

R-ID27: Yes. #01:07:50.1#

I-EDUARDO OLIVEIRA WSL: I can tell you more about why I am asking this. I am familiar with the branding assumptions that comes in. After the crisis, I notice a good number of entities, sort of like enterprise Ireland coming quite strongly to promote Ireland as a business destination. What extent does this also affect the ongoing situation in Dublin, and in Ireland? It is always helpful to put in the national context. #01:08:32.3#

R-ID27: Yes. It has been quite significant and it is a very important factor and has led to competition and distrust amongst the local authorities within the Greater Dublin area as well, because they are each competing for the same investment essentially. So, that certainly has been a significant issue. The policy at the national level has changed over the years and certainly until the 1990's at least, there was a strong focus on

encouraging mostly American multi-nationals to locate outside of the Greater Dublin area, and often in rural locations in the west of Ireland as a strategy to encourage regional development. This has I think changed to some extent in more recent years but certainly in some cases, it is major players like Intel and Hewlett-Packard which help setup huge European headquarters essentially. They are major employers.
#01:09:59.2#

I-EDUARDO OLIVEIRA WSL: Google, as well. #01:10:01.6#

R-ID27: Google also, yes, and they benefit from low taxes and whatever, and they also get good deals from the state in terms of land, and there were lots of tax incentives which I guess a lot of them have been phased out at this stage but at one stage, it was okay to say, "Yes, you don't need to pay taxes for 10 years", or something.
#01:10:35.1#

I-EDUARDO OLIVEIRA WSL: I wasn't familiar with those. #01:10:37.9#

R-ID27: I think the European Union has tried to stop those. So, yes, certainly that would be a major factor as well. I guess it means as well that there is branding, I think less so the Greater Dublin area, but for the Dublin region, there is certainly branding, and the Dublin metropolitan region and the local authorities will engage in it to some extent but really on a much more limited basis. Dublin City Council also bought into this idea of the creative city and the creative class so this was another policy idea that influenced their thinking as well despite the evidence that it doesn't really apply.
#01:11:39.4#

I-EDUARDO OLIVEIRA WSL: Yes, and eventually they will come with a SMART City idea. #01:11:43.5#

R-ID27: Yes. That is currently in the process too. They have a SMART City dashboard. #01:11:49.2#

I-EDUARDO OLIVEIRA WSL: The last question, what has to be done to make the ongoing regional planning guidelines and the strategic planning guidelines for Greater Dublin more effective, if they are not so effective? What has to change, briefly, eventually? #01:12:16.6#

R-ID27: Yes. I really think changing the mindsets is really important and that this idea of strategic spatial planning needs to take hold. Here, I think the distinction that Andreas Faludi makes, for example, between project plans and strategic plans so it is strategic it means that it is a much more open and flexible process, that this way of doing planning strategically really has not taken hold yet within the Dublin City regional context. At the moment, in recent years, this tendency to say, "Okay, we'll cut back on the powers of the local councilors and we will make this into a more hierarchical system, and with more compliance, and more rigid implementation", that is really potentially counter-productive. We need some of both but there needs to be much more awareness of why you work with functional regions, for example, why you have strategic diagrams which don't provide a lot of detail, why you allow flexibility and adaptation over time. So, that is one key aspect. As I mentioned already, including the political decision makers as key actors within this process and training them to be able to make informed decisions. I think as well it needs to be coupled with reporting spatial development reports where an independent authority or agency, or even a research agency, provides reports on a five yearly basis on the impacts of planning policies and also what are the current spatial development trends so this can actually informed decision making as well, so that is part of the information phase. This is something that happens at the federal level, for example, in Germany at the federal institute for spatial affairs and construction or something like that, they provide these reports. #01:15:02.2#

I-EDUARDO OLIVEIRA WSL: Impact assessment? #01:15:03.5#

R-ID27: Yes. It is not just impact assessment. Territory impact assessment will be a different discussion, I think. It is really showing, okay, these are the projections for the

next years in terms of demographic growth, this is what is happening currently in terms of housing, this is where the deficits are, this is the situation in terms of infrastructure, and this is what needs to be provided. It's all of these sorts of issues. It should be possible to have a knowledge base on all of this including analysis of the census data and commuting information, for example. So, you see on paper, this is what has changed over time and this is an independent source providing this information. That is the key thing I guess, and that this is then of course related to the strategic objectives at a policy level so that there is a culture, first of all, actually checking to see; has there been implementation and evaluation and reflecting on what has happened as well, which is not there currently I think. To me, they would be critical issues. #01:16:20.5#

I-EDUARDO OLIVEIRA WSL: Alright, thank you for your time. #01:16:24.2#

ID27 Dublin 6 September

ID28 Dublin

I-EDUARDO OLIVEIRA WSL: So can I have this interview guide divided into three parts although its rather flexible so then I will try to pick up some of the questions according with our conversation. If there are elements that you think that they are necessary to be explained, thats...Im always so grateful to hear. And the main goal is to try get information that we cannot access online. And the Dublin City Council, Dublin Planning Department, you provide very good number of materials online with a lot of details, for example, this document, this draft on the Dublin City Development Plan as well as the Regional Planning Guidelines and the National Strategy, I am familiar to some extent with the Dublin case. So these elements that are less...cannot access online, they are always more interesting. So for me to understand the process of spatial planning in Ireland, with a focus in Dublin, it would be great if you can, according with your experience, tell me a bit...the historical background of planning in Dublin. When it starts in a more formal way, the driving forces behind the Dublin City Development Plans, from the past to the present. And then we can focus on the present, on the ongoing plan, which I believe is this one, twenty sixteen, twenty twenty-two. A beautiful thing. And then we can focus only on this one because I mainly aim to focus on the ongoing spatial plans in this city. #00:01:46-0#

R-ID28: Ok. Well, it's difficult to know where to start talking about planning in Dublin City. Dubliners like to think the first great planning of the Dublin City was the Georgian areas of the city related in the eighteen century. Following that, there was work of the Wide Street Commissioners, a bit like the French capital, they set about widening the streets of the city. And in a way that was slow clearance of its day to provide new vistas and boulevards, like O'Connell Street. And, but if you leave that aside, the modern planning era started really with the new state in the nineteen twenties. We commissioned internationally renowned planners to redesign or create new neighbourhoods, say like Crumlin, just about two kilometres that way. And this was to create new neighbourhoods on the garden city type of movement for the urban poor which were successful in their time. There were also grandiose plans in the nineteen twenties as part of the new state and part of its...to symbolise its break away from its colonial past, to re-jig the whole of the city centre, including a new cathedral, etcetera, etcetera. That never came to pass. And some would argue because of that, we still have the tight matrix of the city centre. That we still have the tourists like to come and see. So that was in nineteen twenties. Then nothing really happened in planning until nineteen sixty-three. The new planning act came in. That was the first new planning act. And in nineteen seventy-one, on the foot of that was the first of the city development plans. Ever since

that, we've been producing a city development plan every six years. #00:04:07-0#

I-EDUARDO OLIVEIRA WSL: Every six years. #00:04:08-0#

R-ID28: Every six years. So the first city development plan in nineteen seventy-one, was a very thin document which simply set out the...as required by the sixty-three planning act...the areas to be zoned for residential and industrial open space, where the key transport was supposed to be. So it was a simple document. And surprisingly for Ireland, given what some commentators say as the Irish Psyche for liking a little bit of chaos now and then, the development plan has been used for the developing city for maybe nine or ten iterations, the development plan since that. Progressively as we've come along, we've come to this development plan. This is a draft, right? We have the courtesy to develop a plan, the six-year life goes from two hundred, doesn't it? Two thousand and eleven, two thousand and seventeen. This one will kick in just at the end of the year. It's at the final stages now. It is going to the city council on the twenty-third of September for the final approval after two years of public engagement. So it is a very intense public engagement exercise. #00:05:29-0#

I-EDUARDO OLIVEIRA WSL: So the plan making phase takes about two years? #00:05:32-0#

R-ID28: Two years. #00:05:32-0#

I-EDUARDO OLIVEIRA WSL: And then we can focus on this plan and on those two years because I am to understand on the governance side, independently of them, we can understand the governance in a more formal arrangement, with informal arrangements, so I aim to incorporate also both. Try and understand how the things evolve in these two years of the making of the plan. How you come to decide upon certain zones. Why that area is specifically for housing. What are also the main land use types? **E.g.** Housing industry. And but before that, eventually, the driving forces on the back of this new City Development Plan, are we dealing with new issues, different from the past one? What kind of challenges.

R-ID28: Yes, I'm listening to you. The first thing to say, Eduardo, is that the development plan every six years is an evolution. There isn't a wholesale change in zoning. In the development plan itself, spatially, there are set out rough...you can see them there...fifteen zoning objectors, ok? Those have not changed materially in the last maybe half a dozen development plans. In that you have...first of all, you have what we call the Z-one areas which are these yellow areas here. These

are the major residential areas. Now the city stretches out here, this is only this part. Ok?
#00:07:29-0#

I-EDUARDO OLIVEIRA WSL: Yeah. The core. #00:07:30-0#

R-ID28: Yes, the core. But as you go out, there are more and more of these yellow areas. That comprises maybe fifty percent of the zoned land in the city, as a resident... Within that you have a dark yellow area. Those are the residential conservation areas. Ok. So those are...between them those take up the major zonings. The other major one is the city centre zonings, the Z-five, that aqua-marine blue colour? Z-five. Here. #00:08:01-0#

I-EDUARDO OLIVEIRA WSL: Yes, Z-five. #00:08:02-0#

R-ID28: Here. That is the one I've talked about there. The zoning there is to preserve, protect, enhance the city centre of the capital city by mixed use, quality buildings, quality spaces, activity...are uses appropriate for a capital city, you know? So that's what that's all about. So there's a lot of cultural uses you could imagine. You know? A lot of retail uses, the two main retail corridors of the city centre. You know, so it's that... Then the other main uses categories are employment and industry, the purple guys. And you can see them. For instance, Diageo there, Guinness is...be one example. Other ones would be the port, still, you know, down here. Then the other...then you have of course the ones that the councillors are interested in, particularly the green space. These spaces, you know? Stephen Street may be an example there. Phoenix Park here. #00:09:09-0#

I-EDUARDO OLIVEIRA WSL: Phoenix Park. #00:09:10-0#

R-ID28: Seven hundred hectares. #00:09:11-0#

I-EDUARDO OLIVEIRA WSL: Yeah I aim to visit tomorrow afternoon. #00:09:14-0#

R-ID28: That's the largest walled park in Western Europe, maybe even Europe, you know, still. That was since the twelfth century there. But that's by the way...The other major zoning that you should be aware of is actually what we as planners call "the real planning zoning", is the Z-fourteen. It's the white land there. Z-fourteen is for the new strategic development re-generation areas. It is a key plank of our development plan, is the strategic development, S-T-R-S we call it. So you'll see the examples of them there. They would be the Docklands there. You know, there's S-T-R-A

which is about twenty-five hectares of new development. You should visit that. Grange Gorman, here, which is a new third level institute campus on thirty hectares out here. Brand new campus on an old brownfield site. Then you have social housing areas, deprivation areas like here...gardens. But those are our major...and then you have out of the edge of the city you'll have...if you look at your plan...I'll leave this copy with you because... #00:10:25-0#

I-EDUARDO OLIVEIRA WSL: Oh that will be great. #00:10:26-0#

R-ID28: Its cleaner looking at that. You ask about our...just as a pure planning...that there also...what we have to do by...you talked about governance, right? I'll try to address the governance thing for you in my terms. #00:10:40-0#

I-EDUARDO OLIVEIRA WSL: Yes. #00:10:41-0#

R-ID28: There's a National Spatial Strategy which we have to comply with. It is old now because this is where...it is old now because there wasn't a political will to implement it, you know? #00:11:01-0#

I-EDUARDO OLIVEIRA WSL: Yes. #00:11:01-0#

R-ID28: At national and at local level. There was a government policy about ten years ago to actually fly in the face of the National Spatial Strategy and how...disseminate employment, civil servant employment to every town in the...every small town in the country. I think that's been abandoned now. But... #00:11:28-0#

I-EDUARDO OLIVEIRA WSL: Sorry... #00:11:31-0#

R-ID28: Just...Ill finish my point. This here is...The National Spatial Strategy and the Planning Act...two thousand Planning Act and the two thousand and ten Planning Act, require every development plan to have a core strategy. This here is the core strategy. The core strategy must be consistent with the regional plan and the national spatial plan. #00:11:53-0#

I-EDUARDO OLIVEIRA WSL: Yes, alright. #00:11:53-0#

R-ID28: So there's a consistency thing that goes up the line. We must be consistent. So have to

demonstrate that what we're doing here in the core strategy is consistent with that. That's why we set out the core strategy elements which are the city centre of the capital, the growth areas that I've just describe there and then the other ones are the outer growth areas. You know up by the M50 up the road places such as in the North fringe, Those growth areas between them provide...you'll see it over there...up to thirty thousand residential units in the next six years. But that's the core strategy...all linked by the public transport and of course the new element, which is indicated there, is the green infrastructure. So those...so that's the core...and, so you have those coming down cascading there, then that every zoning, every other objective in here must flow from and be consistent with this. #00:12:53-0#

I-EDUARDO OLIVEIRA WSL: The core strategy. #00:12:54-0#

R-ID28: Yeah. So it goes down to that, up to that. So that's that. That's that. Now, with regard to governance, the National Spatial Strategy and the Planning Act is created by government, national government. The plan here is made by the politicians of which there are sixty-three. Sixty-three elected representatives as a body. They make the plan. We advise them. We advise, we write the draft, we do the research, we review it, we carry out the consultation, evening consultation, public consultation. And we bring reports back to the city councillors in a strict statutory timeline throughout the two years. And the councillors make the plan and will eventually adopt the plan in early twenty-third, with all their amendments in regard to all of that. So, that's the way it is done. But I have to say that they cannot put anything in the plan that is either not in planning law or is ultra-virus, or...so that leads to conflict. You know, because they want to put in things like...well that for instance, that site there should have a hundred percent social housing on it. Whereas our core strategy is for mixed tenure. You see? So that's an example, so. Or they would want...or the current one, councillors have been under pressure to put in passive house energy standard which is some German standard. But we have a National Building Regulation which is the standard for this country. So putting in that would be conflict with national policy which I've just scribbled to you up there. So we can't put in, in the plan, a specific objective which is...not in competition...which is contrary... #00:14:54-0#

I-EDUARDO OLIVEIRA WSL: It's in conflict. #00:14:55-0#

R-ID28: ...in conflict with national policy. So those are where the friction zones are with our politicians. The other friction zone would be...we...there's a housing crisis in the city and we have to provide....our analysis in there shows that we have to provide four and a half thousand

residential units per annum over the next six years on the other plan. But when you actually translate that core strategy down to there, you have to maybe build higher density houses in certain areas. When it goes to local councillor, no, we agree with the core strategy, but not in **my** area, not in... you know. So simply put...now the other question you're going to ask is whether or not we have a lord mayor. Most municipalities now in Europe have a **lord mayor**. We do have a lord mayor, but that lord mayor only...has got no power. It is a ceremonial power. The other power has is that he or she manages the actual city council meetings and has the casting vote. So...at the city council meeting. So on policy matters, like making a development plan, the city councillors with the lord mayor have control on setting the budget. They have power. But on the next stage, you know when you were talking...the next stage below that...below that, is the day to day implementation of the planning applications. You come in for a factory, you come in for an office block, housing, that is dealt with by me and my team here. And politicians have no input into that. Because we, under the planning acts, we...the city councillors make the plan, set out the policies, applications come in, we apply that plan to the scheme and we are...that is our job to do. Now again, there's a zone of conflict at times, because councillors will say, you have been too loose in your interpretation of the plan that we have made. You know? For instance, if the plan says, the core strategy says we should intensify the city, you know...but, if there's another conservation plan that says the city shall remain primarily low rise. Because there is...there are those two policies are in there. It's my job to balance those on each case and each site. **But councillors and the public and others will always say, that I have not reached the right balance or the planning department has not reached the right balance.** So governance-wise then...the other point you're going to ask is how much regard do we have to regional strategy? Now, there is a regional planning guidance out at the moment, but the eastern and...the Dublin and mid-eastern regional authority has been disbanded. Its...or about to be disbanded. It's got no teeth. It is...Because the government has three or four years ago set up a new eastern and midland regional assembly, so...and I haven't got a map of Ireland here...but do you have a map of Ireland there? But do you know Ireland? Do you know the rough map of the country? Have you lived there? [...locating map of Ireland...] Recently...the regional authority for this area was just a four Dublin authorities and then the three out here. Meath, Kildare and Wicklow. That area there. And what the government...what has now been decided is that there would be what we call...Eastern and Midland... #00:19:15-0#

I-EDUARDO OLIVEIRA WSL: Eastern and Midland. #00:19:16-0#

R-ID28: Eastern and Midlands region, yeah. Which extends as you said. Which is much bigger. It hasn't come into effect yet. And to be...we...how do I put this... #00:19:30-0#

I-EDUARDO OLIVEIRA WSL: Yeah I can... #00:19:32-0#

R-ID28: No, you're ok. I'll find words for it. They're still finding their feet. We refer to the Department of the Environment and the National Spatial Strategy for our...principally for input into there...the other...we work closely, informally with the other three local authorities. There's, you know... #00:20:00-0#

I-EDUARDO OLIVEIRA WSL: Interesting. #00:20:01-0#

R-ID28: We work...as a metropolitan area, we work with South Dublin, Dun Laoghaire Rathdowne and Fingal, you know where the airport is. And we have working relationships for say Fingal investment, for dealing with the IDA, for transport, because we have to work with the national transport authority. But I know the eastern region have got a duty and responsibility and our plans must be consistent with their stuff. But they are...we...they're not a regional authority like you might understand them in Europe. #00:20:46-0#

I-EDUARDO OLIVEIRA WSL: Yes, I was going to ask. #00:20:47-0#

R-ID28: They're poorly staffed, they have poor resources, and they have little or no power. #00:20:54-0#

I-EDUARDO OLIVEIRA WSL: Yeah, they don't have a political body directly amongst them... #00:20:58-0#

R-ID28: They have a political body but they are selected...it's like a board of certain councillors for each of the local authorities. #00:21:03-0#

I-EDUARDO OLIVEIRA WSL: I see. #00:21:04-0#

R-ID28: So those two or three councillors from each of the local authorities are represented on this board which is the assembly. But...I can only give you my opinion. It will be very difficult to reach any consensus on anything...on the direction of the region. #00:21:20-0#

I-EDUARDO OLIVEIRA WSL: This one is the Eastern and Midland Region? #00:21:21-0#

R-ID28: Yeah. #00:21:21-0#

I-EDUARDO OLIVEIRA WSL: Yes. So it's this Eastern and Midland Region is a new governance arrangement? #00:21:26-0#

R-ID28: Yes. #00:21:27-0#

I-EDUARDO OLIVEIRA WSL: New? #00:21:27-0#

R-ID28: Its new. Yeah. Because the old one was the seven that I talked about. And within that we had four. And the four all throughout all of that coming and going of national thing and changes at this...The four Dublin local authorities have always worked closely together informally. #00:21:44-0#

I-EDUARDO OLIVEIRA WSL: If you allow me to ask this. You are to some extent...the word is not afraid, but, you still trying to understand how the city...Dublin will work in this context of this regional authority? You would work well with that? #00:22:02-0#

R-ID28: Yes, yes. We are trying to understand how it can be a complimentary beneficial relationship between us, the new regional authority and the state which is now preparing a new replacement for the National Spatial Strategy, like this...what we call it? The National Planning Framework. That's coming out in the next few months. #00:22:25-0#

I-EDUARDO OLIVEIRA WSL: Ok. #00:22:26-0#

R-ID28: The National Planning Framework, the draft. And we will be following that very closely and we are having inputs to the Department of the Environment who are producing the National Spatial Strategy. The new National Planning Framework. #00:22:43-0#

I-EDUARDO OLIVEIRA WSL: The relations between the Dublin City Council and the National...the state, they are quite good? #00:22:50-0#

R-ID28: Yes, well (laughs)...what's the word? They are...there's a working relationship. It's not quite close, you know? Because they consult us. Because things like new apartment standards,

student accommodation standards, new...you know...they do need to liaise with us because, you know? There's another thing that I need to mention is transport strategy. #00:23:24-0#

I-EDUARDO OLIVEIRA WSL: Yeah sure. #00:23:25-0#

R-ID28: Transport strategy is organised by a national organisation to the National Transport Authority who control the strategy of the two 0 three five and we must be consistent with their strategy. It's a high level strategy. And it concentrates on the Dublin region again. And they control funding as well. So it is sensible to put policies in, or that accord with the National Transport Authorities strategies, you know? Sometimes, again, the elected representatives, the sixty-three...feel aggrieved that decisions are made by the NTA, say on bus routes or a new...the idea to keep a long term policy for an eastern bypass...[...searching for document...] At the moment there's a Dublin Port tunnel which goes down to the port here and takes traffic underground out to the M-fifty. There's a long term proposal to do the same for the port here, because the port is staying down onto this road here which means cutting across this international...the European designated...it's a special area of conservation. But that presents conflict between the local residents who are these dark yellow areas, it's the conservation areas and the national strategy to provide into the future an underground waterway there. So, sorry, long story short, the point is there...there are a lot of agencies at national level here. It is a very centralised system. And we are at our end of it, you know? But more and more stuff is controlled from central government. Education, police, transport...national transport policy. Not small things like bi-laws about where parking is. But those big ticket items are national. They're not even regional. There isn't a regional health authority. There isn't a regional education authority. Which goes back to this, you know? #00:26:05-0#

I-EDUARDO OLIVEIRA WSL: Yes. It's an empty... #00:26:10-0#

R-ID28: And, so...now you could if you're...you could argue as a planner that the state is only five million people. It's no bigger than maybe a state in Germany, or its only half the size of the Greater London area, you know, for example. So perhaps it should be centralised, perhaps it is only a regional state. But we in Ireland like to think of ourselves as bigger than that. Hence we divide ourselves into little regions like that. But that region there...see that region there, the north-west region? It would only have...would maybe only have half a million people in it, you know? So, there is that difference there. When you talk about governance, you know? And it's easy to say this is an increasing centralised state but in demographic massing, in terms, there probably is a reason for

that, you know? #00:27:18-0#

I-EDUARDO OLIVEIRA WSL: Yes. #00:27:19-0#

R-ID28: Sorry, I've talked too much. #00:27:20-0#

I-EDUARDO OLIVEIRA WSL: (laughs). No, no, that's good. You should talk more than me. I shall talk the minimum possible. And these conversations are all of course very interesting because Ireland's a different case than Germany or Scandinavia. So that is what makes...and then the outputs more interesting for the world, I'd say. And that is quite clear that you have the national, the regional level and to some extent empty of content, empty on the decision making and it's still unclear, the role of this Eastern and Midland regional assembly. Despite that they have these regional planning guidelines. And I understood that these documents, the national strategy, the regional planning guidelines and the Dublin City planning, they have to be in line? #00:28:11-0#

R-ID28: Yeah, consistent. #00:28:12-0#

I-EDUARDO OLIVEIRA WSL: Consistent. #00:28:12-0#

R-ID28: I wouldn't use the word empty. Not as effective as it could be. #00:28:19-0#

I-EDUARDO OLIVEIRA WSL: Alright. That's...for the... #00:28:22-0#

R-ID28: For the record. #00:28:24-0#

I-EDUARDO OLIVEIRA WSL: Yeah, that's the better word. #00:28:27-0#

R-ID28: Yeah. #00:28:27-0#

I-EDUARDO OLIVEIRA WSL: And then a question I have on the...we can focus on the details at the city...from the Dublin City Development Plan. This area here which I am to visit and do my observations this afternoon, tomorrow, will be for a multi-activity, housing and trade? #00:28:53-0#

R-ID28: Who are you visiting? Or are you talking to somebody? #00:28:57-0#

I-EDUARDO OLIVEIRA WSL: No, no. I'm not talking with...we just making some observations... #00:29:02-0#

R-ID28: No, no, I just explained to you about this area. We have a development plan which is the standard vehicle for delivery, development and conservation. If an area under the two thousand act, the planning act, if the state decides that an area, the regeneration of an area is necessary for the socio-economic development...progress of the state, they can designate that area as a strategic development zone. #00:29:39-0#

I-EDUARDO OLIVEIRA WSL: Ah the national... #00:29:41-0#

R-ID28: T-Z at national level. #00:29:43-0#

I-EDUARDO OLIVEIRA WSL: And...sorry to interrupt you, but if the city, yourself and your team, decides no, that areas better for something else, how do you deal with this conflict that eventually merge with the national decision and the Dublin interest? #00:30:00-0#

R-ID28: It is easy in Dublin...or let's put it...it is quite easy in Dublin because usually the national interest for Dublin here coincides with the national interest, you know? Now, the...remember I said that we work very closely with the DoE? The DoE will not...the government will not designate an area as (nasty as that ? #00:30:25-0#) without consulting us. And they'll say, were thinking of designating this area here as a strategic development zone and would you be happy or unhappy with that? We think about it and wed say yeah, were happy with that. You know? And if we say...well, we've never said...actually it's been the other way around. We would have suggested to the government that they think about designated **areas**. Because there's another one that's been recently designated out here called Poolbeg. Again, because the housing crisis, which is going to deliver three thousand residential units. Which is a lot for Dublin but it will kick start...But going back to this one here. This is the one that I was involved in closely. This here is a sixty-six hectare area. It was the old port. Because the port was moving out, further out here. Yeah? This area was all brownfield derelict, run-down, brownfield land. #00:31:39-0#

I-EDUARDO OLIVEIRA WSL: Yeah, brownfield land. Clear. #00:31:42-0#

R-ID28: Clear. Yeah. The city centres here. #00:31:45-0#

I-EDUARDO OLIVEIRA WSL: Yes. O'Connell Street. #00:31:48-0#

R-ID28: O'Connell Street. Only a kilometre from the city centre. Like a lot of...you'll get a lot of European cities, but I know that Helsinki and others, they moved a whole port out. And the whole port went thirty kilometres away. But we made a decision here with the port, well try...the port is part of the character and vitality of Dublin. We're going to have to try and work with the port then, and them with us to make it. Like, I think, Hamburg do it well. But the move down here...so this area there is vacant and underused. But look at the richness of it. There are inner canal docks there. There's the canal coming out there. There's a bit in the seventy and eighties. There are old heritage buildings there. Do you know old warehouses? You'll know. So we thought if we can't regenerate this area integrating the heritage, the water bodies, which are a big selling point, with new foreign direct investment and new variety and new retail, new...wouldn't that be the good basis of an STZ? **Strategic Development Zone**. So, I had it detained, I prepared the STZ, Strategic Development Zone for this. And that was to provide...and when we worked it out, it could provide three hundred...a third of a million square metres of new office and commercial and two thousand, six hundreds of new residential units at high density now. You know? Five, six story, you know **Barcelona style density, you know?** But that was approved by the city...we brought that to the city council, the city council approved it, it went to...there's another organisation here called...where a **balance** can take any decision that the city councillor makes...it's called The Planning Appeals Board #00:33:45-0#. It's another national body. Independent national body that when people appeal something, it goes to them, you know? And they make the final decision. They approved this two years ago. Since that, this has taken off. There have been...mainly in the office front, now, not so much in the residential...but there's probably been about a hundred thousand square meters approved already. And a lot...a fair bit of it has been built. So it's been an incredible success. Now, you're going to ask why...sure you're just not putting a badge on it? This is an STZ. Makes it successful. No, the key point is, first of all, we set up an office here that promotes it in the agency. Its only four or five people here but we promote it and coordinate the owners and the developers. Now I know other places like Hamburg and that have promotional offices and all...but for us it, because were so reticent, that's new to us. The second thing is that once an STZ scheme is approved, there is no appeal to the Board of Penola that I just referred to. If its approved and we approve it, I approve any scheme that goes in...you know I was telling you about that actual office block? That accords with that STZ. If it accords with the STZ, its approved. If it doesn't, its refused. There is no appeal. Whereas out here in other parts of the city, you can appeal. Unlike in the UK, third parties have a right to appeal here. I don't know what the case is in other European

countries. But somebody living out here can appeal a decision here, you know? You don't have to live next to it. You don't...somebody can say I don't think... #00:35:38-0#

I-EDUARDO OLIVEIRA WSL: There's no proximity concern? #00:35:40-0#

R-ID28: No, no, no. Say we grant a permission for a high rise building there, now the person out there will not be effected, but the issue right...you can appeal to the Board of Penola with a fifty Euro or whatever it is I said...I disagree with that decision that the city council made because it will undermine the policy that's in the development plan that this is mainly a low rise city. And then we go, yes it says that, but it also says this is a capital city that has to promote landmark buildings and key investment. And then sometimes the appeals board make the decision. So that...the key point of it is, is that there's no appeal to the board, our decision is final. And that...investors like that certainty. That's the difference. #00:36:26-0#

I-EDUARDO OLIVEIRA WSL: Yes. You guarantee the final destination of this. #00:36:33-0#

R-ID28: Yes. Provided they comply with the...have you seen the STZ scheme that I produced for this area? #00:36:41-0#

I-EDUARDO OLIVEIRA WSL: No, no, no. #00:31:41-0#

R-ID28: No. I'll give you a copy of that before you go. #00:36:43-0#

I-EDUARDO OLIVEIRA WSL: It will be great. #00:36:45-0#

R-ID28: Yeah, because it is more like the European model, the Germanic model which sets down a sort of model, it's a more masterplan thing but with streets. That's what we've done here and that gives us certainty. And you need to give that for the third parties, the public record. Because the public need to know if there is going to be a high building here, or there's going to be a street there. And that gives us certainty. Whereas here, generally, the developer does not do that. This is general zoning. #00:37:13-0#

I-EDUARDO OLIVEIRA WSL: So, the implementation...that you develop sort of a masterplan, or kind of masterplan for...? #00:37:19-0#

R-ID28: For those areas. Those areas that are designated as STZ. #00:37:24-0#

I-EDUARDO OLIVEIRA WSL: A detailed plan...what they call detailed plans... #00:37:27-0#

R-ID28: Yeah. It's fairly dated. Its...constraints, you know? Or where things should be. As a matter of detail, just to let you know, there was a previous Docklands authority and they had a masterplan for this area. But it wasn't tied down the way that we have tied the STZ down. And you would get a developer...say...say the developer...say the requirement was that indicative thing there should be open space there, right? The developer would come in and say, I've got this...this is my area here. Actually I think it will be better if this was all office, you know, and push the open space to there. And this guy would come in and say, ah, no, no. I think it would be great to put the open space there. So this guy in the end gets the open space. But whereas the policy at the time, the previous ones would say there shall be open space in this city block. Now we're saying in this STZ, no. The city...the open space must be there...must be there. And you three guys have to get together and make arrangement between you as to how you're going to provide that open space. So it gives that certainty. Whereas previously, you would just push it all to the next guy, you know? #00:38:58-0#

I-EDUARDO OLIVEIRA WSL: But are there any entities in this area? I mean, smaller...not district managers or...I think mayors is not the right word...is there any other level on the governance structure below Dublin City Council? #00:39:22-0#

R-ID28: No. The STZ was set as an agency. The city council must set up an agency, is the phrase. As I said, we have just three or four planners and engineers and architects who...and the project manager, who runs it. Sorry, there's six altogether. And that's...then, as part of that there's a community council. #00:39:44-0#

I-EDUARDO OLIVEIRA WSL: Community council. #00:39:46-0#

R-ID28: There's a community council who are elected representatives and residents from around about who meet once a month and they have an input into it and you know? But it's mostly consultations. Consultatory input. They cannot decide big decisions. #00:40:04-0#

I-EDUARDO OLIVEIRA WSL: Decisions are... #00:40:07-0#

R-ID28: But we listen to them and we listen to their input. If they come back and say where's that space yet it was supposed to be provided this year? You know, so it's that. It's useful that. But one interesting point...just by way...one interesting point by way...I could spend a long time talk...but interesting, the residents who are on the community council here are all from around about. There's new residences in here, the new young people between the ages of twenty-two and thirty-two. You know, young mobile workforce are too busy working, googling and that, and they don't really engage with the community council. So what you get is the established community...the established community being...and not the new community being over-represented...sorry, that's my language again...you know, have a high representation on those community councils. #00:41:01-0#

I-EDUARDO OLIVEIRA WSL: So the young population they are not keen to engage on the... #00:41:07-0#

R-ID28: People don't get engaged until they start having children and they need to think about schools and... #00:41:11-0#

I-EDUARDO OLIVEIRA WSL: And then how to get the kids to the school and then how to go for a walk with them. #00:41:16-0#

R-ID28: Yeah. #00:41:16-0#

I-EDUARDO OLIVEIRA WSL: And then because also we are...the time is actually going quite...and of course I want to keep the time. Things about the investment. If you have an investor, you mentioned is sort of promotion office, you go out to try to attract investment but then if an investor comes here and with an idea, comes talk to you, well I would like to invest in this area. How do you deal with this proposal to try to put this idea into practice in some area? How do you deal with an idea of a third person, a stakeholder, or an investor, developer? #00:42:04-0#

R-ID28: You mean anywhere in the city or...? #00:42:05-0#

I-EDUARDO OLIVEIRA WSL: Anywhere in the city. I'm not sure if you can provide an example from that area? Well I understand that area is already decided. So then, in another area, if someone wants to build a factory or...not a factory...a new headquarters, how do you deal with this proposal? #00:42:27-0#

R-ID28: Well, first of all we have to get at a national level, all outside investors that come to this country, usually go through the IDA, the Industrial Development Authority. #00:42:37-0#

I-EDUARDO OLIVEIRA WSL: Alright, ok. #00:42:38-0#

R-ID28: And the Industrial Development Authority would put them in touch if theres...with me, or you know, with a... #00:42:43-0#

I-EDUARDO OLIVEIRA WSL: With a team. #00:42:44-0#

R-ID28: With a team, yeah. Depending on what they want. Usually. And then we have enterprise Ireland which... #00:42:52-0#

I-EDUARDO OLIVEIRA WSL: Enterprise Ireland Im familiar with. #00:42:54-0#

R-ID28: Yeah. And they will put people in touch with us. Then below that, these...maybe at the national level...if investors want to look for a place in Dublin, they usually go to estate agents. And the estate agents, Colliers, or whoever they are, KPMG, they're large estate land property management companies. They don't like to be called estate agents. Well, they employ advisors. And those advisors know that we exist. They will put them in our direction. And we will say, you know...they usually come with a couple of sites and then we have a pre-application discussion with them before the formal application goes in. You know, we were talking about the application. So we have a pre-application discussion. #00:43:42-0#

I-EDUARDO OLIVEIRA WSL: To shape the things. #00:42:42-0#

R-ID28: Yeah, to say, you know, you need to do this, you need to talk to the roads department, you need to cut the height down, or whatever. And then when the application comes in, hopefully it then goes to the consultation process and then hopefully those issues will have been ironed out or at least they're aware of them. #00:44:01-0#

I-EDUARDO OLIVEIRA WSL: So you try to do the...to build consensus between private interests? #00:44:06-0#

R-ID28: Yeah. Or at least they're aware of the issues. Give them the opportunity to address them. You know? #00:44:14-0#

I-EDUARDO OLIVEIRA WSL: And regarding civic participation because then it took two years to prepare this plan, can you tell me a bit about the civic participation, how...? Is there a period of hearings? #00:44:34-0#

R-ID28: Yes, there's two...there's three statutory talks...there's one non-statutory public consult and two statutory public consults in those two years. The first one is an issues paper where we just do up an issues paper and we put it out to the public there. Here are the issues we think are in the next development plan, what do you think? And then we have evening meetings and we have meetings with the sixty-three elected councillors just to help build up the...the review...that is to review the last development plan, to set up the issues for the new development...So that's a non-statutory thing. Then we take all that...we, the team here...we do the draft, then we go to the councillors with that draft. We agree that with the councillors and then that goes out on a six week public display minimum. Right? Then during that public display period, we have evening meetings with sessions, we have all the sectoral groups and residents associations and all that. All the submissions that come in on the foot of that, we analyse them and bring that to the sixty-three councillors with a recommendation. And then they adjudicate that, so, mmm, don't like that, don't like that, you know? Then the councillors decide when they put all that together, we will agree to these as being amendments to the draft plan. Those amendments go out for a four week public display and the same process again. And then that goes back. And in the end of that four weeks, we go back to the councillors again with a report of recommendations, again which is in eight weeks' time. But between those statutory consults, there's all this discussion going on... #00:46:20-0#

I-EDUARDO OLIVEIRA WSL: Discussion back and forth... #00:46:22-0#

R-ID28: Back and forth. Can we amend this to do that? If you amend that, then that contradicts with that. You know? Because you don't want the plan looking like a contradictory mess, you know? Nor do you want it to be an illegal plan, you know? So we have to bring our legal guys in as well to look at it. So, to answer your question, there are three statutory periods within that for consultation and there are four or five special meetings with the city council, all sixty-three altogether. #00:46:54-0#

I-EDUARDO OLIVEIRA WSL: Could you point out any example of entity, association, a group

of citizens that came with an idea for a certain part of the city and then you actually took that idea and you put it in the plan? Or could you point out any example on this? #00:47:13-0#

R-ID28: Well the first thing to say is that the general thing about the Draft Development Plan, is that we put out stuff and the general attitude is to react against it. You know? So its...if we have a policy for increased height in the inner city area to say twenty-eight metres maximum, which is what was in the draft plan, you will get the reaction generally, no, it should be lower than that. Because it is residents who have the vote. Commerce doesn't have the vote. You know? But you do get... Let's think about positive things. Yes well, we had local councillors come to us saying that they wanted an STRA designated and a local area plan for Cherry Orchard which is a multiple deprivation area about five kilometres out that way. And we've agreed to put that in and prioritise that as a growth area, you know. As a regeneration area. Other residents will come in and say we want a local area plan for our area which loses...you have local area plans below development plans, you know, which you can put it...but the local area plan are invariably in order to curtail things happening, you know? It's to provide more open space, less height... #00:48:49-0#

I-EDUARDO OLIVEIRA WSL: More on the place making? #00:48:51-0#

R-ID28: Yes, it's more of a place making thing, yeah. So, but we have...we also have...there are thirty-two proposals from local communities to have...to remake urban villages...you went round to see? You will have urban villages like Rathmines. There were villages in the nineteenth century but they were becoming closed as the city went out. And they are quite quaint. So...which is all in the plan now so... #00:49:21-0#

I-EDUARDO OLIVEIRA WSL: I will read it. #00:49:23-0#

R-ID28: ...those urban villages. Put in as a response to...see there, you see? #00:49:29-0# So at that more local level, we've made changes, you know? As a response from residents...from the local community. Right! #00:49:41-0#

I-EDUARDO OLIVEIRA WSL: Can I ask you a question about just on the leadership? How the politicians in Dublin embrace the Dublin City Development Plan? They take it at the heart of their interventions or is it just something that is here on the city planning department? Or do they really embrace it to make the things happen? #00:50:00-0#

R-ID28: They certainly embrace it to get it approved. Every meeting is nearly full...you know, for this two year period, you know? They really are interested in the making of the plan. #00:50:15-0#

I-EDUARDO OLIVEIRA WSL: The department? And then, ok. #00:50:16-0#

R-ID28: Yeah. They are also very interested in that we implement the plan as they had intended. They...so there's lots of stuff in there but, no flexibility, no, you know, reducing flexibility for the professional planners to make any...so there's a lot of that and they will keep an eagle eye on that. That's it, you know? So they are interested. But interested in using the plan... #00:50:52-0#

I-EDUARDO OLIVEIRA WSL: In using the plan. #00:50:52-0#

R-ID28: ...Using the plan as...largely as a development controlling tool rather than what it is in the two thousand act. The plan is also a regeneration tool. Yeah, they accept it. Maybe I'm being too harsh. They accept and promotion that is regeneration...the planning development is a regeneration tool as well. But they don't focus on the regeneration because the regeneration areas, you know, don't have population in them yet. As soon as the population come then I hear on my telephone, you see. So maybe I'm being a bit harsh. #00:51:32-0#

I-EDUARDO OLIVEIRA WSL: Thank you so much. #00:51:35-0#

ID28 Dublin

BESTANDSNAAM INVULLEN	
Aantal minuten:	<i>56 minutes</i>
Aantal sprekers:	2 speakers
Taal:	English

ID29_Dublin

SP2- ID29: It means you can concentrate on the conversation. [00:02]

SP1-Eduardo Oliveira WSL: And that is a good quality, so everything is there. [00:08]

SP2- ID29: I have a cold so it might sound a bit snuffly but anyway it's fine, it will work. [00:12]

SP1-EDUARDO OLIVEIRA WSL: Oh fine. Well, shall we start with some background on the planning system in Ireland? [00:23]

SP2- ID29: Sure. [00:24]

SP1-EDUARDO OLIVEIRA WSL: We mentioned that it is highly centralised and could you characterise briefly the planning system in Ireland and then in Dublin. [00:34]

SP2- ID29: Yeah, it's very centralised. I think it's probably one of the most centralised systems. I think that's because of the governance structure which is central government is where most of the power lies within the system. With local government, it's quite weak in Ireland compared to other places. So the big issue I think is in terms of funding. So it's the way central government, local government funding works. It's mostly from central government to local government. And local government doesn't have the power to really raise revenue in its own right. So that's an issue and that's actually something that I've been working on a little bit. So that's one issue, I think. And then in terms of the actual planning, it's...we have the National Spatial Strategy in two thousand and two which was meant to frame all of the other planning that came beneath it. And I suppose this is where it's interesting for you because the difference between plan making and plan implementation. I think the making of the National Spatial Strategy was very political, so it was meant to be about identifying kind of key gateways for investment in the country. But because of politics, there were lots and lots of gateways designated within that, which caused a problem because then it loses its strategic focus. And then that kind of comes down then in to how the local plans are made at the city or the county level. Because if you're a gateway, well you have a different kind of plan than if you're not a gateway. And there were so many gateways. That there were so many over-ambitious sort of city and county development plans, I think. Which is partly what led to the crisis. So it's...I think it's un-strategic, highly centralised, but also there's a real sense of political interference with the planning system, I think. [0231]

SP1-EDUARDO OLIVEIRA WSL: And more economical oriented? The national strategy post-crisis, no? [02:37]

SP2- ID29: Yeah, I mean the national strategy hasn't been updated since two thousand and two. So it was meant to be a twenty year plan from two thousand and two to two thousand and twenty for eighteen years. There is a new planning...they're calling it

the National Planning Framework which is being put together at the moment. But it's not...I was at a consultation for it...it's not going to be as specific as the National Spatial Strategy. It's going to be more about principles. That they have to be implemented by the local authorities. [03:07]

SP1-EDUARDO OLIVEIRA WSL: So things can happen in... [03:09]

SP2- ID29: Exactly. So I think they were just afraid. There was a lot of criticism around the National Spatial Strategy and I think the central government don't want to open themselves up to that kind of criticism again. So it's, yeah, it's very centralised, political, lacking in strategy and funding is a key problem. [03:28]

SP1-EDUARDO OLIVEIRA WSL: Yes. And then we have these regional assemblies that are also something new? [03:35]

SP2- ID29: Yeah. [03:36]

SP1-EDUARDO OLIVEIRA WSL: A sort of a combination of counties, also with a purpose of making spatial interventions or more with a purpose of attracting funding from the European Union eventually. What is your...? [03:49]

SP2- ID29: I think it's really complicated because there is very few people who are actually...who know these things exist. [03:57]

SP1-EDUARDO OLIVEIRA WSL: Aware of this. [03:57]

SP2- ID29: Yeah. So I think that's a big problem. I also think in Ireland there isn't...there's no real sense of regional identity. So I think that's a problem that these assemblies have. And I think also one of the things originally when we have this regionalisation of Ireland, it was to do with when Ireland was not going to qualify anymore for the EU regional development and structural funds, that the government made a decision to split the country into two regions for European purposes. simply to attract funding to the west of Ireland to enable that to be still qualifying. So I think there's a history of the regional being actually not about being regional, not about planning, but really just about trying to maximise European funding into Ireland. I think that's a big issue. So they come from that legacy. Now I think they're trying to make them do something different. These assemblies are new. But there has been assemblies...so the regional planning guidelines we had during the two thousands, were associated with regional assemblies. But they were just made up of people from different local authorities. Just literally coming together to talk, but they weren't binding. So really people ignored them. There was the central and the local. And the regional kind of got squeezed in between those two. So these new ones...I mean I have no idea. I don't think anybody knows really what they're supposed to do. Whether they have any dedicated funding attached to them. Whether they're responsible or have particular competencies. So I think all of those things are still very unclear. [05:33]

SP1-EDUARDO OLIVEIRA WSL: Something maybe to explore also later this morning? [05:36]

SP2- ID29: Yep. [05:37]

SP1-EDUARDO OLIVEIRA WSL: So how should we understand these regional planning guidelines in the context of a national bodies and then the local authorities? How we can position these regional planning guidelines and their effectiveness? [05:52]

SP2- ID29: Yeah, I mean...these ones are...these are interesting because these were produced in two thousand and ten as a response to the crisis. [06:00]

SP1-EDUARDO OLIVEIRA WSL: Alright. [06:01]

SP2- ID29: So I think one of the criticisms of what happened in Ireland was that I suppose everywhere was developing. And you had development happening in kind of...a very similar development happening in counties that were adjacent to one another. Where it wasn't necessary that there should have been some sort of coordination. So that was a big criticism of planning, I think. And planning's failures during the crisis. So as a response, these regional planning guidelines were brought in and they were made binding. So previously they were just advisory. But these ones are actually binding. But how the local authorities interpret that I think is very different depending on which local authority that you speak to. I know certainly when I was talking to people about the Dublin City Development Plan, they were saying it's, you know, 'oh yes we have the regional planning guidelines but we always thought about them anyway'. So there's no real sense of how this is brought into this development plan process. So yes, they say they acknowledge them and they take what they're supposed to from them, but in reality and in practise, I'm not sure. [07:06]

SP1-EDUARDO OLIVEIRA WSL: It has to be consistent between them. [07:08]

SP2- ID29: Exactly. Exactly so I'm not sure. And I know people from Dublin City would sit on the group that put these guidelines together, but I'm just not sure. I know they have those regional retail strategy for Dublin, I think, which has worked, but in terms of the world regional planning, I'm just... [07:27]

SP1-EDUARDO OLIVEIRA WSL: Yeah I see it's here as well. [07:28]

SP2- ID29: Yeah. Yeah I'm not sure really... [07:30]

SP1-EDUARDO OLIVEIRA WSL: Retail strategy. So but in terms of reality and focus on the Dublin Greater Area, the reality is separated by the city plan or by the regional planning guidelines? Or by both in combination? Is there lots of coordination or...? [07:51]

SP2- ID29: I would say, yeah. I mean this is just personal opinion. But I would say the regional planning guidelines don't shape what happens in Dublin very much. I think perhaps the surrounding counties pay more attention to them. But I think Dublin is very much...the Dublin city area is very much what happens within the city. So this is much more important than the regional planning guidelines. And maybe that's just a function of the fact that it is the core of the regions. So in a sense it's most powerful local authority within the broader region. So I think that might have something to do with the fact that perhaps...perhaps there's a difference between city and region. So the outer parts of Dublin may pay more attention to these. [08:38]

SP1-EDUARDO OLIVEIRA WSL: And in the near future do you see any evolution on the importance of a more regional idea, regional identity in Ireland planning system? Do you expect authorities to pay more attention to the regional dimension than to local ones or...? [09:02]

SP2- ID29: Being honest, I don't see that happening. I mean, I interviewed somebody in...a senior planner in Dublin City Council earlier in the Summer and I asked, you know, so, 'when Dublin is developing its plan, does it talk to the other local authorities?' And he said 'no.' And I said 'well, do you not think that that's a problem?' And he said 'no, what would they understand about what goes on in the city?' So I thought mmm, that's an interesting... [09:28]

SP1-EDUARDO OLIVEIRA WSL: Even not for transportation? Because transportation is often the key driver or in the key support of regional plans. [09:37]

SP2- ID29: Yeah. I mean I think we've got a very bad history of transport infrastructure development. I think one of the issues is that our public transport is very much focussed within the city centre areas. Perhaps, I mean I'm trying to think of big infrastructure projects at the moment which would be the Lewis Cross City Line, the tram line. So that's entirely within the Dublin city. [10:01]

SP1-EDUARDO OLIVEIRA WSL: I know this is ongoing work. [10:03]

SP2- ID29: Yeah. So that's within the Dublin City Council areas. So, in a way, they don't have to interact with anybody else. And there's no...to the best of my knowledge...there's no other major infrastructure project taking place. So all of the, I suppose, the big infrastructure projects, in terms of the ring road motorway and then the motorways out of the city, they won't complete. So...and they were, again, this is an example of centralisation. They were all completed by the National Roads Authority which is a central government organisation which takes responsibility for infrastructure. I think they've been renamed to 'Transport Infrastructure Ireland'. So it might be worth actually having a look at their website. [10:43]

SP1-EDUARDO OLIVEIRA WSL: Sure. [10:44]

SP2- ID29: So they take responsibility. So in a sense, they take control rather than the local authorities working together to do anything. So, again lots of difference dealt with Ireland and elsewhere and I think is another example of how centralised we are. [10:59]

SP1-EDUARDO OLIVEIRA WSL: And then the Minister of Environment is the entity responsible for the National Spatial Strategy? [11:07]

SP2- ID29: Yeah. [11:07:]

SP1-EDUARDO OLIVEIRA WSL: And then they also have a word to say on the regional plan and on the local plans, isn't it? [11:13]

SP2- ID29: Yes, the regional planning guidelines were introduced...or at least the policy for retail planning guidelines was by the central government in two thousand and ten. And then different ones had to be produced for different regions. But the minister for the

environment in Ireland is exceptionally powerful and can intervene at almost any point along the way. And there's a new...I think it was a local government act in two thousand and fourteen...which gave the Minister for the Environment even more powers to interfere in local...or what would be seen in other places as local government issues. So all of this policy is being driven by central government rather than coming from local government in terms of seeing a problem and trying to resolve it. So it's very much a top down approach in terms of governance, direction, that kind of strategy principles. [12:09]

SP1-EDUARDO OLIVEIRA WSL: So how the national entities become aware of problems at a local level? The municipality interact with the national entities? How is possible to some extent report or suggest some changes on the ongoing plans for tutor plans? How the people can get these ideas into practice through...how they can reach the national authorities? [12:44]

SP2- ID29: I think one of the things...and again this is something that's beginning to emerge from the work that we're doing, is Ireland is so small that everybody knows everybody. So all the local politicians know all the national politicians. So it's a very tight network of people within Ireland, I think. Politically there's a very small political class within Ireland. So very informally these messages go back and forth. So in terms of structure, I don't think there's a particular structure. But I think it's the kind of way in which the political system is set up in Ireland and the scale of the country is so small, that these conversations happen all the time, very informally though. [13:33]

SP1-EDUARDO OLIVEIRA WSL: Very informally? [13:34]

SP2- ID29: Yeah. [13:34]

SP1-EDUARDO OLIVEIRA WSL: And then if we focus on the Dublin City Development Plan, a group of stakeholders, interest groups, and if you can tell me examples of...if you have examples would be also great. And the national interest. So this happens more in an informal way, but also it's possible to see some developments that have not been planned? Or the plans means someone that came with a new idea for a trade area or a new housing settlement, it's possible to see these investments out of the plan and out of the land use plans? [14:20]

SP2- ID29: I'm not sure it is actually. I think that the development plan is quite tight in terms of once it's put together, it very much...I would say directs or constrains the development that happens within the city. So it's quite a rigid system. I think once the development plan is actually put in place, it's very rare that you would have something I think that would come, that sort of, outside of the development plan process. I tried to think of any examples. I can't think of any examples. That's sort of things that happened, unless it was at a grass roots local community type activity. So I'm thinking particularly about...I was involved with a group who were doing a pop-up park in two thousand and thirteen. Actually, it's in one of those papers. And that was on a site that was zoned for housing development within the city development plan, but it was a vacant derelict site for about six years. And this group of artists came in and wanted to do a temporary park. [15:31]

SP1-EDUARDO OLIVEIRA WSL: Alright, I see. You call this temporary land use? [15:35]

SP2- ID29: Yes. But it was very temporary. It was very constrained. They got a particular type of licence, an events licence to run it. [15:44]

SP1-EDUARDO OLIVEIRA WSL: It would not require a lot of restructure investment? [15:48]

SP2- ID29: Exactly. And Dublin City Council were involved. So they sort of gave them this permission for a month to do this. But it's back to where it should be in terms of the development plan. So yeah, I think there's very little flexibility once the plan is put in place. [16:05]

SP1-EDUARDO OLIVEIRA WSL: Well it's one of the questions...I tried to figure out the adaptive capacity of the plans in your words. This city development plan is quite rigid. [16:15]

SP2- ID29: Yes. And that would be my understanding as an outsider. The planners might say differently. But I think once...and the whole process of making the plan is so rigid as well. And I think one of the reasons for that is, is that I would say planning in Dublin is very conservative in terms of...it's almost like sometimes they're looking for 'well what would be the worst things that can happen?', rather than saying, 'well what's the opportunity that this might prevent us with?' So I think there's a culture of being quite rigid within planning in Dublin. But also we have a very strong third party appeal system in the planning system here. So I think they just don't want to open themselves up to all sorts of planning appeals if they deviate from the development plan. [17:01]

SP1-EDUARDO OLIVEIRA WSL: I see. [17:02]

SP2- ID29: And there is a particular...I think if they want to deviate from it, there's kind of a formal process that has to be gone through to allow that to happen. But I don't know specific examples of that. [17:13]

SP1-EDUARDO OLIVEIRA WSL: Yes. And then you mentioned in these papers as sort of some findings and concluding notes, the lack of coordination between entities and stakeholders. And also that people are not so keen to participate on the plan making, if I'm correct? [17:40]

SP2- ID29: Yeah. I think it's a very complex...I don't know how it works very well in other situations, but in Ireland it just seems to be a very complex system to get the development plan. And you have an opportunity, there's six weeks' public...I think it's public display of the plan for... [17:57]

SP1-EDUARDO OLIVEIRA WSL: Public display. [17:57]

SP2- ID29: Yeah. But you know for an ordinary person, they're not going to go to a local authority building to view a plan that's colour coded. It's all...the language of the plan. It's very off putting, I think for ordinary people to become involved with. And I think, yeah...I mean, and I think then coordination in terms of the different local authorities talking to one another. My impression from what I've kind of witnessed is that it just doesn't happen. They're all very constrained within their own

administrative boundaries. And they're interested in what's going on within those boundaries but not how that connects out. [18:32]

SP1-EDUARDO OLIVEIRA WSL: Alright I see. [18:34]

SP2- ID29: Which is partly why we have a crisis in terms of over production of housing in some places. And lack of supply in other places, and so on. [18:42]

SP1-EDUARDO OLIVEIRA WSL: Yes, you mentioned that you have a lot of houses or housing developments haven't seen...or in their own place, you're... [18:50]

SP2- ID29: Exactly. So you have... [18:51]

SP1-EDUARDO OLIVEIRA WSL: ...in a coordinated manner. [18:52]

SP2- ID29: Yeah. Like two thousand and eight there were massive housing estates out in the surrounding counties where people couldn't get to and from work, if they wanted to live there and work in the city. And yet within the city boundaries, there was lots of vacant land that could've been developed for housing but wasn't because basically the local authority weren't on top of what was going on in terms of land use within the city. And it's only since, I suppose, two thousand and nine, ten, eleven, there's been this emphasis on more active land management within the city core itself. [19:27]

SP1-EDUARDO OLIVEIRA WSL: So in the new plans they have been able to reply to these issues of trying to improve the commuting between the housing area...housing developments and the work places? [19:40]

SP2- ID29: Not particularly because there's been no...it's been a really unusual situation. There's been no money for capital investment. So no major infrastructure projects. There's a housing crisis within the city centre. So there's a real focus on what can be done there. But there's a lot of talking going on and not enough lot of action. And the housing market in Dublin, you've probably read about that...is absolutely on the boil again. Housing has become very, very expensive again. And rent...I think there was a report last week...rent in Dublin is now four percent higher than it was at the top of the boom. So they've brought in rent controls for two years but that's just about to expire. So I think Dublin faces major challenges in terms of housing, getting people...in terms of its economic development, trying to house your labour pool. Because the city can't grow with this kind of very disconnected kind of system between where work places are, where people live and so on. And you see it...I don't know if you've had a chance, but on the ring motorway around the city, I don't usually travel on it, but I was on it the other morning at rush hour and it's just stopped. Everything is at a stand-still. So it's not just within the city centre, it's also now happening on the edge as these different...the motorway's linking up different employment hubs around the edge of the city. But again, the infrastructure's not there in terms of connecting them up. [21:11]

SP1-EDUARDO OLIVEIRA WSL: And local mayors, they do not push or try to call the national authorities or the Dublin City Council to do something more to...? [21:22]

SP2- ID29: I think they do but the mayor in Dublin is a ceremonial role. So it's not a powerful role. So there's no directly elected mayor in Dublin. The mayor has no power really. It's just a kind of an honorary position. They're only there for one year, so it's a very short time span. [21:42]

SP1-EDUARDO OLIVEIRA WSL: Oh, I wasn't aware of that. [21:42]

SP2- ID29: Yeah. And usually the political parties rotate it around so nobody gets a chance to do anything really. I think that's one of the things. And then the real power's with the chief executive within the city, who can override any of the decisions that local councillors make. So in terms of accountability, it's very hard to keep the chief executive accountable within the city. So even local politicians, I think, sometimes feel very disempowered because they can represent their communities, they can try and, you know, make a statement. But actually, the city manager can just come along and override it. So, it's a really unusual system in terms of governance. [22:27]

SP1-EDUARDO OLIVEIRA WSL: Yeah certainly. So there are no direct elections in Dublin? [22:31]

SP2- ID29: No. So this was...there was a big debate a few years ago about this. But then people said, 'well, what's the point in directly electing a mayor, unless you give them significant power?' [22:43]

SP1-EDUARDO OLIVEIRA WSL: Definitely. [22:44]

SP2L And there was no attempt to kind of change the government structure so that you would have a mayor that would be powerful. So even kind of looking to London, New York, and I'm reading all this stuff about mayors ruling the world. But Ireland is very much...and I think that's partly what we were trying to say in that, Ireland is very much an anomaly, I think, in terms of mayors and directly elected mayors. [23:07]

SP1-EDUARDO OLIVEIRA WSL: But in your opinion, does this governance system opens more...open windows for more interest groups, private interest to come along with their ideas and make them into practise? [23:22]

SP2- ID29: Yeah, I think it does in some ways, because there's a new, relatively new pre-planning system that happens. So before, say a private developer is looking for a major development, they can come to the local authority before putting in the application, discuss it with them, figure out what they will get permission for or not and then go through the planning application process. [23:44]

SP1-EDUARDO OLIVEIRA WSL: I see. I see. A lot of informal events happen between...before the formal one? [23:50]

SP2- ID29: Exactly. So there's significant power and balances I think because then local communities only get to interact once the formal planning system is in train, but that point the developers know that they're likely to get planning permission based on their pre-planning meetings. So yeah, it's a very, very unbalanced system. But you should read...I don't know if you've read the work of Linda Fox Rogers? [24:14]

SP1-EDUARDO OLIVEIRA WSL: No. [24:15]

SP2- ID29: She's done a lot of work on this in Dublin in terms of those imbalances in the planning system. So I would definitely suggest. [24:23]

SP1-EDUARDO OLIVEIRA WSL: I will write down the name. [24:24]

SP2- ID29: Sure. Yeah. She works with Murphy. So their work is really worth reading on this because they've done a lot on that pre-planning and power in the planning system. So would give you a really good insight, I think, into how it works. [24:50]

SP1-EDUARDO OLIVEIRA WSL: Yes, pre-planning. Very interesting. Are you aware or could you provide examples of interest groups that have been involved within...or have been influencing the Dublin City Development Plan? [25:02]

SP2- ID29: Yeah, I mean, I think the business lobby, certainly there's a...I think one of the interesting things about the planning department in Dublin is it's now called 'Property Planning and Economics Development'. So it's almost as if planning is set up as being a tool of economic development. So I think there's very strong business interests involved in terms of inputting into the plan. There's also local community groups, have an opportunity to make submissions to the plan. But to the extent to which they're actually taken on board or listened to, it's very difficult to know that. So I think at the back of this, they usually give a list of submissions made to the plan. I don't know if it's at the back of that actually. [25:48]

SP1-EDUARDO OLIVEIRA WSL: They also have a second volume. [25:51]

SP2- ID29: It might be in the back of the second volume. [25:52]

SP1-EDUARDO OLIVEIRA WSL: Yes. [25:53]

SP2- ID29: Yep. So they give a list of all of the people that made submissions to the development plan process. So it would be quite interesting, you'd be able to see which interest groups were involved in terms of making submissions. But I suppose it doesn't get to the heart of the balance then between which ones were influential and which ones weren't. Because certainly I think Dublin's a really good examples of this kind of entrepreneurial urban agenda that it is very much economic development driven. And you would imagine that that was something that got Dublin into the mess that happened when the crisis came. You would think there might be a shift in terms of how things are done, but I think it's actually intensified since the kind of two thousand and ten, two thousand and eleven. [26:42]

SP1-EDUARDO OLIVEIRA WSL: Ok. [26:42]

SP2- ID29: So I saw one of your questions was which sort of academic ideas have been influential. And I think...Richard Florida came here. And I think Richard Florida had a very big influence in terms of creative city thinking within the city council. [26:59]

SP1-EDUARDO OLIVEIRA WSL: It's very interesting to know that. Yeah I do have that question of the sources of inspiration and I will go through that...the types of

knowledge of them. Planning authorities come here to USD or to the other institutions to know something more about... [27:16]

SP2- ID29: Yeah. I don't think they do. I think what they do is they identify things they want to know about. And then they commission small pieces of research to answer those particular questions. But the questions are defined by the city council. So in a formal sense, I don't think there is. I think there are some very progressive people within the city council. And various places who would want to know more and who do try and engage. But at a formal level, there's no institutional arrangements, I don't think, between the city council and the universities in terms of knowledge transfer, ideas around policy, all of that. I know we're working with a planner within the city council who's interested in green space within the city. So we've done quite a lot of work mapping parks, mapping trees within the city, thinking about the urban environment, kind of more holistically. But that's very much been driven by him and his interests and his desire to make the best decisions possible. It's not a formal arrangement with the planning department or other departments within the city council. [28:23]

SP1-EDUARDO OLIVEIRA WSL: So all these movements...the Irish movement to try attract high tech companies is pretty much the result of Richard Florida's influence in the city? [28:34]

SP2- ID29: I think some of it is. I think there's also a history of that within the city. So from the nineteen eighties onwards, the national economic strategy was about inward foreign direct investment. So I think that's, again, that's driven very much from the central level. From the agencies, the IDA <http://www.idaireland.com/>, I don't know if you've heard of them? [28:55]

SP1-EDUARDO OLIVEIRA WSL: I've heard about Enterprise Ireland. [28:57]

SP2- ID29: Yes, Enterprise Ireland. So they would look at indigenous...a lot of indigenous firms. Then IDA Ireland are the inward investment group. So they would very much have target markets and sectors that they're trying to attract to Ireland. So a lot of that is really driven by, again, by central government, rather than coming from the local authorities' economic development unit. So I think the high tech thing was very much something that IDA latched onto. And I remember having that conversation with them before. Their thing was when we're trying to attract investment to Ireland, we have to get people comfortable with the idea of Ireland, then with Dublin. And very few companies will go beyond Dublin. So they're actually really driving, I think, business into the city. So they kind of watch, I suppose, the global economy and they're watching what the next sectors are. So I think they're very much kind of associated with that. So would've been financial services in the late eighties, nineties and it kind of then the kind of dot com companies and so on. It's an evolution. Exactly. So they have a real focus, I think at the moment on social media. So you'll find facebook, twitter, linkedin...all those companies have major offices here. But I think that's very much part of a broader central government strategy or the national economy. [30:25]

SP1-EDUARDO OLIVEIRA WSL: So these business agencies...I will put them like this if I can...these business entities they interact with Dublin City Council? Or they go through the national authorities? [30:40]

SP2- ID29: I think they go through the national authorities. And once they've made the decision to come to Dublin, it might be that the IDA come to Dublin City Council and say, 'we don't have enough high spec office space, you need to put that into your development plan'. That sort of thing. I mean, there was a really interesting debate going on a couple of months ago between Dublin City Council and the IDA. When the IDA were saying Dublin needs more high rise, high spec office buildings, and they were suggesting The Docklands would be a good location for it, because that's what they were hearing from international firms, particularly Asian firms in terms of what they wanted. Dublin City Council then were like, 'no, Dublin is not a high rise city, we're not having it.' So this debate took place in the national media and the newspapers around the need for high rise and city councils saying no. And in the end, I think there's a slightly higher rise than was initially anticipated, but not what IDA were looking for. So they were looking for, you know, London type sky scrapers in one particular part of the city because they were looking to Asia as being kind of a good region to attract investment from and that's what the Asian investors want. So it's very much centralised, very much coming through these central government agencies into the city. [32:01]

SP1-EDUARDO OLIVEIRA WSL: So city authorities, they look at that for examples of their source of inspiration, or if you are aware of more in the UK, Scandinavia, or...? [32:11]

SP2- ID29: Yeah. I mean I think they very much try and situate Dublin as a European city. So I think they would be looking to The Netherlands, for example, in terms of the compact city idea. But that's...so I think that's not high rise, medium rise at best. They talk about walkable cities, they talk about public spaces within the city, but, you know, we get the low rise and compact, but we don't necessarily get those good public spaces as well. So I think they take elements of these projects. But again, I think that's kind of partly the Irish culture which is very much, I suppose we're positioned, people always say, between Berlin and Boston. So we're very much taking the, sort of, trying to take bits of the European city idea. We're also very heavily influenced by the sort of economic strategies coming from the US. So it's trying to marry these things up within the planning system. And you see that tension all the time. It's really interesting. [33:08]

SP1-EDUARDO OLIVEIRA WSL: And I also noticed in a lot of developments in the Docklands area, everything...that those investments have been planned in at times by the city council. [33:26]

SP2- ID29: Well actually what's interesting about Docklands is that the city council had nothing to do with the development there. So again, a separate development agency was set up by central government, the Docklands Development Authority. So like a development corporation to manage the development of that whole part of the city. So they had to...I think the wording was, "consult" with the local authority and the city development plan. But they were running their own parallel planning system in the Docklands as well. So you get this fragmentation within the city. You've got this very centralised central government approach, which then fragments what's going on at the city level because that development corporation, development authority was a central government creation, I suppose, which reported directly to the Minister for the Environment, rather than to the city council. So you get all of these sort of

complicated governance arrangements for the city and this fragmentation of the city. I think because you get this very centralised approach. [34:31]

SP1-EDUARDO OLIVEIRA WSL: And in your opinion, to what extent we can...this Dublin City Development Plans impact land use? You mentioned already they are quite rigid. So in your opinion, having these sort of plans really impact land use, everybody knows what that area will be the final development for that area. Is this clear from the plan? [35:03]

SP2- ID29: I think it is. I mean they basically create zoning maps. And there's whatever I think, maybe fifteen different types of zonings. So it's quite clear what is anticipated for each part or parcel of land within the city. But then they have...and then to change that you need to go through a whole re-zoning application. So it is quite rigid in terms of whatever is in the development plan, that's what the land use ends up being. Again, there has been a history of re-zoning sometimes. But a lot of that re-zoning was to do with corruption, and planning, and what happened during the Celtic Tiger. But kind of on the face of it, it is rigid. It is very clear what is meant to be in particular parts of the city on the basis of this plan. Which is a problem because these plans are six...you know they're supposed to last for six years. And things change in that time. So you do need that kind of...I think it's quite block zoning. So you do need kind of a more maybe some sort of flexibility in the system. That doesn't appear to be there. [36:21]

SP1-EDUARDO OLIVEIRA WSL: Alright. And in...but...are there negotiations to try make something different from...well, you mentioned they have to go through a re-zoning process, but a lot of negotiations happens in between these re-zoning process or...? [36:42]

SP2- ID29: I'm not sure. I mean the zone, in some cases I'm thinking the zoning is quite broad. So it would be commercial. So within that commercial land use, you could possibly... [36:54]

SP1-EDUARDO OLIVEIRA WSL: Could do a lot of things... [36:56]

SP2- ID29: ...do different kinds of things. Exactly. And there's no specific...to the best of my knowledge, there's no specific thing that says it has to be a restaurant, or it has to be, I don't know, a clothes shop, or whatever. So there's broad...it is broad zoning. And I guess because it's broad, you could probably...there might be some sort of negotiation that can take place around whether something really fits this category or that category. But to the best of my knowledge, there isn't a lot of re-zoning. One of the questions...one of the things people are saying actually is around vacant sites. Whether they should be re-zoned. So there are...there might be a part of the city that's commercial and within that, there's maybe six or seven derelict sites that have been derelict for a long time. So there is some questions around well whether maybe they should be re-zoned green space. And then they could be legitimately turned into a park, and so on. But that... [37:56]

SP1-EDUARDO OLIVEIRA WSL: You cannot support that idea of re-using space. [38:00]

SP2- ID29: Yeah, absolutely. I mean I really do because I think if you look at it, the history of a site. I mean it's been derelict for twenty years, so there's something fundamentally wrong with the site. Leaving it as a commercial zoning and if a developer owns it and hasn't developed it for that length of time, then absolutely, I think the local authorities should use its compulsory purchase powers, take the site, re-zone it and create more public space within the city. [38:25]

SP1-EDUARDO OLIVEIRA WSL: But do you see that this sort of...this plan blocking that possibility of transforming the use for even...? [38:33]

SP2- ID29: I think... [38:33]

SP1-EDUARDO OLIVEIRA WSL: ...temporary purpose. [38:36]

SP2- ID29: Yeah. I mean, I think it's...it could be used as a block if the local authority wanted it. They're very reluctant to use their compulsory purchase powers, because that's a big legal process. So I think sometimes they maybe hide behind the development plan and say, well, it's commercial and that's the way it zones, so there's nothing we can do about it. When it maybe that there just isn't a will to do anything about it. So there might be just a slight difference there. [39:01]

SP1-EDUARDO OLIVEIRA WSL: So if they really want to do something, they will find a way to... [39:06]

SP2- ID29: Yeah, if they really want to do something, they have the power to do it, but they don't use that power very often. [39:12]

SP1-EDUARDO OLIVEIRA WSL: Ok, ok. Even if it's in the interest of the city centre and quality of life and...? [39:17]

SP2- ID29: Absolutely, yeah. So there's all sorts of legal obstacles that they say are in the way. [39:22]

SP1-EDUARDO OLIVEIRA WSL: And what are the main types of land use...or the land use that have been prioritised in the plan? In the city development plans are mainly for housing, business investments, or...? [39:40]

SP2- ID29: Yeah. I mean I think they have...I mean, I think the development plan documents are really impressive in terms of the amount of work that goes into them. [39:49]

SP1-EDUARDO OLIVEIRA WSL: Yes, they are. [39:49]

SP2- ID29: They're so detailed. So they have strategic projects. So I think they just, depending on where you are in the city, there's different priorities. And that's actually something I think they've been quite good at in terms of looking at the city and realising difference around the city. And having said that, I would say the overwhelming prioritisation is for economic development uses. Commercial uses. High quality office space, to some extent. Housing is in there, but it's...it's in there obviously that it's a really important land use. But in terms of the strategies to deliver on that, I'm not sure they're fully articulated. And partly that's because the local authority has no money to do the housing. So it's dependent on central government who's controlling

all of this. So I think the economic development piece is easier for the city council because they go out and they sell the city to private investors who bring the money and do it. Whereas when it's something that the local authority themselves has to deliver, it's a little bit harder. And I think there's a real sense that public-private partnerships which was one of the models they were using to deliver housing, it failed completely. And I think a lot of people don't have any faith in that system. So at the moment, I think one of the issues is how to deliver housing. It is a priority, but the actual mechanism through which it is going to be delivered or not, are not thought through. And there's no money to do it. So, it's very difficult to know. [41:27]

SP1-EDUARDO OLIVEIRA WSL: So in your perspective, what are the main challenge in Dublin and in Ireland, but mainly in Dublin? The ongoing and upcoming challenge for the city? [41:40]

SP2- ID29: Well I think the big one obviously is housing. That's a massive, massive problem. [41:45]

SP1-EDUARDO OLIVEIRA WSL: On the affordability side? Or in the number of houses? [41:50]

SP2- ID29: Both. [41:51]

SP1-EDUARDO OLIVEIRA WSL: Both. [41:52]

SP2- ID29: I think on the supply side there is not enough houses being built. And then affordability, what is being built, is just so expensive. But also, in terms of accessing credit, mortgages, for example, because we, unlike some other countries there is a history of very high levels of home ownership here. So it's very difficult to get people to switch tenure. To think about renting as a long term option. Because again, we don't have the kind of regulations in place that might make that an attractive option for people. So I think housing is certainly one. Infrastructure is another. We are, for the size of our city, we have an exceptionally poor public transport system. Both within the city centre, I think, in terms of the bus system. If students want to get from Tallow, which is slightly on the edge of the city to UCD, it takes them nearly three hours on a bus. And it's only about twelve miles maybe at the most. So it's insane, the public transport. It's slow. It's expensive. And again, that's something about transport in Dublin. It's expected to make a profit. There's no sense this is a public service that should be provided to people. So I think infrastructure, both in terms of public transport, but I think also in terms of the road infrastructure and the broader region. I think we have a ring road that's probably back at maximum capacity. So that's going to become a major choking point in terms of moving people around the city. So I think mobility, housing, infrastructure. And then I think...got coordination. If these regional assemblies are to do things and if the regional planning guidelines are to mean anything, then these have to have power. These have to be more effective than they have been up to now. Because I don't think there's any sense of the regional within Ireland...I don't think people see regional identities. I don't think local authorities...I suppose their power is so limited, I don't know whether they would want to "seed power" to these regional assemblies. So I think kind of managing that relationship between central, regional and local is a really big challenge, particularly for Dublin. Because I suppose, the city functional region, spills

out into all these other local authority areas. So that...whatever that other parts of the country, I certainly think this kind of regional debate is going to be really important for Dublin. [44:19]

SP1-EDUARDO OLIVEIRA WSL: You know, in your publications you mention the failure to develop urban governance. Could you elaborate a bit more on this failure of the urban governance...has to do with the relations with a lack of coordination, or...? [44:38]

SP2- ID29: Yeah, I think it is lack of coordination between...I mean, essentially, when you talk to people internationally about Ireland and the governance system, it's a joke. Like Dublin, the functional region of Dublin has eight local authorities within it. Which is ridiculous for the size of Ireland. So I think that's something. There's a failure to kind of grasp even at the local level what is appropriate in terms of the number of local authorities. So it's the number of local authorities, but I think it's also the fact that they don't really talk to one another. So it is this lack of coordination between them. But then there's also a very, I would say, quite a dysfunctional relationship between central and local government. Central government wants to retain control, but yet devolves responsibility to local authorities for certain things that they can't deliver because they don't have the funding to do it. So I think they are kind of the big things. Too many local authorities not coordinated with each other and then the kind of central-local government issue. [45:43]

SP1-EDUARDO OLIVEIRA WSL: And when you develop these workshops recently, you also have probably organisations...specific organisations, do they participate in the making of the plan? Well they have these period of hearings, but how effective is this civic participation in plan making? The can get their ideas through? [46:09]

SP2- ID29: Yeah, I mean, I think that's very hard to judge. There's...officially there's space for people to make submissions, but whether or not they have any influence on the ground is debatable. I don't know if there's any research been done on that actually. But one of the things that struck me when we ran that workshop, was that a lot of the people who came, particularly from activists or interest groups, they said it was the first time they had an opportunity to be in the room with people like the city architect and so on. So they felt that this was giving a voice to them that they don't normally have. So I think that tells us something. About their level of influence and the perceived level of influence that they have within the city. [46:53]

SP1-EDUARDO OLIVEIRA WSL: So we mention already the knowledge. So the national authorities and the local authorities they do not come here to learn from you how to do the things or...? [47:06]

SP2- ID29: Not particularly. No. I think there's...trying to think...I would say that they very much have their own people working within...it's very institutionally focussed. So they have their own people working within the local authority, the central government ministry. And they rely very much on that. There are individuals...like I said, there are individuals who are open to other things. I mean the local authority has commissioned some small reports from the colleagues here in the planning school. But they're very small scale reports for a very particular project which is completely defined and controlled by the city council. So it's simply they don't have the capacity internally to do it. But it isn't necessarily that they would come and they

would ask for... 'well what do you think?' or other things that we need to be looking at. So there's very little of that going on. At the central level, I was actually quite surprised to get an invitation to the... they had a whole series of consultations on the National Planning Framework back at the start of the summer. And I went along and they had huge amount of different interest groups represented. And it seemed that they were genuinely interested in picking up what these different groups actually felt. Where the key issues that needed to be tackled. So I got a good, positive kind of sense from that consultation. But I'm not sure that something similar goes on at a local level. I think it's much more bureaucratic, procedural, it's just a kind of a process that has to be gone through. And local councillors get a chance to debate the plan at their meetings and so on and I think that's seen as the participation part of it. [48:54]

SP1-EDUARDO OLIVEIRA WSL: And one... close to the final question. How do you characterise the leadership in Dublin? And how do local leaders embrace the regional plan? If you can tell us something. And the Dublin City Development Plan. How do they embrace these plans? They embrace it at the heart of the interventions on a daily basis? Or is it just something beautiful, a lot of colours here, that remains in a shelf or something? [49:28]

SP2- ID29: I think, I suppose... I heard the regional planning guidelines... I would say the city leaders don't pay very much attention to the regional planning guidelines at all. Maybe that's just a legacy of the fact that they didn't have to before now. And it's also very unclear where they sit in terms of the National Planning Framework and the development plan. In terms of the development plan, I think that's very much seen as their roadmap. So that is... so I do think it's sort of at the heart of what they do in terms of identifying strategic investment areas. So they would use those areas and go out and sell them... trying to, you know, talk to the IDA about particular places that local or international companies might come. So I do think the development plan is very much at the heart of probably what the city leaders do in Dublin. In other places... [50:20]

SP1-EDUARDO OLIVEIRA WSL: Yes, if you look to the other parts of Ireland. [50:23]

SP2- ID29: ... I'm not so sure. I think there's been... [50:24]

SP1-EDUARDO OLIVEIRA WSL: Do they have as strong as this development plans or...? [50:27]

SP2- ID29: I don't know, is the honest answer. I get the sense there was a lot of ad hoc planning decisions being made. Particularly, I suppose from two thousand and five to two thousand and nine. That kind of period. So I'm not sure, but I might be unfair saying that because I don't know those situations so well. But certainly it would seem either one of two things is going on. Either the development plans were completely unrealistic to start with which would then explain all of the kind of ridiculous housing construction growth in places that didn't need it. Or else their plans were fine, but they just didn't pay any attention to them. So I'm not quite sure which of those things it was. [51:12]

SP1-EDUARDO OLIVEIRA WSL: In the economic geography of Ireland...and you can correct me if I'm wrong...so the main grow area is Dublin and the Greater Dublin Area? [51:25]

SP2- ID29: Yeah. [51:25]

SP1-EDUARDO OLIVEIRA WSL: And after, it's Cork? [51:26]

SP2- ID29: Exactly. Yeah, and I mean... [51:28]

SP1-EDUARDO OLIVEIRA WSL: And the other more rural...? [51:31]

SP2- ID29: Yeah, Galway would be a focus as well. So there would be quite a lot of multi-nationals based in Galway as well. Limerick, Shannon, here would be...it's a problem city in terms of economic growth and population decline and so on. And then Waterford here would be another much smaller city though. I think one of the really interesting things about Dublin is, that it is so dominant in the national economy and in the demographics of the country. So, almost half the population lives within the Great Dublin Area of the entire country. And one of the statistics actually was used quite recently was, Dublin contributes forty percent to the GDP of Ireland. It's just phenomenal. And if you compare that with London which is twenty percent of the UK economy. And people say London is a primate city. So Dublin is just completely dominating both the national economy but also the population growth. But it's still thrown in with these other areas in terms of regional planning. So there's no recognition that Dublin might be different. [52:43]

SP1-EDUARDO OLIVEIRA WSL: And this is...final question. On the open this idea of eventual development of the regional level in Ireland, do you see a sort of a possible balance between the importance of Dublin and the importance of other regions if these regional assemblies become stronger in their decision making capacity? [53:05]

SP2- ID29: Honestly. No. I think that is one of the things the National Spatial Strategy tried to do by identifying these gateways in different places where investment will be targeted. Part of the reason for the National Spatial Strategy was to get more balance to regional development. But what we've seen is an even greater intensification of Dublin as being the core of the national economy. So it really failed, I think, on that balanced regional development. But again, you kind of wonder about that strategy anyway because companies...you know, high tech companies are not going to want a location of small, rural town. They want to be where things are. So partly Richard Florida's right in terms of you need the buzz and the vibrancy and the kind of concentration of people. But I think one of the big failures in terms of trying to get balance to regional development in Ireland is recognising that actually you need a different strategy. And that different strategy was never developed. So there should be, you know, agri-business, agri-tourism. All of those other potential types of economic development could've been promoted in these regions. And up 'til now it hasn't been particularly effective. So I think it's...those two things going on. It's the fact that they thought they could spread the type of activity from here to all these other places. But also, they didn't think about well, what are the actual characteristics and uniqueness of those places. [54:38]

SP1-EDUARDO OLIVEIRA WSL: Their potential and access. [54:39]

SP2- ID29: Exactly. Exactly. [54:40]

SP1-EDUARDO OLIVEIRA WSL: Yeah well they should try to identify key strategic domains in each case to... [54:46]

SP2- ID29: Exactly. So it was really a sort of a one size fits all economic policy for the country. Which didn't really work to anyone's advantage, I think. [54:56]

SP1-EDUARDO OLIVEIRA WSL: Bringing the impact...the positive impact that was expected. [55:00]

SP2- ID29: Yeah. [55:01]

SP1-EDUARDO OLIVEIRA WSL: Well, thank you for your time. [55:04]

SP2- ID29: No problem. [55:05]

SP1-EDUARDO OLIVEIRA WSL: We reached our hour and we covered what I was planning to. [55:10]

SP2- ID29: Great. [55:11]

SP1-EDUARDO OLIVEIRA WSL: And in the next talk I think I will try to focus on this regional assembly in the future. [55:18]

SP2- ID29: Yeah, it would be really interesting. I'd be really curious to hear what he says. Because they may have a sense of where they want to go with these assemblies, but I don't think anybody else knows right now. [55:28]

SP1-EDUARDO OLIVEIRA WSL: ...And the public in Ireland. Well, I will see. [55:33]

SP2- ID29: Yeah, exactly. [55:34]

ID29 Dublin

BESTANDSNAAM INVULLEN	
Aantal minuten:	<i>57 minutes</i>
Aantal sprekers:	4 speakers
Taal:	English

ID30 Dublin

SP2- ID30: ...What you're hoping to get out of the discussions with ourselves. [00:05]

SP1-Eduardo Oliveira WSL: Sure. So we are based in Switzerland. It's an institute mainly dedicated to landscape, research landscape planning. And not much on spatial planning. But my coordinator, she managed this five year program founded by the Swiss National Foundation to study the impact of strategic spatial plans in a European context on land change and land use change with the idea of improving land change modelling. However, it is a five year program. I'm working...this is my first year and I will work on next year as well. And we are a team of three researchers. So after our PHDs, working in different aims. So my aim is to understand the impact of governance arrangements in plan making and plan implementation in fourteen European urban regions. And then I have a number of case studies. These fourteen and my colleagues they have other case studies. Some of the case studies are the same, others are different. So, then I have cases from Scandinavia, to Germany, Hamburg, Hanover, Stuttgart, Vienna, all the Nordic capitals and Edinburgh and Cardiff and UK. And I also decided to take Ireland, to have a different...also it's a different planning system. The number of documents you can find online, they have a lot of this sort of information, so it's also helpful for the content analysis. And the idea is to...and I mainly focus on the governance arrangements, formal events, informal events that take shape during the making of plans. Mainly regional plans. However, we cannot ignore the local plans such as in Dublin's case, the city, the Dublin City Development Plan, of course. And this happens also in other cities where they have an original plan and the city development plan and also trying to explore the relation between local plans, regional plans and national strategies...if there are national strategies. And here today with the ID30, I don't know much about it. And I'm aware that this is a new institution. It's something new, so perhaps we can start from the first part. If you can tell me a bit of the historical institutional background of this regional assembly. The purpose, the driving forces behind the creation of this entity and the aims towards the future regarding planning. You mentioned you cover different areas regarding planning and how this is envisioning by local entities as well. The role of the regional assembly, implementing it and plan implementation. Then we can then try to explore also a bit of the role of the regional planning guidelines and the relation between the Irish National Strategy and the Dublin City Development Plan. And try also to understand the governance elements in between. Then we can understand governance in different ways, more political arrangements, more informal with civic entities, with other organisations, so...Also feel free to bring everything you think that is necessary to point out. But historical background for me at the beginning to understand why this is just like something that came up...I'm sure that nothing...not out of nothing but with some background that supports the creation of this regional assembly and then we can go... [04:05]

SP2- ID30: Ok. That probably would be helpful because we're still in a transition period in Ireland. There's been a restructuring of local and regional governance. And with that then the policy documents that there was...these organisations have to produce...or are starting to commence. And there's a review also of national policy. So in that extent, it is kind of timely. And for yourself, but also might be a

bit confusing...why...where these structure came from. Going back to nineteen ninety-four, the regional authorities were established. Is that right? [04:42]

SP3-ID30: I might need to check. [04:44]

SP2- ID30: I can't remember if that's...It's not an exam question? No? [04:48]

SP3-ID30: I don't know. [04:48]

SP2- ID30: In Ireland...ok, effectively in Ireland the planning system has always been operated at a local level by the local authorities. At a city and county level. There's been different local authorities in the structure of Ireland. There's never been a particular overarching plan for this historically in Ireland. In nineteen ninety-four, regional planning, regional authorities were established in Ireland with the purposes of coordinating functions of regional authorities of delivering national policies at a regional scale. Of engaging in European projects. But again, that was NUTS level three was the scale that that they operated by Eurostat [05:30]

SP1-EDUARDO OLIVEIRA WSL: Yeah NUTS level three. [05:35]

SP2- ID30: So there was eight of those in Ireland and they operated at that level. And then in nineteen ninety-nine, two regional assemblies were established and that was for the purposes of delivering the European Structure Funds. So they were delivered, NUTS level two. So those two organisations were established. So from nineteen ninety-nine onwards, there were two tiers of regional institutes who performed two different functions in Ireland. By the time that two thousand had come around, the regional planning function was a little bit more established and there was a planning act in two thousand. So at that stage, there was more regional planning which brought into Ireland the first RPGs for the GDA were done in... [06:21]

SP3-ID30: Would have been two thousand and four? [06:23]

SP2- ID30: Two thousand and four, wasn't it? [06:25]

SP3-ID30: I need to double check but I think so. [06:28]

SP2- ID30: Did you get asked that in an interview recently now? (laughs) [06:30]

SP3-ID30: Well the NSS was two thousand and two, wasn't it? [06:35]

SP2- ID30: Two thousand and two. [06:35]

SP3-ID30: And the RPGs came in shortly after that. [06:37]

SP2- ID30: It's the first one. So then in two...then that was the first introduction of a national regional planning policy tier in Ireland, was that the NSS in two thousand and two and then following on from that was the first regional planning guidelines. And prior to that there was one in Dublin. [06:52]

SP3-ID30: Oh was there? Ok. [06:54]

SP2- ID30: In Dublin in nineteen ninety-eight? Is that right? I keep looking at you for the Dublin one. [07:01]

SP3-ID30: (laughs). The first ones I knew were the ones Deirdre Scully worked on and they were... [07:04]

SP2- ID30: No, it was before those. [07:06]

SP3-ID30: Yeah, they were the second ones then. [07:08]

SP2- ID30: It was before those. So effectively, it was emerging through those processes. So we still have a national spatial strategy. Those eight regional authorities then reviewed the regional planning guidelines in two thousand...just recently, in two thousand and ten. So these are still the relevant planning documentation for those eight regional authority areas. Now, in the last national government did a reform of the local government structures within Ireland. And they just did a government reform act which came from a document Putting People First. And in the local government reform act, they restructured and amalgamated a lot of city and town councils, reduced down the number of local authorities from fifty-something to thirty-two. They also then restructured regional...two regional institutes within Ireland and merged them. So from the old eight regional authorities, and up to NUTS level three, and the two regional assemblies, and up to NUTS level two. They merged then into this structure of the three original assemblies. So that's why we only have one tier now of regional institutes in Ireland which perform both the traditional planning function and the European function. Now as part of this, the planning function has been enhanced to include an economic element and an economic strategy. And I can go into that in a minute. And they're also then are some other functions that have been given more of an oversight and more of a coordination of local authority operations. But effectively that's the new structure and that structure commenced in January two thousand and fifteen. So these three institutes are reasonably new organisations. So they're still being established and set up. In planning terms, those three organisations are still responsible for the implementation of the regional planning guidelines. This document here. These are still the relevant land use, spatial land use planning document until they will be replaced. One of our main functions is to replace these documents with a new policy document called The Regional Spatial and Economic Strategy. And there will be one strategy for each region. [09:22]

SP1-EDUARDO OLIVEIRA WSL: So the spatial will come together with the economic? [09:24]

SP2- ID30: Yes. It's the first time in Ireland of such an element. So, what effectively...and again, this is a national policy from the last government was to...they were very economic focussed in their policies and the idea was...part of it was to improve the function of local government and economic development. So part of that was by reimagining economic development at a local authority level. And new structures were placed in the local authorities and they were tasked with producing new plans which are local economic community plans. But at a regional level, they wanted to merge the spatial planning with economic strategy. So you can even from the name, the title...it's gone from the regional planning guidelines to now to regional spatial and economic strategies. So there is quite a significant change there. And your traditional pillars of what, environment, social and economic, to form planning and now economic has taken primacy. And actually all this is all dependent by statutory legislation. So primary legislation. And the parent act is the planning development act, two thousand. And there's a series of amendments to that act. The most recent one was in two thousand and

fourteen which amended, as part of the local government form act, amended the statutory planning part three of the act which formed the statute basis for this document. So that's...the thing behind the changes and legislation was happening at now in future the government have committed to replacing the national spatial strategy with a national planning framework. It produced this document in December, twenty fifteen. You probably already heard of it? [11:09]

SP1-EDUARDO OLIVEIRA WSL: Yeah I heard of it. [11:09]

SP2- ID30: They're going to produce this new document which is going to be an expression, a spatial expression of the government strategy. And actually, there's a very simple diagram in here somewhere. And of course I can't find it at this stage. But effectively there will be a new planning hierarchy... (It might not be in there) ...with this top... [11:28]

SP3-ID30: Is it the triangle one? [11:29]

SP2- ID30: Yeah. And...then below that, yeah. So effectively this will be a planning hierarchy from next year with the national planning framework which will replace the national spatial strategy at the top. Regional, spatial and economic strategies which will replace the regional planning guidelines, then below that, you have city and county and development plans. [11:50]

SP1-EDUARDO OLIVEIRA WSL: Such as this? [11:51]

SP2- ID30: Such as this. For each of the thirty-two local authorities. [11:54]

SP1-EDUARDO OLIVEIRA WSL: It's a good one. [11:55]

SP2- ID30: They will also...and they're also tasked with producing the the first local economic and community plans which are also produced at that level. And then below that, they would have smaller plans for specific local areas. [12:09]

SP1-EDUARDO OLIVEIRA WSL: I see yes, detail led plans and... [12:11]

SP2- ID30: Yes. And you see that in the Dublin plan they have...they have strategic development zones and they also have local area plans which are more detailed plans for specific areas to be developed. So that's the hierarchy so to speak. So obviously at the top level it's more strategic and at the lower level it becomes more detailed. [12:29]

SP1-EDUARDO OLIVEIRA WSL: More detailed. [12:30]

SP2- ID30: Yep. And this is for policy. Obviously this policy then dictates how proposals for specific developments are assessed and how they are permitted or not permitted, etcetera. So we are currently in the process of initiating work on the regional, spatial and economic strategies. So that's where we're at. Now, given that there's a statutory structure currently in place in Ireland for city and county development plans, for local economic community plans, and for regional spatial and economic plans, in the relevant **primary legislation and the relevant acts**, they have their own statutory timelines, they have their own statutory process. And those processes have to be...have to be carried out. And particularly when it comes to at a local level, they have a timeline. **They have to review it every six years.** Currently, there is no statutory legislation for the National Planning Framework. Part of the proposal in this document is that there will be a statutory footing for

the first time for that. It's in the order of business for the **Houses of the Oireachtas** <https://www.oireachtas.ie/parliament/> at the minute, which is the parliament. It's in that at the present for to put the National Planning Framework on a statutory framework, which in turn, will mean it will be approved by the Houses of the Oireachtas, by the governing parliament. So that's the first time as well the national plan will have that approval. So this...the process of preparing the national plan has commenced. And the timelines for that were...I think it will be some time next year. And then, obviously we will then have to prepare our plan and foot of that which will review these plans. So that's a general kind of overview of our functions. I suppose as part of that expanded economic element, we have a function in the preparation of local economic plans. We have...we also participate in European projects. **In this office here**, we provide a secretary for the Oireachtas Regions office which is in Brussels. We also provide a secretary for the committee of the regions. And there is delegation to the committee of the regions. And we manage that from this office as well. And so we have quite a strong European element to our functions here as well. [14:48]

SP1-EDUARDO OLIVEIRA WSL: Yes, yes. With the main aim of managing funding? [14:51]

SP2- ID30: At the minute we don't have...we're not managing authority. And we would hope with the reclassification and then in the next round of structural funds...or sorry, the next funding program, that we will become...we will have some managing function. But currently they...because the timelines of operational programs, we have to wait for the reclassification to occur before we can be designated as a managing authority. [15:18]

SP1-EDUARDO OLIVEIRA WSL: You think this reform and the governance structure is to more...to enhance the economic activity? Is it to try to support more coordinated interventions between local and national and regional interests? What are the driving forces on the background of these government reforms? In your opinion? [15:44]

SP2- ID30: Well those are political considerations. At a national level, whenever these policies were put in place through Putting People First...Putting People First was what, twenty thirteen? [15:56]

SP3-ID30: Twenty thirteen (2013), not sure, fourteen.

SP2- ID30: 2013 was the...and this was the government at the time, strategic document for how they were going to change Ireland for the better. We were still in difficult economic times. So the government reflected that. The government policies reflected that. So a lot of it was streamlining efficiency. Streamlining public service, cutting costs. I think in doing that streamlining though, that the positives out of it is that it's been a great realignment of that policy hierarchy. But also a great realignment of functions. So there would be a case where you could say that, for instance, the European funding and strategic planning are...there's a greater alignment there. And there may be a greater alignment of policy funding foreign policy. Which is the way it should be. So that would come from that. I mean, an example would be the configuration there...the geographical reconfiguration for three regions; doesn't bear any reference. Its...there's no cultural identity to that in Ireland. [17:02]

SP1-EDUARDO OLIVEIRA WSL: Regional identity. [17:03]

SP2- ID30: Right, there's no regional identity. In Ireland, people...how do you describe Irish culture? [17:08]

SP3-ID30: Kind of more associated along the lines of...county driven. [17:12]

SP2- ID30: Yeah. [17:13]

SP1-EDUARDO OLIVEIRA WSL: It is a small country anyway. [17:15]

SP2- ID30: It is a small country. And we would be very parochial. Irish people in nature are very county driven. And if there are...if there is a regional element, it's that provinces. It would be called provinces. And this configuration doesn't align with either. So it's not a culturally recognisable configuration. It is very much politically driven by where the boundaries were I think where they end up. I think that's fair to say. [17:38]

SP1-EDUARDO OLIVEIRA WSL: Baring in mind that it is politically driven, how do local leaders, local mayors, then maybe...where will I find the expression...how they accepted this reconfiguration or this creation of the regional assemblies? Do they accept it well or they are still waiting to see what will happen? [18:00]

SP2- ID30: It varies. [18:01]

SP3-ID30: It varies, yeah. I think our region, ID30 there's a huge variation between, say, the urban areas you're interested in and then the rural areas. So we have had kind of that variation there with maybe, say, rural mayors? And kind of show more concern because they're attached to say, Dublin, or in that way. So it really does vary in terms of how people...but then other mayors have embraced that. And say well we can work with Dublin and see what we can achieve from that. So really does vary. [18:35]

SP4-ID30: We don't have directly elected mayors. [18:38]

SP1-EDUARDO OLIVEIRA WSL: Yeah, that's what I heard. [18:40]

SP4-ID30: It's a political appointment which lasts for years, so in a way... [18:42]

SP1-EDUARDO OLIVEIRA WSL: I discovered that. [18:43]

SP4-ID30: Yeah. [18:44]

SP2- ID30: I mean, there are some arguments that certainly in Ireland, our local government and our regional government certainly do not have the powers that our other European colleagues would have. But certainly wouldn't have the fund raising or the implementation part as such that...and quite a lot of those were centralised because we're a small country and maybe because of some of the politics of the country at the time as well. So there has been an argument that some of this restructuring has led to that. But I think at a regional level, it has enhanced the planning function at a regional level. And that would be my opinion. But certainly feel that its...the planning structure was enhanced in two thousand and ten with the production of these. And with the legislation changes in two thousand and ten which made it very clear that city and local plans were being prepared...must be consistent with the regional. And we have to report on that, make observations on that, to state where they are consistent, where they're not consistent. So suddenly it gave these documents, I s'pose, an increased relevance. And that's a

governance structure on its own. And with that then the fact that with the new configuration, and imaging of regional governance in Ireland, that it enhanced the regional planning function, but put an economic strategy element to it as well. And give that economic strategy element a consistency piece in the hierarchy as well. I think it did enhance the actual regional planning function. And also the amalgamation from eight regional planning areas into three, kind of strengthened the size of the area then strengthens it. Now, we have an advantage in our region, that we have capital, we have the greatest population, you know, we have the national capital, etcetera. They only really kind of European city weights, or city of European scale. But there's different dynamics in all three regions. And I think as Claire has said, within our region, there's very wide dynamics and differences. And that in itself is proving a challenge to get it to that geographical location. [20:56]

SP1-EDUARDO OLIVEIRA WSL: Yeah I could imagine. I can imagine that you have a...the Dublin Greater Area with lots of grow happening and dynamic and then more a rural countryside. And you have a lot of challenge here. And do you think that this challenge will be translated in these new regional spatial economic strategy? Which is our preoccupation to try to couple with these...cope with this challenge you have here at the regional level? [21:28]

SP2- ID30: Well that's one of the big challenges we will have as we have to produce a strategy document that recognises those challenges and addresses them. And so and that is one of the most evident ones. I mean, there's ones within the city itself between areas of socio-economic deprivation that were never grown, to areas that have experienced phenomenal growth. And it's that balance to the rural urban aspect. You know, there's a wide range of those very disparate issues that we'll have to address. And they are challenges...that there are policy challenges that we will face in this. [22:00]

SP1-EDUARDO OLIVEIRA WSL: So and bearing in mind that you are working now on this region and this new regional strategy, you can focus on that process or that plan making phase, do you go outside to talk with local mayors, county councils? Could you also give examples of other interest groups that you are currently involved with on the preparation of these plans? Do they come here to talk to you to try to convince you that something has to happen in that territory?

SP2- ID30: Well a couple of things on the process (that's not going to be of use). First off, we have elected members who are representative of each of the local authorities. And they sit on our assembly. So we report to them. So that's clear...and I didn't make that distinction earlier. That's our governance structure there. So we make the recommendations and they make the policy. So...and there's thirty-six councillors who sit on that and they represent their own constituent of local authorities. So that's the first piece. And they're obviously the policy makers. We make the recommendations to that body. The second piece is that we do see this as very much a collaborative approach. So we have to make that engagement with all the relevant stakeholders that we would see. Both the local authorities, both in the government sector and that's how the government sector and the private sector and also the non-government organisations, NGOs. So we readily make connections with all those and we have been building up that capacity with all those bodies. We would then set up...and we're beginning to set up a formal structure which will consist of different groupings and committees at different scales. Which will feed into the preparation and adoption of the spatial strategy. So those structures will at various scales involve those stakeholders. Some of them will be elected officials, some of them will be officials and local authorities.

There'll be officials from national state bodies, NGOs, representatives of various private sector interests. They'll all have to come to the table and feed into the process. So there's different groupings and some of those groupings are broken into three within our region. There's three strategic planning areas within our region. And they will be representing us at each of those regions. There's another map there that gives you a bit of an idea. You can see that we have our region which is here. It's split into three. Dublin, Eastern and Midlands. And each of those will have their own working groups, their own committees, which will have different stakeholders, which feed into the process. So we're working on the overall governance structure of that at the minute. But at the end of the piece is, the directive of this organisation makes a recommendation to the councillors of our assembly and they have to adopt the strategy. Now, in the policy hierarchy terms, this strategy has to be consistent with the national strategy. [25:18]

SP1-EDUARDO OLIVEIRA WSL: Ok, alright. I see. [25:19]

SP2- ID30: But the approach that we would also say is because it's a collaborative approach, it has to be informed from policy making at the bottom as well. So these type of plans which are being prepared at the moment, for instance, in our region there's probably four plans on the go at the minute, isn't there? Fingal, Dublin, Laois and Kildare. Is Wicklow finished? [25:41]

SP3-ID30: Wicklow's finished. [25:43]

SP2- ID30: Wicklow's finished. So there's four plans on the go...who have gone through their own review processes at the moment within our region out of the twelve local authorities, they will feed into our processes as well. So there is a bit of a bottom up as well as a top down structure. [25:58]

SP1-EDUARDO OLIVEIRA WSL: A balance between the two. So...and then there's some... a lot of things that we can point out here. Then if this local development plans they have to be in line with the regional strategy. But the regional strategy also looks at local areas...I'm thinking about is there a key element in the interview guide in terms of land use. Which plan will have more impact on land use? The local plans or the regional plans? The regional plan will determine what type of land use, or for housing, or economic development, transportation, that's also an interesting issue. Which plan will have the strongest... [26:45]

SP2- ID30: Impact or influence. [26:48]

SP1-EDUARDO OLIVEIRA WSL: ...impact or influence on the land use? That's a... [26:54]

SP2- ID30: Yeah, I mean in hierarchy terms it's from the top down. [26:59]

SP1-EDUARDO OLIVEIRA WSL: I see. [27:01]

SP2- ID30: But the structure as it is in Ireland, that one plan doesn't happen and then the next one doesn't get started. Because plans at the bottom still keep going. So there is a process in managing that to an extent. So which informs which? I mean, the RPGs here are reasonably prescriptive. They give population and housing targets, they give a distribution of that, like settlements. They give a settlement hierarchy across the region. So they give a fairly solid framework for development within that region for then these plans to align themselves with. [27:47]

SP3-ID30: But currently it's...currently in terms of the existing regional plans, it's very much focussed on residential, land use, as opposed to any other... [27:58]

SP2- ID30: Yep, uses. [27:59]

SP3-ID30: ...like...the other zone and land users, I suppose, would be categorised by, say, the hierarchy that the regional planning guidelines sets and, let's say, for example, if it's higher, than the law, so they're over...but it's like a finite number isn't prescribed. Whereas it may be prescribed with the higher zone or residentially zoned lands, yeah. [28:23]

SP2- ID30: I suppose if you compare, as Claire has said, the economic strategy spatially is not as specific as the residential strategy. [28:33]

SP1-EDUARDO OLIVEIRA WSL: I see. [28:34]

SP2- ID30: So and it certainly isn't as quantitative. [28:37]

SP3-ID30: Yeah exactly, quantitative. [28:39]

SP1-EDUARDO OLIVEIRA WSL: Residential is a priority type of land use? [28:42]

SP2- ID30: I suppose it had been in two thousand and ten. [28:45]

SP3-ID30: It had been, yeah. [28:46]

SP2- ID30: And there had been a lot of focus on that. But I think one of the successes of these, if you could argue that, is that since these were produced in 2010, all the city and county development plans were reviewed, they had to change, in some cases quite drastically. They might have land, residential land they had zoned, the locations of those lands, they had to do it within two years. They subsequently, since two thousand and twelve, have done a development plan review, at some stage, and they've refined that...in the meantime there's still not a lot of land on residential but it is more rational. Its location and its quantum than it would have been previously. Because of this and the supporting legislation. [29:33]

SP3-ID30: And in terms of future plans going forward, as Matthew said, we're kind of dependent on the MPF and really what will be required for us to prescribe as a document in terms of the RSCS, in terms of what other land uses might follow the way residential is currently prescribed in an Irish context. You know, so... [28:55]

SP2- ID30: But I think the economic element... [29:56]

SP3-ID30: The economic element seems to be going that way... [29:58]

SP2- ID30: The economic strategy. Even the requirements and the legislation are quite detailed for...it has to be in that economic strategy. It has to talk with different types of sectors, has to look at their locations and, but a lot more specific than what was in this document. So there will be a greater focus on spatial policy for economic development. [30:20]

SP1-EDUARDO OLIVEIRA WSL: Economic development. [30:20]

SP2- ID30: Yeah. Which is a challenge because it's not traditionally done in a land use planning to the extent economic development is very market driven and that in itself is very hard to express spatially. So we've been looking at that and what does that mean? And there is...and what impact that will have? Which I think what you are trying to cover, what kind of impact it will have on land use. [30:45]

SP1-EDUARDO OLIVEIRA WSL: Yes. [30:45]

SP2- ID30: We would...if the plan's effective it should have an impact. It should have a much greater impact than possibly previously it had on the spatial expression of economic development. The residential is easier to do to an extent and that's been refined. So the debate is then on the policy terms. Where do you want people to live? But your policy has to an extent dictated where residential growth can occur. And that's...I think that will keep the further policy cycles will refine that further. But the economic one, I think, is more the challenge. [31:22]

SP1-EDUARDO OLIVEIRA WSL: Definitely. [31:24]

SP2- ID30: Yeah. [31:24]

SP3-ID30: I think the economic analysis that the new plan will bring will probably have a greater impact on all of the zones across wider than residential and just economic because I suppose a lot of those have a lot of, like say, locations such as highs and things like that, they have a fundamental basis in economics. So it will probably drive further. Land use owners and will probably come in at the RSCS as well. [31:53]

SP1-EDUARDO OLIVEIRA WSL: And I also imagine that the economic sector asks you to engage with private entities and maybe with a national authority, such as Enterprise Ireland to try and conciliate interest? [32:03]

SP3-ID30: Yeah, yeah.

SP2- ID30: Well we've already engaged with IDA and Enterprise Ireland. We see them as key stakeholders through the Department of Jobs and Enterprise and Innovation. So they would be part of the stakeholders who would have been informed in the process. But also the private sector. So IBEC, which is the Irish Businesses...what does IBEC again stand for? Irish Businesses... [32:27]

SP3-ID30: Economic Council? [32:28]

SP2- ID30: Economic Council. Thank you. Chambers of Commerce. They're all groupings, representative groupings of a lot of businesses. We have to...we feel we have to engage with the...all aspects of the economic sector. So there has to be a private aspect to that as well. [32:44]

SP1-EDUARDO OLIVEIRA WSL: I've been asking this question in all the other cases. but sometimes it is difficult to explain, is that...if you...an investor from Ireland or outside wants to invest in this region, and not concerning the Greater Area of Dublin, they come to talk with the national agencies for business and investment? [33:07]

SP2- ID30: Mmm mmm. [33:07]

SP1-EDUARDO OLIVEIRA WSL: And eventually...and you can correct me if I'm wrong...and then these agencies will come here to you if it's a regional...if this investment has a regional interest, it will come here to talk to you to try fit their idea into the regional plan, so to what extent the regional plan will be flexible and dynamic to also accept and integrate new investments and... [33:33]

SP2- ID30: Well that's a challenge because you want the document to be flexible to react to other opportunities, but if it's so flexible then it doesn't have any element of... [33:50]

SP1-EDUARDO OLIVEIRA WSL: Yeah they ask for a lot of things and it's a lot of trouble. [33:53]

SP2- ID30: Yeah. So it does. So there is a balance there. And you'll also have that you can't plan for things that you don't know about now. **So an economic proposal may come along that has never been considered before. So there's no policy for solar wind farms.** Currently we have no way of policy in Ireland for solar wind farms. I don't know if there's a policy on solar but there's three hundred odd applications for solar wind farms, you know, that are in the pipeline or being considered or whatever in Ireland in the absence of policy. So how do you assess those? Or how do you say 'no'? But it's renewable energy, apparently with all technology, Ireland's very good for it, etcetera, etcetera. So, you know, there's a challenge there in trying to do that with policy and, yes, if it's too prohibitive, then you restrict too much development. And that in itself is a fault in the plan as well. It may make the plan easier to implement because you can just say 'no'. But it is a fault because the plan isn't facilitating. So it's a balance. And I think there has to be a lot of considerations, both what's an existing policy and some sort of assessment of the impacts. And a lot of those can be environmental considerations, there can be capacity constraints, they have to play an aspect in it as well. [35:16]

SP1-EDUARDO OLIVEIRA WSL: Yeah sure. [35:16]

SP2- ID30: I don't know if these aren't traditionally that well in Ireland. I'll leave that to my colleagues. [35:24]

SP1-EDUARDO OLIVEIRA WSL: And besides these, the formal arrangements, are there any informal arrangements on the plan making phase, on the plan implementation if you can underline? Negotiations of interests between private and local authorities and regional authorities, are there a lot of informal negotiations in...Not in the dark side is not what I aim to point out, but, so not necessarily groups formally created, that's kind of here to talk with the original assembly, a group of citizens or civic movements that want to create a new public space or something like this. Are there informal arrangements? [36:18]

SP2- ID30: Well we as an organisation try to build up a capacity of stakeholders. So we try to engage with people who we feel are relevant. And that's a case of me, or Claire or Pauline going out to meet those people. Be that an individual or an organisation, or a group of people. I think because we have a formal statutory process of preparation of the plan, there are public consultation periods where anybody and everybody can engage with the process formally. They can make a written submission. And we have to respond to that submission in a report. But our approach to the plan making would be...is certainly that we will meet with anybody who's interested. So I met last week with the Dublin Chamber of Commerce. And it was just a round table but then I took a laptop and gave a

presentation just to assess some things. And so we would do that on a basis. I think there are formalised structures but we also need to set up informalised communications within those, particularly I think for our operations. On the implementation side there would have to be other agencies, both at a national level and a local level, who would be engaged with the same process as we were being engaged with, so that we do have relationships with those agencies and the department on the implementation aspects. And our proposals align with policy, etcetera. But, yeah, I think you would have to engage in both sides of it. If it was pure in the formal aspect of it, then it's a very fixed, so people...some of the engagement with that is a challenge. I think there's a wider piece on people's engagement with formal processes and how you encourage people to engage with it. And in Ireland, certainly, in planning terms, a lot of people's engagement is on a singular issue. And that creates a huge level of engagement on a plan. Dublin City Plan there, people engaged on heights of buildings. And the debate was over the height of twenty-two to twenty-eight metres of buildings. That was one of the big issues in the plan. Not, I don't know, how does the city grow? Or not, do we have the eastern bypass? Or, I don't know... [38:40]

SP1-EDUARDO OLIVEIRA WSL: I see they are involved in a small scale project. [38:43]

SP2- ID30: Yeah. Because it attracts a localised issue. [38:46]

SP1-EDUARDO OLIVEIRA WSL: I see. [38:47]

SP2- ID30: And even in the plan there...they have...the housing issue in Dublin City, not enough houses are being built for the demands required, so there's pressure to deliver more houses, to zone more land for houses. So, but that also means higher densities and higher building heights which is fine for the whole city, but when it comes to the localised level, people suddenly don't want high buildings or high density in their area. So when they came to producing a local area plan, smaller plans, below the city plan, they're the challenge in delivering high density or high buildings in those plans because it's not wanted in those areas. [39:27]

SP1-EDUARDO OLIVEIRA WSL: Yes. [39:28]

SP2- ID30: So that's...and again, that's small issues start to become the big issues in the plan. [39:34]

SP4-ID30: Is there any forum for community or civic engagement at the regional level? [39:45]

SP2- ID30: Possibly. But my concern is to what level? If you engage...I think there's are a lot of different routes for engagement in Ireland. I think the PPNs and the engagement that was done on the LSCPs, was good. But then it petered out in a lot of cases because there was no delivery afterwards. People engage with a plan and the expectation that something would be done. Or there would be further engagement and there wasn't. Now I'm not saying that happened but in some cases it did happen, or it happens in other plans. Or if people engage with one plan and then with another plan, why aren't they doing the same thing? Why is there two plans for this? So, I feel we have to be able to commit to something if you do a certain level of engagement. It's a challenge, you know, as to what level you do it at. The PPNs are very wide. That's my concern. Like you look at the lists of memberships of PPNs and there could be a couple a hundred resident associations in there. [40:44]

SP3-ID30: It could be quite random the people who...the resident people as well. [40:46]

SP2- ID30: They are. And is that a fair enough spread of what's there or is it this small minority who always engage? But I think we have public consultation where we express statutory periods of consultation where we will try to promote the plan. But it's a challenge. Everybody has a plan maker, I think. [41:09]

SP1-EDUARDO OLIVEIRA WSL: And together with civic participation, I always try to understand the knowledge on...the types of knowledge involved within the plan making. And I mean with knowledge here, expert knowledge from academics in Dublin, for example, or in universities. Do you...let's focus on the regional strategies...do you go out there to talk with the academics? Do you try to get some inspiration from them? Or do you also go to eventually through European projects to try and listen and understand what is going on in other European regions to try and learn from them and vice versa? [41:46]

SP2- ID30: Yes. That's your short answer. We would say certainly they, academics and third level institutes as a stakeholder in the process. We engage with them on various levels. I've given presentations to students. We've...we're looking to actually engage with certain academics at the minute on the new regional strategies. We see the academia as an important player in this process. We also have projects ongoing in this organisation. One of which is looking at consultation on the Celtic Seas. And it's looking at different ways of engaging and consulting with people. But we have...we have other linkages of academia within that. We also read the Regional Studies Association which is an academic focussed association in Ireland. And we engage with the fielders. So we do...European-wide, there is a little. We could possibly benefit from more on that element mainly. But we have involvement with URBACT. [42:54]

SP1-EDUARDO OLIVEIRA WSL: URBACT. [42:56]

SP2- ID30: Yeah. We do have some involvement in that as well. And we have the national contact point [43:03]

SP3-ID30: She's not the national contact point but she's on like the national steering committee or something like that. [43:09]

SP2- ID30: She's the national project officer or something for URBACT. So we have a function in our backyard as well. [43:13]

SP3-ID30: That's in tandem. The national contact point would actually be the National University of Ireland. So that's an academic link there as well. [43:19]

SP2- ID30: So we do see them having a very important role to play. [43:26]

SP1-EDUARDO OLIVEIRA WSL: And on the leadership side, try to understand how the local leaders in the region and in Dublin, how to embrace the regional planning guidelines, is the one...the ongoing one and we can also think about the future, how to embrace the regional plan and do they take it at the heart of their everyday interventions or is something that is just there for sort of guidance. How the local leaders embrace the regional plan in their everyday activities? [44:10]

SP2- ID30: I think if their local activities are directly related to it in the planning policy hierarchy, they would relate to it. I think that will probably increase that relationship. But generally it depends on the implementation of the plan. I

think...this is an opinion, but if the implementation of a plan directly effects people locally, and by that then funding has to follow the policy. There has to be some sort of implement, there has to be an ongoing monitoring. And something we're considering now is trying to have a greater focus on implementation and monitoring. And that's delivery of the plan. And if that's the case, then local people, local leaders will be interested because they will see things can happen. Things will happen. So I do this...I can pick some things out of this that's happened locally over the time. And local leaders have run with, or have championed, or seen the benefit of...and occasionally this has been useful to attract funding. And, but we would like to enhance that and then that delivery piece, I think you would get more focus on it. The challenge I suppose is in the plan making. Is who's the leader? Who...or individually, or is it a group? Who can drive that, both politically and both delivery wise? And that's...if it becomes local authority driven, then it's driven for the individual, kind of areas, as opposed to a regional aspect. So that's that balance of the top down, bottom up. You know, I think that's maybe the real challenge, where the leaders are... [45:52]

SP1-EDUARDO OLIVEIRA WSL: Yes, and then... [45:53]

SP2- ID30: ...for us. And that's the one I'm more focussed on. [45:56]

SP1-EDUARDO OLIVEIRA WSL: And regarding Dublin as a capital city, how Dublin now authorities, Dublin and City Council authorities, embrace the regional plan at the present and if due to recent meetings, how do they see these new regional assembly and the upcoming national regional strategy? [46:23]

SP2- ID30: Well in the preparation of this plan, I'm guessing two years ago, I would've met them, I would've had a series of meetings with them before they started their plan process about their plan, about the regional planning guidelines, how they could be, you know, how they could be consistent, what they can be involved in them. Then there's a formal process where the first days of the plan are a review piece...we have to tell them formally what they need to do in the process, what policies need to be in consideration, how they can shape the plan. Then on this, the draft plan, when that's published, we have to submit our observations. Plus how that plan is consistent or not, consistent with the process. But behind it...that's the formal piece...those observations have to be approved by our members. So I prepare the...we prepare the observations and, but they have to be approved by our members. So that's the governance piece that we have here. And then, that is issued to the planning authority. They have to respond in writing in their report on their review, or on their draft. But behind that we would have a piece where we would have a dialogue, an informal dialogue, with the local authority staff, with the chief executive, or the director of services, or whatever, or senior planners on the plan, on the policies. Or if there are issues coming up, how we can deal with them. Except we try to build up those relationships as well. So that's an example of how that process would work. [47:56]

SP1-EDUARDO OLIVEIRA WSL: That's good. [47:57]

SP2- ID30: And we wouldn't be the only agency doing that. Or we wouldn't be the only stakeholder in the process that the local authority would engage with. But it is useful. And it works both ways. [48:05]

SP1-EDUARDO OLIVEIRA WSL: Well...other things are...what still I wanted to ask...some minutes before about the transportation. Because transportation in other European regions is a pillar on the regional planning. So sometimes a core

pillar. Are there major transportation projects trying to link Dublin to the countryside or across county plans in terms of transportation? [48:40]

SP2- ID30: Well...transport-wise in the Greater Dublin Area, there's quite a strong synergy. The National Transport Authority. [48:50]

SP1-EDUARDO OLIVEIRA WSL: Yeah, the National Transport Authority. [48:51]

SP2- ID30: Yeah. They are obliged to produce a transport strategy for the Great Dublin Area. That strategy must be consistent with the regional planning guidelines, or the regional spatial and economic strategy. So their strategy was adopted earlier this year by the Minister and it is consistent, generally consistent with the regional planning guidelines for the Greater Dublin Area. So a lot of the key infrastructure, road, rail, light rail, infrastructure pieces that were in this, are also expressed in the transport strategy for the Greater Dublin Area. Now they are obviously under two different departments of government. The Department of Transport and the Department of what was Environment, is now Housing, Planning and Community and Local Government. But there would be quite a lot of overlap between the two. We would also see then the transport authorities, both the National Transport Authority but also, the likes of Transport Infrastructure of Ireland being key stakeholders in the policy making process in the regional spatial strategy. So yes, is the short answer. Yes. [49:58]

SP1-EDUARDO OLIVEIRA WSL: Yes. [49:58]

SP2- ID30: It's not available on our site. But it would be on the National Transport Authority site under strategy. [50:08]

SP1-EDUARDO OLIVEIRA WSL: Yeah I was looking to see for some other question. I was hoping whether or not the...necessarily on the retail strategy. One of...close to the last question is that how do you see the regional planning in each field in Ireland? Do you see it gaining more importance? And generating a higher impact at the ground? Or how do you see the regional plan in future? It will follow? [50:45]

SP2- ID30: Ah...what do you guys think? [50:49]

SP3-ID30: I definitely see it as progressing as more important than what it is now. I think just the specific changes to legislation, particularly the type of regional and spatial and economic strategies, as opposed to just simply planning guidelines. I think that speaks for itself in terms of the importance that will develop. But also would be the intention, I think, of the regionally assemblies but it remains to be seen because we're taking direction from the NPF and things like that. There would be a stronger implementation arm that is associated there with the local authorities and key stakeholders in terms of implementation. So therefore the document would carry probably more weight and more relevance for those that are implementing it. So that would be my own opinion. But whether or not that transcribes is another...it remains to be seen... [51:36]

SP2- ID30: Claire's right. That because of legislation, we've gone three or four cycles of this now. It's been enhanced not diminished by legislation, by national policy. But I think it will continue to impact. It will take policy cycles. So as development plans, the next government plan in the next six years; twenty twenty-two to twenty twenty-eight they will have more impact on that again. And there will be conflict and there will be difficulties in that. But I think as the policy cycles continue, that

there will...it will be strengthened. And part of that's a challenge for us as we have to deliver that to ensure that it will be strengthened. Because we are a new institute, a new organisation, we have to prove our functions and we have to show that that will be the case. So that's part of, it's beholding of us to do that as well. [52:35]

SP1-EDUARDO OLIVEIRA WSL: Have you been also developing work on the more intangible side in terms of regional identity to try and let the people know that you exist and that there is a sort of regional spirit coming out...well I'm telling this, I'm familiar with regional branding themes and regional identity, I'm from the north in Portugal and we have no formal regions there and we also have this, Northern Portugal, well it's not important, it's just north as a geographic location or not, that is my PHD research. So is also this regional identity also a necessary thing to enhancing in Ireland to make the regional level stronger? [53:20]

SP2- ID30: Yes. We have a challenge in so far as, and as we explained at the start, we're not recognisable in cultural ideology in Ireland. There's no geographic configuration that bares on this. Irish people by nature are very parochial about their county. We have provinces but this configuration doesn't relate to the historical provinces in Ireland. So there's a challenge. We try to promote ourselves within our sectors, to date. But in the wider sphere, no. In think in the public, and I'm being quite brutal, but I think the public perception or public knowledge, there's no bearing. [54:02]

SP1-EDUARDO OLIVEIRA WSL: Associations to the... [54:03]

SP2- ID30: Our task is within the public sector even to promote the region. And the geography of that scale. Other state or public sector bodies that may operate regionally, may not operate in the same configuration. So we've tried to promote alignment with this configuration as a way of promoting the regional identity. We have branding exercises, we have done brand, we have...I'll give you a copy of our corporate plan. We have tried to promote that within the sector. But there is a challenge, It certainly isn't a cultural psyche, I know that. [54:37]

SP3-ID30: I come from local government, so I think there's a definitely a growing awareness among the local governments that actually the purse strings, the policy framework is going to be more and more dictated by both regional and national. And that's gone on for some while now, you know? There's much more of an emphasis on evidence based planning and all the development plans they have to feed in to them, you know that the favours all stack up. But speaking the wider public, there's very, very little awareness. [55:11]

SP2- ID30: There's not at all. [55:13]

SP3-ID30: Yeah. [55:14]

SP2- ID30: You know you have to explain the geography. It's not...people in Ireland don't... [55:20]

SP3-ID30: But having said that, I do think though that the public in general sees the need to move beyond policy cycles and election cycles. So I think that would be a general... [55:29]

SP1-EDUARDO OLIVEIRA WSL: Are more strategic... [55:30]

SP3-ID30: Even though this is quite a new entity and would probably take some time to kind of promote its identity, I think there's an appetite among the public to move beyond the political cycles. For some proper long term planning environment. [55:48]

SP2- ID30: Yeah, that's a valid point. I would agree. [55:51]

SP1-EDUARDO OLIVEIRA WSL: Alright. One hour conversation and I'm satisfied and I have to say thank you all for joining today. And I think we keep in touch if I have some doubts in future, while working on the content of these talks, I may drop you an email to... [56:10]

SP2- ID30: Yeah that's ok. [56:11]

SP1-EDUARDO OLIVEIRA WSL: ...get a brief clarification on something. [56:13]

SP3-ID30: It would be good... [56:14]

ID30 Dublin

ID31 Edinburgh 21 September

I-Eduardo Oliveira WSL: So as I said I have been reading some material regarding Stockholm, but there are lots of information online which is also good: And I am aware of the development plan scheme and the strategic development plan from this entity. And this is in another geographical area so if you can illuminate me on the planning system in Edinburgh from a historical and institutional background, the entities involved, also the key driving forces behind the ongoing development plans. Eventually, you will need to go back a bit to the past to try to understand the present as well, so if you can illuminate me on the planning system, driving forces, entities involved that would be great. #00:01:02-3#

B-ID31: Okay, well just for the record I am the development plan team manager here at Edinburgh council, so that's a single team dealing with a local development plan, which applies only to the city of Edinburgh council's administrative area and goes to, is also detailed policies and proposals on a proper map base. But we are also responsible now for this council's strategic development plan for south-east Scotland. Until early this year there was two separate teams within it, a council responsible for these two things, a strategic policy team, a local planning policy team, but now there is just one unified team, I lead that team: I say just a little bit about the contacts, the type of system we have got and how it cascades then nationally and then maybe go into the historical / #00:02:07-4#

I-EDUARDO OLIVEIRA WSL: Yes, that will be great.

B-ID31: Where we are, where we came from. We operate the Scottish planning system, the Scottish legislation, it has always been separate legislation so if you go back to 1947 and 1948 when the first planning legislation was enacted in the United Kingdom, there was a separate Scotland act, separate from England and Wales. So the systems have always been different. Although when I entered planning in the year 2000 the system north and south of the border of England were almost identical. In terms of the legislation very similar, in terms of the policy statements issued by government which are not statutory but which set out the expectation for how the system will work. Ever since then throughout my entire planning career, the systems have diverged so the English system now looks quite different to the Scottish system. What they have in common is that they are both discretionary systems. So they are not zoning systems: The legislation which controls whether you get planning permission to go ahead and develop a

building or other developmental land, the legislation specifies that planning permission will be granted according to the development plan unless material considerations indicate otherwise. So those few words, unless material considerations indicate otherwise. What they mean is that if there is a planning application for a development for example, for a large housing development in land which is designated for countryside not for urban development and if that proposal is contrary, not consistent with the strategic development plan and the local development plan it can nevertheless be granted planning permission if material considerations indicate otherwise. That's probably just from a European perspective that's probably key things to understand the system. And I imagine other people you will speak to will explain that it's the same, it's similar in Cardiff and I believe in the Republic of Ireland as well as in England. Switching to Edinburgh specifically, we have a two-tier system, two-tiers of development plans as you know, the strategic development plan, the local development plan. Only the four main city regions in Scotland have that. So Glasgow, Edinburgh, Dundee and Aberdeen with those areas there is just one level of the plan and that is the local development plan, but we have got the two levels. That has been in place, the system, since the 2006 planning act. And where we are at at the moment is, coming to the end of the first generation of development plans prepared under that 2006 planning act. Should I go into more detail about where we are at just now? Or would you want me to contrast? #00:05:24-0#

I-EDUARDO OLIVEIRA WSL: If you can contrast? #00:05:26-0#

B-ID31: Historical? #00:05:28-0#

I-EDUARDO OLIVEIRA WSL: Yes.#00:05:28-2#

B-ID31: Okay, no problem. And I brought some examples along just to show you. So what we have got now is a strategic level, city regional level, we have got the strategic development plan for southeast Scotland which I see you have got a copy of. That was approved by the Scottish ministers in 2013 and that's what our four, sorry six local development plans, one for each council has to conform to. Going backward in time that replaced the Edinburgh and Lothian's structure plan. So that until 2006 act and the secondary legislation that **came after (#00:06:10-3#) all of Scotland had two-tiers**. There was a structural plan, which performed a similar role as the strategic development plan and set out spatial strategy in indicative terms and below that level, there were local plans: #00:06:32-3#

I-EDUARDO OLIVEIRA WSL: And detailed plans? #00:06:31-8#

B-ID31: The local plans were the detailed plans. #00:06:33-7#

I-EDUARDO OLIVEIRA WSL: The local plans were the detailed plans. But this other kind of diagram perhaps that comes with a written text, a written document? Or do you have more detailed maps with / So we don't have the zoning maps like / #00:06:46-3#

B-ID31: Right. The strategic level plans, the regional level have always been, certainly since the 1940's indicative, so they would not generally include maps on what / In this Ordnance Survey is the national map producer and so we tend to talk, direct things on an OS base. So that's the map which, which I actually have a copy of, I can, in fact, there is a bit of it here online as well. The regional level of the plan has always been done on an indicative level. Some cases if you know the area describes in quite some details so you can / that blob of green on that map, that's Arthur's seat volcano, that you probably can see from when you came down the steps this morning. Well, that's there, that's a bit of countryside coming into, it's actually a royal park but / so you can make that out. But this is still on a conceptual level albeit in some cases quite detailed. That little ribbon of green there represents the river, the Water of Leith flows through the city, it's that portion where it's very natural and a valley, is greenbelt, which is a planning policy. #00:08:11-9#

I-EDUARDO OLIVEIRA WSL: Yes, different belts. #00:08:12-7#

B-ID31: So it's the local plan, previously the local plan level which implemented structure plans. Because I thought we were talking more about regional planning I actually haven't brought any copies of local plans, but perhaps when we are out I can get you give you a copy of that proposed local development plan if you want a hardcopy of that. #00:08:33-4#

I-EDUARDO OLIVEIRA WSL: Yes, that would be great. #00:08:34-2#

B-ID31: And that, I can show you here / #00:08:37-4#

I-EDUARDO OLIVEIRA WSL: This means the main focus is in the regional planning, that understanding the local and the relation between the regional and the local is very interesting?
#00:08:44-9#

B-ID31: Sure.

I-EDUARDO OLIVEIRA WSL: And we can develop a lot of things on that. #00:08:47-8#

B-ID31: That, I mean just to show you this is our interactive geographical information system, our GIS version, printed paper versions. This does zone a little bit, but the thing is even that for example that blue speckle identifies a business and industry area, even the policy which goes with that, which says you shouldn't have incompatible uses with industrial uses there, so even that isn't an absolute policy. It's not an absolute system and unlike the four systems in the UK, it's a discretionary system which I think makes it different from, as far as I am aware, all those systems over Europe. The structure plans, this structure plan which is prepared, I think this was approved in 2003 and they were approved by Scottish ministers, so approved by our semi-autonomous national government, which came into being I think in 1998, 1999. Previously it was the secretary of state for Scotland, so if you go back to / There was the regional plans for the Lothian region. #00:10:16-7#

I-EDUARDO OLIVEIRA WSL: There were tradition I would say, before / Regional planning / #00:10:20-7#

B-ID31: I had a quick look, it goes back to the post-war period, that's the 1940's, I just grabbed what I could from the library just to show you some of the traditions going back with these. So there is the 1985 Lothian / The thing to be aware of, this is from mid-1970's up until 1996, local government had two tiers in Scotland. There was the regional councils, so the Lothian regional council and there was a district council, for example, Edinburgh district council. And the regional councils had quite a lot of power, they prepared the structural plans, they were also the transport authority, the education authority for their area. The Strathclyde regional council, which covered Glasgow, was one of the biggest employers in Europe, it was just very large, it required a lot of services and had democratic representations, were also our regional councillors elected. In 1996 local government reorganization created unitary authorities. I think that's relevant. I might come back to that actually. Anyway, so the structure plans and local plans sat

underneath those. Previous to that, there was regional planning done until the 1950's and 1960's but there was also the development plan which again had maps not unsimilar to this, to the 1965 Edinburgh development plan, which was prepared by the Edinburgh corporation, which is the predecessor of the district council. And there is still bits for that which, there is even still allocations of that until very recently were getting implemented. So got quite a long tradition and for example, when I started, I was working with somebody who had worked with local plans since the 1970's and he had worked with people that had worked with the corporation. So in terms of continuity of planning in Edinburgh, it is very continuous and local. #00:12:36-6#

I-EDUARDO OLIVEIRA WSL: That's very interesting all this tradition and the sort of evolution and this reformation of the governance or the governance system and the political tiers. The planning system also followed this arrangement because then from a local, a regional plan and local plans that you try now to come to only one document, isn't it? These days, or? #00:13:10-5#

B-ID31: Well, it's an interesting question. What we have had is there have been councils responsible for the area and doing planning for the area: In the 1970's two tiers, regional councils formed by democratic representation, budgets, projects and district councils beneath them. Regional plans prepared by regional council, parts have been implemented by the regional council using their powers and their budgets and then local plans prepared and implemented by district councils granting planning permission and so on. Then in 1996 the governance arrangements changed and went to unitary authority, but their statutory development plan for regions did not change: So this plan here was prepared by, so they had a Lothian structure plan 2015 as approved in 2004, was prepared by the four councils working collaboratively and there wasn't a formal body, it was just four separate unitary authorities working together. Then the 2006 act that created, it introduced, well it swept away the higher tier plan for most of Scotland, but retained it for city regions. And the logic then was that in a city region there are certain cross-boundary issues like meeting housing need, because of your housing market area, your labour market area, travel to work area go beyond Edinburgh boundaries quite significantly and there is infrastructure requirements which are arising across boundaries like transport. So the logic or keeping regional planning was very much recognized in the 2006 act and that provided for the creation of strategic development planning authorities, four of them, one for each of those city regions. It also broadened the geography to include not just the Lothians, but Scottish Borders, it's a much larger area and the southern part of Fife which is another site there. So these four

councils have been working together in one shape or form for many years, even as region, but it brought in a wider geography reflecting the longer commuting distances that we have now. But this strategic development plan authority was constituted formerly and under legislation with a joint committee made up of twelve councillors, two from each of the constitutional authorities, but formed with six authorities all as equal so any councillor doesn't have any priority over the other five, even though it is their city, in their city region. And as I said, we are coming to the end of the first generation of that, proposed plans that the strategic development plans prepared for Glasgow, Dundee, Aberdeen, Edinburgh and southeast Scotland. And then the local development plans below that. And in this case, we are due to adopt our local development next month, in October 2016: #00:16:34-3#

I-EDUARDO OLIVEIRA WSL: So and at the current times focus on what is going on, we have the strategic development plan and the local development plan and they have to be in line with each other, isn't it?

#00:16:45-7#

B-ID31: The local development plan has to be in line with the strategic development plan, it's a one-way requirement. Sequentially the strategic development plan comes first and then the local development plan. #00:16:58-1#

I-EDUARDO OLIVEIRA WSL: Alright, so can I, in this way that the regional planning in Edinburgh city region is quite relevant or is the primary plan at the city region? #00:17:15-4#

B-ID31: It's absolutely the city region. The requirements to prepare a local development plan include the requirement that it be consistent with the strategic development plan and also for it to be consistent with national planning framework. That's something I would say very much about and I can just, it's worth being aware of it, it's on the Scottish government's website, it's known as national planning framework 3. You have got it. #00:17:50-1#

I-EDUARDO OLIVEIRA WSL: Some pages, not all. #00:17:50-4#

B-ID31: That's very high-tier. The critical thing is the strategic development plan, it shows / Well, each strategic development plan should set out a spatial strategy and indicate where development should happen and where it should not. And the big thing which drives the

strategic development plans generally is housing demand and housing numbers, how much housing is needed, how much land is needed for it, where should that be found. And that's the task that the strategic development plan sets for the local development plan: It covers other things like employment land and infrastructure and where there should be green space and so on, but the big thing really is the housing. #00:18:40-1#

I-EDUARDO OLIVEIRA WSL: It's the housing, so it replies one of the questions I had, what types of land use are prioritized, housing demand? #00:18:45-9#

B-ID31: Housing, definitely. And to a greater or lesser extent that's, well I cannot speak for the other city regions, but it's the issue of housing demand and more specifically the issue of what the strategic development plan says about housing land and whether or not the local development plan conforms to that is one of the biggest things which I would say preoccupies the interest groups and key players and influence the dynamic within the governance and so on. I mean it's, it's 90 percent housing and ten percent everything else in terms of time spent and energy. #00:19:34-5#

I-EDUARDO OLIVEIRA WSL: Wow. And this we can go more to the details and then we make our way. On the housing part, I am eventually it's not only about building in new spaces but it has to do also with the recovering of old / #00:19:54-9#

B-ID31: Regeneration. #00:19:55-9#

I-EDUARDO OLIVEIRA WSL: Regeneration of brownfield areas or railway station areas? #00:20:00-7#

B-ID31: Yes. I will try and answer this also sort of cover some of the things that are in your middle section, your part 2 about interest groups and governance. Would that be suitable if I talk about the housing aspect of this as an example? #00:20:00-7#

I-EDUARDO OLIVEIRA WSL: Yes. Because I am sure that gradual the transportation will also come:#00:20:24-3#

B-ID31: Okay. And I think, I preface this by saying all the last five, all I work primarily on the local level plan for Edinburgh and I until recently I wasn't directly involved in strategic level planning, other colleagues were, provided input to the strategic development plan, I say that because you have to be critical of you know, declare an interest: The strategic development plan process, the first strategic development plan was prepared by the court team working for SESPlan and if you go the SESPlan office, I think you meet him tomorrow or the next day.

I-EDUARDO OLIVEIRA WSL: Yes, tomorrow. #00:21:17-9#

B-ID31: Ivan Clark, so he is, he only got involved I think a year ago or so as well, so he wasn't even working on this and you find interest and see what he has to say. With the court team with input from all the councils including my colleagues here, prepared a plan, report on it to the joined committee, input coming from Scottish government, who ultimately the Scottish ministers approve this in the end and they can change things. The battlefield of this has, on the one hand, councillors and communities who are members of the public, who exert political pressure, who are wishing to avoid having a requirement for more greenfield housing land in their areas. The officials in the different councils aren't for that matter in the court team of SESPlan, who to a greater or lesser extent are influenced by or their elected representative's pressures are which is to try and avoid having greenfield housing allocations in your area as well. Because then you get hundreds of objections from local residents who don't want to see greenfield land released for development in their area. That takes a lot of work to deal with: We also have the house building sector, house builders and also landowners and there is overlap between those, the big national firms like Barrett or Taylor Wimpey or Cala their land buyers will sign options with farmers or other landowners to progress greenfield land. So there is constant pressure for more housing land, particularly greenfield release. And ever since 2008 and the credit crunch, most of the national house builders have been reluctant to do brownfield development, particularly flat development for reasons probably beyond your scope but basically to do with mortgage availability for flats. People who are in the flat sector, first-time buyers can't get finance for a mortgage ever since the credit crunch. Also if you start building a block of flats and then another recession happens, you are committed to build and you then make a loss. Whereas houses, detached houses you can stop and start. And we are still living in a post-2008 phase and that has structurally changed how the market of house builders provides. A lot of that was housing for these what we call affordable housing which is defined in the glossaries of SES they are for sale for people who cannot afford to, they are available for sale to rent to people who can't afford for

sale to rent on the open market. And that's now in the most recent strategic development plan, STP 2, which is coming forward now, the need has been, an assessment has been done on that, so it's about half of Edinburgh's need is for affordable housing. I am digressing a little bit. This is what the struggle is over. And during that period we also have had change in central government, so as the Scottish government. Plans have devolved matter, what Westminster does in London, doesn't really affect us, really, I mean not through planning, maybe through other things like taxation, we are largely devolved. So the way that, the document called Scottish planning policy and I don't know if you have got a copy of that, but this is quite important, it's non-statutory but it's what's used to 2014. #00:25:06-0#

I-EDUARDO OLIVEIRA WSL: Yes, I have read it here, Scottish planning / #00:25:09-4#

B-ID31: Yes, so how that is used and influenced on the strategic development plan and the local development plan has a critical influence. This comes from Scottish ministers and it has / #00:25:17-8#

I-EDUARDO OLIVEIRA WSL: General goals, overall goals? #00:25:19-2#

B-ID31: Well it is quite specific as well and this carries quite a lot of weight as a material consideration and it's would be had more of a pro-development and less emphasis on things like greenbelt / #00:25:33-7#

I-EDUARDO OLIVEIRA WSL: Okay, so more grow and / #00:25:36-6#

B-ID31: And as a fact, I think without getting into particulars that that reflects the agenda of central government and reflects a housing need as well, there is a need for a significant increase in house building especially since 2008 where it dropped away. All the facts, all those dynamics in the case of Edinburgh city region resulted in a strategic development plan which changed quite a lot between its early versions and it's late versions, to require more housing land, to require it in a different way and also to have, well to be frank, less clear statements about what the strategy is. And particularly this supports development in certain locations which are identified as strategic development areas, but also develops, supports development out with strategic development areas. So what it says is, development should happen here, but can also happen everywhere else. So as a regional spatial plan that's a bit strange I would say. I think and this is a personal view, I

think part of that is due to a partial approach to analysis, which reflects the somewhat fragmented nature of the planning team that was doing the work on it. It also reflects the fragmented governance. This is a personal view although I think there is recognition nationally that the strategic development plans have varied success in terms of functioning as regional plans. **TAYPlan or Strategic Development Planning Authority covering the Dundee and Perth City Region** is generally considered to be the best one, they have done the job well, the SESPlan is considered to be the worst and that's in the capital area and it's you know it's / I think others may have different views, but I don't think I am alone in saying that. #00:27:29-6#

I-EDUARDO OLIVEIRA WSL: Sorry to interrupt you, so in your perspective, this opens a window for a lot for things to happen, is not that specific it just tells what can happen here, what can happen elsewhere. Does it also open a lot of windows for private investors to come with ideas and influence on new development? #00:27:49-6#

B-ID31: Not necessarily. The nature of our system and if you look at the maps and policies on a local level, we have quite a, as a response to the discretionary nature of the system over the decades, we have arrived at terms of our policies and our designations on our maps, it is quite flexible to be able to accommodate private initiatives coming forward. So we don't, just to show you on that proposal's map, we have a lot of land that you see doesn't have specific symbols, but there is still and there, right there is a development site, but we don't, it's not indicated as such. So we have got quite a reactive, an accommodating approach. You can see, there is more symbols that you see on a map anywhere in Europe, but across a lot of the area we devise our plans to be accommodating. So I wouldn't say it was so much the way the Edinburgh strategic development plan came out that was opening the door for that: What it did do is it says things about how much land is required for example in a specific time period which weren't in the plan originally, which came into the plan as a result of going through an examination. Another key player in this are the reporters, there is a government / In the planning system and it's similar in England, they are called something differently, if a planning application is refused people can appeal. And this actually I believe, falls off from this whole thing about material considerations, justifying the departure from the development plan. You can make an appeal and for development above a certain scale, it will get considered by people that are called reporters, they are appointed by the Scottish government. They work in a, it's called the Directory of planning and environmental appeals and they administer these enquiries and they produce a letter to say, this is what the councillor said, this is what the appellant and my decision is this and I grant

planning permission or I dismiss the appeal: They also have for development plans will run an examination, they are a mixture of planners and lawyers by training, they are civil servants mostly so they are not completely independent of central government, but they do sometimes make decisions that are not what the Scottish ministers would want. The Scottish ministers have default powers in the legislation so they can still overturn those, but then the courts can overturn the Scottish minister's decisions: So in the appeals over the last few years, there has been a lot of that kind of semi-, maybe chaotic is too strong a word, it's been a lot, turbulent. Council was making decisions, people appealing, reporters making decisions, ministers overturning these decisions, reporters trying to adjust how they do their decisions to accommodate ministers wishes and what is described in the Scottish planning policy. Perhaps to answer your question, it has encouraged a lot of speculative developments and I can give you an example of that just to show Edinburgh / I have a map here which shows Edinburgh's urban area, the red outlines where we feel this greenfield land in the local development plan is imagined in places we think are suitable in terms of good public transport access and landscaping perhaps and all the normal planning objectives. I think those planners aren't presumed. All these shaded areas are greenfield and greenbelt land, that developers and land owner, land speculators, are being promoted for green, for release for housing and promoting it not just through the development plan process, but also through appeals and you know threatening legal charges and so on. And the point is that this is on a much bigger scale than has been done in the history of Edinburgh's greenbelt. So it's very turbulent and quite interesting, but also it is taking a lot of time and energy for all parties I think: And it is all been driven by a perceived desire to increase house building rates but to do so by increasing the amount of land that is available rather than looking at other issues that drive delivery rates. I have tried to cover some of the dynamics between the different parties and I have not even touched on the fact that within the council, you have elected representatives and we also have us officials. And in this process we officials have made recommendations on the local development plan and within the elected representatives has been differences of opinions about that. And we also in Edinburgh have a coalition administration between two different political parties and / #00:33:20-9#

I-EDUARDO OLIVEIRA WSL: Quite complex is that: #00:33:22-4#

B-ID31: Well, the coalitions are that there is proportional representation for local government in Scotland and the central government so coalitions are becoming a bit, we are getting a bit more

used to them in Scotland I would say. But it's just another thing which has added to the complexity of it. #00:33:39-7#

I-EDUARDO OLIVEIRA WSL: The complexity of the / And are there any governance arrangements below the local development plan, on the neighbourhood level, district level, community level? #00:33:53-4#

B-ID31: Yes, there are and it's not, Edinburgh council has its area, quite a lot of decision, including planning decisions are made by the council at a city-wide level so there is a planning committee for the entire city and there is no lower level. But what there is are, I am trying to give you an example of this, there is something called local community planning in Scotland and it is not planning in the sense of land use planning really. What it is, which causes a lot of confusion, the same word planning, what it really is, I would be interested to know if there is a sort of European, a Euro-speak word for this, it's more service planning for local government and other public sector and third sector, so charity partner. So the map here from one of my documents is showing, in Edinburgh we have had twelve neighbourhood partnerships for I think at least nine years now and they are quite small, so there is the city centre neighbourhood partnership, south-central, south-west and those geographies, the police service arrange themselves or at least fit around that, so they are able to provide somebody who can come to local meetings and represent the police, same with the fire, the national health service. And this attempt to try and align council activities, to give you a very specific example, council's unitary authorities provide social care services, social work to protect the vulnerable people. But there has been a need to join that up with health service so that the people working in hospitals and doctors if they see there is a social issue, they can, they are just organizational able to communicate and with the police as well because then it can connect to the criminal justice system. So over certainly the last ten years there has been governance and structural efforts to align these activities. At the moment moving into a new phase where there is something called locality planning and locality improvement plans. This is happening nationally, but Edinburgh is really, works quite hard to try and / #00:36:42-6#

I-EDUARDO OLIVEIRA WSL: Helps quite a lot on place making. #00:36:45-8#

B-ID31: Well it's a really great opportunity, I mean just before coming to this interview I was talking to a colleague, this is all very new, I mean we are only just getting our heads around it, but

there is to be four localities, so most of the council officials in this building, well this building is more central services, but we have got neighbourhood offices and there is going to be four northeast, south-east, north-west, south-west a lot of services will be aligned around that. #00:37:12-1#

I-EDUARDO OLIVEIRA WSL: Getting more close to the reality #00:37:14-0#

B-ID31: Exactly yes and that's where locality teams will be structured around. #00:37:23-0#

I-EDUARDO OLIVEIRA WSL: I though the main governance comes from the local development plans, so this local town does not produce any plan in the land use. #00:37:31-1#

B-ID31: Yes. What I have been talking about in the last five minutes is about community planning in terms of services, it's not really about land use planning. Our local development plan is our lower key plan, however, there is also, just to get back to land use planning, supplementary guidance, which is something which can also form part of the development plan. We are preparing, I will try to think of an example to show this to you, you can have on topics, so it's statutory, it's something which came in with the 2006 act, it's where you can put more detail: We are preparing, I don't have a copy to show you, but we are preparing it for how we handle infrastructure provision, and have more detailed policy on that and we are preparing for town centres where we have some of the, well the city centre industry, we want more detailed guidance about how individual commercial units on the street are managed in terms of what land use they can have and whether they can change from being a shop to being a restaurant or something like that: And we are preparing that, we have devolved policy down to that level. Sorry, that probably answers your question about we do have a level below local development plan but it is not comprehensively covering the geographical area, we choose to prepare it for certain locations and it's set out in the local development plan. Well what that is, the locality planning or the local community planning, neighbourhood partnerships all that stuff, which is not really about land use directly and less comprehensive in that form. Sorry, I have answered a different question there: #00:39:21-8#

I-EDUARDO OLIVEIRA WSL: It's a quite complex planning system if I can put it this way. Definitely a lot of interesting things, so we have the regional plan, the local development plans

but you also have the preoccupation of looking at the reality very close to the daily life.
#00:39:41-7#

B-ID31: Well that's, our land use and development planners aren't fully part of that at the moment. I was looking for a diagram to show who is involved in that. The thing which we are thinking about now is how we can align what we are doing with what these localities are doing: A big part of that for us is the action program which I see you have got a copy of and which / That's another thing, it's a statutory process that was brought in by the 2006 act and for us that, in Edinburgh especially, we are putting a lot of effort into giving that some detail about especially infrastructure. The infrastructure investment is needed to support the growth in the ODP. And a lot will happen dynamically over year to year in terms of what actions need to be taken to deliver development on the ground: And we are thinking we can structure that in its next version, so it fits with these four localities I was telling you about. So that we are telling the parts of the councils that deal with the council's assets and property or the parts of council that for example manage parks and have to maintain those on a year to year basis. We want to align or structure the action program so it's easily understood on a locality level so people in northeast Edinburgh, for example, can see what this is, we are going to have so many thousand new houses over this time period and this is where there is going to be a new park and the new park might need to get maintained from the year 2019 onwards so we need to be ready to do that and also if there is going to be doctor's practices, if they need to expand, how we can provide information to help decisions about that. And that's new for us in planning I think, that we are getting involved in discussions about capital investments and revenue budget. I wasn't doing that ten years ago. What we have realized is that we need to do that because nobody else is doing it, nobody has been trying to align provisional public services with growth, not until a few years ago. #00:41:56-4#

I-EDUARDO OLIVEIRA WSL: And in your perspective, this new role or new activities does support the implementation of the plan? #00:42:02-3#

B-ID31: Absolutely, that's why we are doing it. And we are doing it as a reaction to / When I go back ten years and look at the plans we prepared then they would show how much development we need or what quality of development we want to have, we want bare places, better public ground, more sustainable buildings normal planning outcomes. We would usually a chapter at

the end it says we need to have infrastructure to support all this, better transport or schools but we don't

know what that is and we will just try and get developers, when they come, private developers, they will do it or we get them to pay money, we don't know what we will spend it on, but we just a flat rate and look here is the money and they get the planning permission to go build the development and maybe infrastructure will happen, I don't know. That's what the chapter would say and would leave for our colleagues to do with planning applications, they'll tackle to try and solve that problem. But they didn't and in some cases, we have very large planning applications for a say waterfront private sector lead, private land owned market land, a regeneration development of Bradfield waterfront. So this is all up until 2007/2008. And essentially the problem of infrastructure provision it was one we would leave on the developer's door and he wasn't delivering and he didn't deliver. So six years ago when we prepared the issues, we set out the choices for the new local development plan and we set them out in a document called the main issues report, which is a statutory consultation stage. So this is it here, I will give you a paper copy for that after the interview. When we set this out one of the things we realized was the biggest issue is housing the next big issue is infrastructure provision, so it's not down to the bottom just to say what we also need to do. We knew there was a job to do which is to get to the bottom of what infrastructure do we need? Not generally but specifically, what do we need here, what do we need there, but also how much of a score, how much is it going to cost, how much land is needed, when is it needed, how much will it cost to borrow money to build that? And that's with the action program, I would say as planners we have learned a lot in the last three, four years about things like how do you cost and financially model the provision of a new school because we have taken responsibility and ownership of the problem of infrastructure provision: And the phase we at now in Edinburgh, we are about to adopt the local development plan and implement it more is one where we need to get the final details for the costs, there is a lot of gaps in this version here and we need to get details. And also help support our colleagues in other services of council to make decisions about we need to build a new school here, so we need to procure that now, it's that kind of decision. We have become more proactive about infrastructure provision and we are both doing that strategically but also trying to relay locally. I think that's stuff which in the first strategic development plan there is hardly anything on this, on infrastructure provision, it's just very bland general statements. I think that's true for national policy as well, there is not much in here about infrastructure provision, but that's changing. The new strategic development plan has got more about cross-boundary provision of cumulative impacts to address and the need for an infrastructure provision, to assess that. A national policy

from the Scottish government is recognizing the infrastructure planning it has to be done hand in hand with land use planning. #00:45:49-5#

I-EDUARDO OLIVEIRA WSL: Let me see if I can pose this question well. #00:45:53-9#

B-ID31: Sorry I just get enthusiastic. #00:45:55-3#

I-EDUARDO OLIVEIRA WSL: No this is very interesting and you come to know about this specific needs in the infrastructure provision due to the fact that you go out explore the area or people come here, interest groups come here and tell, well we have a lot of housing in our area but there is no transportation, we need a school or? #00:46:18-5#

B; That's it, that's exactly it. Well, two, the political / In terms of key players and interest groups I think, sorry I interrupted you again, the political problem has been in part people saying well we understand there is a need for housing, but there is not the infrastructure provision to support it. We don't trust you the council or those developers to provide it. Sorry I interrupted, but you are absolutely on / That's being the big, well I think it has been the big problem at the heart of what we have been dealing with these last few years is this lack of confidence in infrastructure provision: But it's been about to recognize it, it will not be provided solely by the market provision and / #00:47:08-6#

I-EDUARDO OLIVEIRA WSL: The council has to do something on that as well? #00:47:13-6#

B-ID31: Yes, which culturally has been quite a learning experience. That's just internally, we, the development plan team, especially the local development team have spent three, four years now within the council explaining to colleagues who are responsible for transport infrastructure, for education infrastructure the development needs to happen, we need this housing. It needs to happen not just on brownfield land, which we still prioritize, but we also do need some greenfield land as well. This growth needs to be supported, developers under national policy can't be expected to provide it all: A developer with a site for just a hundred houses, that doesn't give rise of a new school, but if you have five or six sites of varies sizes, cumulatively do, not one developer is responsible for the school, but they do need it: The council has to take responsibility for that provision. I would say when senior officials changed a few years ago, our new chief

executive, our new director place almost a year ago now, they understood that they have come from a different context to Edinburgh. They have been working down in England where I think there is a bit more recognition particularly in the areas we need regeneration, some parts of England, that it is the council's responsibility to lead and provide the responsibility for infrastructure provision. That's been very helpful, but we have also been ready, we were pushing that before they came and they have come and said, yes, absolutely we need that. On an internal, official level, to give you a sense, the local development plan project has a steering group as part of is project governance, that steering group is chaired by a head of service, the head of planning and transport. The action program, which is what deals with the costs has got an oversight group, chaired by the chief executive and attended by directors. So the main project to prepare the plan has got middle-level governance whereas the action program which deals with investments for infrastructure has got top-level governance. And that I think nicely summarized just within officials, just officials in this building, how infrastructure provision and the need to coordinate and take responsibility and show leadership on it has been taken seriously. But five years ago I would not have been saying all these things to you in this context, we wouldn't have been, I would be talking about something else I think. #00:49:50-1#

I-EDUARDO OLIVEIRA WSL: Yes, and bearing in mind these responsibilities and the need to provide infrastructure, do you see a sort of evolution for the next development plan to try bring these needs and put them into the development plan and eventually in the new strategic development as is at the current time is not covering this infrastructure provision by relying on your learning process or do you expect the coming plans to include this infrastructure provision and looking / #00:50:27-7#

B-ID31: I think so, yes there is the new strategic development plan so SDP 2 which has been published mid of this week actually. #00:50:39-2#

I-EDUARDO OLIVEIRA WSL: I was in Dublin, I didn't open this website. #00:50:44-5#

B-ID31: Okay, well this is on SESPlans website, this has more about, it has more about infrastructure, so, for example, it has more about strategic cross-boundary transport improvements for example and it's these requirements here for them to have supplementary gains at that level. So you can see there is infrastructure proposals, a tramline extensions, new rail provision. This has always been in structural plans so just to show you this, there is things like,

it's got a lot of infrastructure, especially transport. It has always been a bit weak on education I have got to say, but it is stronger in that now. So there is a learning process going on: #00:51:33-5#

I-EDUARDO OLIVEIRA WSL: I imagine that your relation with the SESPlan headquarters or office or whatever has to be good or you have to have very close working relationship with the SESPlan to make the things in line with each other or? The local development plan has to go in line with the SESPlan, but do you coordinate it, do you negotiate interests? #00:52:00-4#

B-ID31: Yes, but it's a seven, no seven weeks / The challenge the SESPlan court team have had so and I even can tell you about this has been, it had six different councils all with slightly different agendas, although the other five councils have probably got more in common with their agenda which is to try and push the housing growth back to Edinburgh, that's kind of been the, to varying degrees, Fife does want growth, West Lothian council also wants some growth as well, but the subtext to all that process has been trying to get Edinburgh to take as much development as possible, because Edinburgh is where most of the greenbelt is. The greenbelt was the key regional planning policy since the war, since just after the war. But the analysis about where that should be wasn't really done for STP 1. It's not so much whether working relationship were close enough, I think Edinburgh council's interests as a city were, you know the problems of air quality arising from congestion due to you know car-based commuter influence in areas, Edinburgh suffers air quality. It hurts our citizens so this is our one interest that, Edinburgh interests, I personally think not been as well served as they could have done: I think people maybe expected Edinburgh to have been a city and a city region to throw its weight around, you know that expression? And that might have led to a certain degree of anxiety on the part of other councils: But I don't think Edinburgh did throw its weight around in preparing the strategic development plan, I certainly. What came out of it is what the SESPlan court team could do and then what changed through the examination process. I was telling you about the reporters, the examination process for this changed quite a lot and I think that was partly because there wasn't as good evidence as there could have been before that examination to defend a spatial strategy at this level: What that meant was the local development plan process and the examination which happened earlier this summer was an especially complex and fought one, it took longer than normal, it took twelve months and normally it should be six to nine months. A lot of people are unhappy with it, so / #00:54:47-0#

I-EDUARDO OLIVEIRA WSL: Okay so you have to deal a lot with conflicts within the / #00:54:51-2#

B-ID31: Yes the strategic development plan didn't really resolve conflicts, the report of examination which is 886 pages long / #00:55:02-7#

I-EDUARDO OLIVEIRA WSL: Wow, the examination is something really important. The examination also includes civic participations, people can / For me to understand. #00:55:12-1#

B-ID31: Yes, I sort of skipped over this and that is quite important for your questions. Yes, what gives rise to the examination? And there is a document which will probably quite simply explain things for you, it's called Circular Six 2013 Development Plan published by the Scottish government and that probably is worth a look at: But what the examination, I can show you, the process, here we go. So this is the local development plan process, council publishes the plan, there is then a period for what we call representations, there is a minister's report in the consultation stage and that's where we ask choice and that's when people, there is lots of choice and flexibility so that's where civic participation as well as the interests of private companies and also government agencies they can write and say. We ask questions in the minister's report, see we can do this or we can do that, we have got a preferred option, but here is some reasonable alternatives, what do you think? That happens, that forms the plan, then it becomes more restricted, it's if we want to adopt this plan, but you have an option to make a written representation saying you disagree and what change you want or supporting the plan, they are basically objections and those unresolved representations get resolved through the statutory examination process: **So and what goes into that are statements of summarizing all the different points of view on a particular issue and why the council thinks there should be a change or not be a change:** So just to give you a sense of skill, we group things into 24 issues, reflecting the structure of the plan and you can see how many do relate to housing sites and how many relate to just policies like you know employment house and retail that's just one issue and not a very long one: And then all the people, here we go, so issue one, introduction names and strategy very general, it's a mixture of land owners, the (Hobs?) and the state trust, just a member of the public is Mr. Richard Owen, Safequest communities forum, Cala management, Cala house builder, David ID31 Holmes or (Rebecca?) Scotland who have some land interest in (Chester?) centre, the Cockburn association, which is the civic amenity society for Edinburgh all these people are

saying what they think and why they don't like the plan as it is or whether they support it.
#00:58:15-5#

I-EDUARDO OLIVEIRA WSL: I have some sort of citations here, I see. #00:58:16-8#

B-ID31: Yes, that's right. And then, what changes they want ,a big vague in this case, but there may be things like remove that housing site from the plan and leave it as greenbelt or take that land out the greenbelt policy and allocate it for housing that's mostly / And when it comes to /
#00:58:34-6#

I-EDUARDO OLIVEIRA WSL: And you do have to then look at these and look at this carefully and / #00:58:39-5#

B-ID31: Well, the council has to then, somebody responds of the council to see, well essentially to defend the plan or in some cases, we actually see merit in this and we can support change. And then reporter has to come to view all of this, that's quite tricky, I actually feel a year isn't so long for this. The other thing to be aware of, mostly this is done by written submissions, so it's done in writing, there was only two days of hearings: Bu pre 2006 act, anybody who wanted to could assist upon a formal enquiry session where you have lawyers and this cross-examination, a bit like in court of justice. And in those cases, the sessions might take ten weeks and the examination might take a year and a half. #00:59:31-7#

I-EDUARDO OLIVEIRA WSL: Now it seems more simple to it. #00:59:34-9#

B-ID31: It's more simple and a year is considered a long time as opposed to being quite short. What this does then is a set comes out the set of recommendations whether or not to change the plan and it should be viewed as resolving the plan. And the reporter's recommendations for change are now largely binding on the council. Legally a council could choose not to accept the recommendation for change but there is very restricted reasons for doing so now in the legislation, in the act and regulations. Edinburgh earlier this month agreed to accept all the recommendations for change coming out of this examination report. #01:00:22-7#

I-EDUARDO OLIVEIRA WSL: Which will result on the final / #01:00:26-6#

B-ID31: Yes, we are now going to adopt the plan unless Scottish ministers tell us not to because they have got default powers. So that's where we are just now, we will know in a few weeks. The general expectation is the Scottish ministers wouldn't intervene at this point, particularly since the reporters have said what they have said. A lot of people are unhappy, either unhappy because the reporters have said keep some of these sites in the plan and that means some councillors are unhappy about that, I think it's fair to say without going into specifics. A lot of house builders and landowners are unhappy because they were expecting this report to say release all that land, all that land on that plan. But the reporters didn't come to that. Despite all my criticism about the partial analysis because of unclear statements in this what the reporters examination interpretation and findings are is that you need to take a balanced interpretation of this and yes, while there is not going to be enough housing completions in the short term, there is enough housing land in the local development plan overall. And also housing completions in the short term aren't the only objective for the plan the spatial strategy which is about brownfield regeneration at the waterfront, development concentrated into development fingers and in Edinburgh case, this is consciously inspired by the Copenhagen finger plan. Yes, that's right. So development of the quarter where the tramline is to the airport, I don't know if you took the tram to the airport? #01:02:00-8#

I-EDUARDO OLIVEIRA WSL: No, I took the bus, but I am aware of the tram and / #01:02:04-1#

B-ID31: It goes from, pretty much close to where we are and out to the airport. So there is a development quarter there, slightly more fragmented plan growth here.

I-EDUARDO OLIVEIRA WSL: Because of the geography eventually.

B-ID31: That's right, geography, although some of that's now, I have not even mentioned their planning appeal, but this is / There are some changes which have an adverse impact on this extent, but it's not as much as new development of all this and all that. It has been managed a bit. But the reporter reviews, this plan also supports regeneration down here and there is land here which should be allowed to be built on before we release more greenbelt land. So I suppose one of the advantages of a system in which there is latitude scope for interpretation is that in the end, the reporters took a view. This wasn't solely about what the housing requirement was in a short time period it was also about other planning objectives and now least each of the

developments comes forward in a phased manner supported by the necessary infrastructure, which is something that has been lost sight of and which we used as a strong part of our argument to say keep the plan as this. I suppose the question which remains is / #01:03:26-5#

I-EDUARDO OLIVEIRA WSL: I have one on the adaptive capacity which is not easy to pose is the, to what extent is, I mean the case of the local development is adaptive so you mentioned several changes will happen here, is the plan flexible to integrate these changes or do you have to wait for a period of revision of the plan and / If a new interest come than the city council agrees that it's of interest of the main goals for the city. Do you integrate these new interest with a plan? #01:04:03-4#

B-ID31: I would say that kind of adaptive capacity is sort of build into the content of the plan: So even just on this simplified spatial strategy diagram you can see these red areas, where we see these as sort of strategic development areas but the policies that apply within here are really quite flexible. They don't say, we are not zoning every single piece of land in a way that some plans do, some systems do, I think in Edinburgh we are especially flexible about that. We might move away from that in future, we might become a bit more prescriptive, but I wouldn't say this is a prescriptive plan: The grey, there is a lot of development potential in these grey areas where we would, we wouldn't allocate the land, but we would support something that comes forward and that gives that flexibility. In parts of the plan there are things like more detailed briefs for individual areas, seeing what can happen and this is here and building there, these reflect detailed mass plans or in some cases schemes have got permission, but just to give you an example, here Fountain Bridge where there is a canal that comes into the city centre, this is the sort, the business city centre starts here, there is an old brewery closed down and moved out and there is a lot of brownfield opportunity here. We have got quite a flexible approach, we caught back commercial there to mixed-use. We support quite a wide range of uses here and we give quite a lot of room for market. I think that we have actually given too much room and we allowed land to lay empty while different specs of the schemes are proposed to get planning permission, get marketed and don't happen. And then the next, instead of an office, let's have a hotel: So adaptive capacity is something which I think the plan does support within the spatial strategy: The problem we have got at the moment is, in a discretionary system, where there is a lot of uncertainty about what this means for relishing more land coming forward, this support development on what shows green here to point of our national policy context is quite supportive of development even if it's not within this, there is potential for schemes to get

planning permission even though they are shown as green on this map on the spatial strategy map. Some schemes here which are considered popular because they are not near where anyone lives so it might be quite a good place to put a lot of housing because you won't offend people that vote. On the other hand, these locations maybe are not good from an infrastructure point of view and would require an awful lot of infrastructure to make them remotely sustainable. We as officials have had to sort of fight for that argument or make the argument very strongly relying upon professional judgement to say no this is maybe, this is the right location. And we intend and we have said in here, we intend to, once we adopt the plan and by the way there is an appeal for legal challenges after the adoption where somebody can say, well this plan is not consistent with this and therefore should be quashed by the court and that has happened partly to Edinburgh last two local plans back in 2010 and 2006. Only parts of the plan have been quashed luckily but we have got bad track record. Those were when the council didn't accept the reporter's recommendations although the examination process happened in support of this sort of this thinking and the council just political have chosen not to accept it. Hopefully, we have learned a lesson collectively and I think we have got less chance for legal challenge, but we don't know. Once we have got it adopted we want to find out from stakeholders what their feedback on the whole process is, because I think it all left a bad taste in the mouth of quite a wide range of stakeholders. And we want to understand why, what their expectations are, how come they weren't communicate it and also for a wider range of people there is perhaps, not everybody makes, the people that make objections to things, do they represent the majority, is there a silent majority who is actually supportive of what we are trying to do here? How can we find ways to communicate, how can we use technology to access them better? These are the things where we are now and a lot of questions you were asking about civic participation and interest groups are at the forefront of our thinking about / We have tried a lot to try and find new ways of communicating: Since 2011 since we started this project there has been a revolution in global technology and just ways of communicating, social media. And the council planning uses social media, there is a Twitter account Edinburgh Planning <https://twitter.com/plannededin> but we need to go further and more general as a council. There is work under way to prepare a city vision which won't be a spatial vision, it will be something for a longer term to try and get a sense of what kind of city we collectively want, not just the council. And I think that presents an opportunity for us spatial land use planners. #01:09:41-8#

I-EDUARDO OLIVEIRA WSL: I was about to ask this question, the main challenge in terms of planning for the future? #01:09:47-1#

B-ID31: Well, the main challenge? I think getting better access to citizens will assist us as professional planners working for local authority. That may assist us in some of the political dimension of preparing plans that are good from a normative point of view in terms of the right spatial strategy, which will meet the city's needs as part of the city regional strategy. And where helpers do so in a discretionary system and where we have been reliant upon market land prior to accept a development, but it's generally not there since 2008 of delivering all of what's needed. What does the public sector do with locally and centrally to answer that: I suppose the things is regionally there is no governance there and there is a move in terms of the independent review of the plan systems. We don't need regional level plans, I think that's the right way to go but it does leave the question how is infrastructure planned for at the regional level? It wasn't getting planned for before so there is no great loss if we don't have strategic development plans in future but that doesn't mean the problem of infrastructure planning will be resolved. Maybe it's enough to have an infrastructure plan on a regional level which relates to national planning framework. Scotland is a small country, I think it can be and the Scottish government controls the capital budgets for things in the schools, so why not have a school infrastructure plan which relates to, sets out requirements at that level and then we just prepare on a local development plan level you know, where it comes down to, on a very specific level. The other question that I think is left open at the moment is, is a greenbelt policy still fit for purpose for spatial growth? Very few people will argue for or the actual objectors of the greenbelt where could they / It tends to mean, it becomes symbolic for things like nature, countryside or development going somewhere we want it to go and not near here, very few people think about what is the greenbelt for as opposed to any other kind of settlement strategy policy. And I sort of feel in the case of Edinburgh greenbelt to keep it sort of has been lost through the last process of planning appeal and maybe we need a year to sort of rethink what we actually want and what the public want, I want to know, what does it mean to them, what the planning mean to them and what could a spatial strategy which reflects that would be. #01:12:35-3#

I-EDUARDO OLIVEIRA WSL: Yes, the citizens are not only the most powerful groups those that can easily access and comment on: #01:12:41-9#

B-ID31: Well, I think they feel very un-empowered at the moment and as I say I think it left a bad taste in their mouth. That's why we said we want to go back and ask how was this process

for you to learn for the next planning process, which we will be beginning very soon. #01:12:57-6#

I-EDUARDO OLIVEIRA WSL: If I can ask the last question because I know our time is about to finish. In your opinion can you tell me how effective is the regional plan, the effectiveness of the regional plan in fulfilling the current needs of Edinburgh and Edinburgh as a city region? Is it that effective or a lot of things should be done for the regional plan to become more effective? #01:13:25-8#

B-ID31: Honestly, not very effective. The SESPlan strategic development plan, I brought this one and I think the next one as well, they don't have sufficient analyses for purpose as land use plans. All the things you might take for granted, the kind of work that we get done to form a regional spatial plan was not done. I think that comes partly from the governance arrangements, a very small under-resourced court team. It comes down to the personalities and the individuals that are involved and it also comes down to the kind of pressures that have been exerted by all these forces, nationally, regionally, the politics of it and the lack of regional governance. I am not saying that there should be a regional council. I don't necessarily see that as being a solution and I think, I look at something like TPlan or Glasgow and Clyde Valley Plan and I think there has just been more of the good old-fashioned plan making analysis and work, work, just roll your sleeves up and go and do the work yourself in-house, not consultants but doing it yourself. That can provide a fit for purpose regional plan. Unfortunately, in Edinburgh it's no matter that the people have got great they say we'll get it better next time, next time is a long time away, it's five years away and in the meantime, the list of this will be getting used. And have an influence on the local development plan for years to come: So it is not good enough to say we get it better next time. And I have seen that a little bit by how we engage with stakeholders, but I think the local development plan, we did a lot of analysis and we have got an okay outcome out of it because of that analysis. Where ever you go, whatever the system, there is no substitute for doing the plan analysis and preparation work and that did not happen: My personal view. #01:15:37-6#

I-EDUARDO OLIVEIRA WSL: Yes, well alright, thank you for /

ID31 Edinburgh 21 September

ID32 Edinburgh 22 september

I-Eduardo Oliveira WSL: We can focus on the / My main focus is this regional plan, then you can give me the historical and lastly the institutional background, how do you come to prepare this plan, the number of entities involved, the driving forces, why the number of entities decided to go for the elaboration of this regional plan and this strategic document and then we can focus on the content of the ongoing plan. I assume that this is the ongoing one that you are working and as you said, you are working on the new one. And then I am interested in understanding the process of the preparation and the implementation, the entities involved, so there is more on the second part, but also on the governance side so more the formal parts, the law that reminds that this entity and that entity they should be involved in the process, but also the informal arrangement that eventually takes shape during the preparation of this plan. If you go out to visit the people, if they come here to tell you something. I also read about this formal period of representations as you call, people can you your insights. We will go through and then if we can focus on examples of how, to what extent sort of negotiations or the coordination of interests that takes shape during the making of the planning and impact the land use as the main focus of the project is to try to improve land change modelling and my aim is to understand to what extend governance arrangements impact the preparation of strategic regional plans. And the altogether to understand better certain impacts on land use in these urban regions. #00:02:01-7#

B-ID32: That's quite a lot. Do you want to just sort of go through it as /#00:02:08-5#

I-EDUARDO OLIVEIRA WSL: Not necessarily, I mean if / #00:02:9-0#

B-ID32: Maybe start with the governance arrangements in terms of / #00:02:14-0#

I-EDUARDO OLIVEIRA WSL: We can start with the elements that you feel more comfortable with and we don't have to necessarily to pick up all these questions and eventually through the conversation I will come with other elements that are more relevant to talk. But I think this is, the historical background of the ID32 as an institution and as plan would be great. #00:02:33-9#

B-ID32: Okay, well we will start with the historical background I guess. The system of having four city region plans came in after the 2006 act. #00:02:48-7#

B-ID32: Yes, so there was a reorganisation or tweaking of the planning system in Scotland as an act in 2006. It was introduced by the then previous Labour-Liberal Democrat in Scotland, it's now SNP, has been since 2007, but they carried on with it and that was then implemented in 2008 and that was at least for this regions. Prior to that local government in Scotland had been under district councils – and above - there was seven regional councils and they all had structural plans before that, so prior to that document there was something called the Edinburgh and Lothian structural plan of Edinburgh and the three Lothian parties. #00:03:35-2#

B1-ID32: So they covered the whole of Scotland.

B-ID32: But each authority had plans, structural plans.#00:03:40-9#

B-ID32: Local development plans at the bottom, then the whole of Scotland had strategic development plans, although they were called structural plans the next tier, that was how the system worked. And in 2006 the system is changed so that only the city regions had what they are then called, strategic development plans. So that was the middle tier above local development plans and they introduced in the last planning act, they introduced a national planning for Edinburgh. So that kind of sat, so there were sort of three that sat on the top. So that's the system under which this plan was, this first plan prepared. I suppose that's it, in a nutshell, the history. In terms of how this plan is, the governance of this plan. The body that decides to publish this plan is called ID32, so ID32 is the authority and the authority is made up of members, the services elected councillors, from each of these six. So there is two councillor from each of these councils sitting on an authority called ID32. As a committee, they meet and make the key decisions about the plan and what goes into the plan. So supporting that committee of elected members is a project board and the project board is made up of offices of each of those, so one senior officer, a planner from each of these six. So it's a board of six. And then I suppose supporting the board so they are getting the board to make quite big decisions, but ultimately

the big decisions you know should be published by the elected members. So the board their role is to ensure that the funding to support the making of the plan is available and that there is enough staff available to totally prepare the plan. And that there is enough support available from each of the six councils. Now beneath the board is what we call an operational group, so that is a group of less senior officers from the six authorities, so they will go into more detail about, you know the real detail aspects of the plan. The particular wording, some of the research behind the evidence base of the plan, all the reports that support the plan, the action program and all the rest of it. And then we have a core team of officers who are, I guess you know, our whole business is the right plan and to do research to support it and to think about how it might be implemented and so on. So the core team is at the moment, there is actually just three of us, three people in the core team. Because at the moment we have the strategic development plan manager post is vacant at the moment, so he has just retired, so there is only three, there would normally be four people in the core team. So that's basically the structure of the governance and how we actually make the plan. #00:07:30-5#

I-EDUARDO OLIVEIRA WSL: So then you have to, the core working team, they sit down, they interact with the other members of this councils, they bring their ideas and they try and make a whole thing with / #00:07:44-6#

B-ID32: I mean in terms of the plan making process, there are certain processes, that are set out in the law and the first main-stage I suppose is the main issues report. Essentially the main first phase is the main issues report and that's the same for local development plans as well. So this is a phase where you publish a document and it sets out, as you might expect, the main issues that are relevant to land use planning in the area, but you know the key ones obviously, has some numbers, how many and where they should go essentially, but also there are other issues around transport and strategic transport, about the environment all sorts of issues as well. So at that point, obviously you have to prepare the main issues report, decide what and / I mean there is various kinds of informal stages in the preparation of that. #00:08:57-1#

I-EDUARDO OLIVEIRA WSL: I see. This issues report can we call that kind of a working agenda, so is that your starting point to develop the plan further? #00:09:06-6#

B-ID32: It's a bit more than that, it's almost a kind of half-way point, it effectively / So we have our current plan, we then produce the main issues report and what is said is, so we have this, but what other things we need to change in this to fit with the emerging economic and environmental circumstance and demographics and change. So what needs to change in the current plan to form a new plan. So that in a sense the issues will change and they mostly revolve around housing and other matters. And what you then do is you get feedback from the main issues report after doing your research that goes into it and you then produce a new version of the plan with those changes and then you asked for a final conference whether that's appropriate or not. But to feed into the main issues report as I was mentioning there is a lot of research beforehand, lots of environmental and economic what we are trying to understand which policies and strategies are working and you want to continue it and which aren't working and perhaps the change. So that was the process we have got to in 2015. And there was a main issues report prior to this particular one as well, this was approved in 2013, there was a main issued report I think in 2011 that formed this as well. #00:10:36-6#

B-ID32: Generally, I don't know whether you have seen any of these main issues reports but generally it sets the issue out and then it often gives one or two, sometimes three ways that issue could be dealt with. So you see it's less of an issue that Edinburgh has to grow, there might be two or three options as to two Edinburgh might grow that you set out and you seek input from, well anyone who wants to, anyone at all who wants to make a representation, so it could be a member of the public, could be a community council, it could a housing lobbying group, individual developers and so on and so forth. So everyone has the opportunity to comment on which are the options, but normally as well you would include one kind of preferred option. So we are saying this is how we think it should be as an authority I think it should be done like that, but here are some other viable options. So people have something to comment on essentially. So that's the main issue report process and that's a case of obviously bringing all that information and all the representations

together and then setting it out to the board and setting it out to members and then suggesting how on the basis of that how you intend to take each issue forward into the plan. #00:12:06-7#

I-EDUARDO OLIVEIRA WSL: So the main issues report is a very important step on the preparation of the plan. #00:12:13-2#

B-ID32: Yes, the initial idea behind main issues reports and I think actually the new planning review that we are thinking, main issues is bollocks, because there is nothing, it's a mixed success, but the idea behind it was to save time to frontload the process so they would save time later on, so that when it came to / The idea was to try and minimize the disputes at this end, once you publish the plan. So rather have a very lengthy examination period and you know hearings and dealing with conflicts. The whole idea was that you dealt with it early on. That was the idea anyway. #00:13:01-2#

I-EDUARDO OLIVEIRA WSL: But eventually you developed a little bit conflicts on the issue report? #00:13:03-5#

B-ID32: Yes, and also with the final plan. What we are trying to mitigate / Maybe the nature of the planning and land use system is that you will never make everyone happy all the time, there is always obvious interests whether they would be financial and private land or community, there is always kind of opposing arguments. So the idea was to try and sort of minimize it through this or at least get positions agreed, appeals worked into it at this stage that translates into the final plan, but there is always / I think it a relative successful amount, but there is always some issue people will never agree on. #00:13:47-3#

I-EDUARDO OLIVEIRA WSL: And in this, in the moments of a conflict how do you deal with it? Imagine you are someone that comes to, so just that certain part of the region or development housing, real estate developer or landowner and comes to you and proposes a certain project, how do you deal with this? Do you try to shape it, integrate it? You go there and see what you can do? #00:14:22-8#

B-ID32: Well in terms of that scenario where a landowner wants to develop a site, we actually don't get involved in that on this level, because we are not in the business of the strategic level, actually identifying specific sites for development. In local development planning that kind of scenario, what the local development plan staff do is they, and I don't know whether you will be interviewing local development planning people? Well, you have because you went to meet Ben Wilson. But they go through a stage called the call for sites, which actually doesn't have any, it doesn't come from law or statute, it has just become a way of working. So this is where they say, has anyone got any sites that they would like to put forward for development? And then you get this massive load of sites, many of which are completely inappropriate for development and they are put into this big process of environmental assessment and they think about infrastructure requirements and the rest of it. And then they come up with a shorter list of sites that then tend to go into their main issues report. So that's sort of how they go about that. But we actually don't have that problem in a way in terms of sites, but what we development do, though, we, well we provide the actual numbers of houses for each of the local development plan areas. So that tends to be the area around which there is most dispute and most in terms of disputes with house builders and so on. #00:15:59-5#

B-ID32: We also set up broad areas. #00:16:02-5#

B-ID32: We set up very broad areas where development should take place, but they are deliberately indicative, there is no boundaries it's just the broad spatial strategy as to where / #00:16:16-0#

B-ID32: So areas within certain parts of Edinburgh or certain parts of the city of East Lothian or Fife, so in Fife's case away from the sensitive coastline more towards some of these regeneration areas, former industrial areas and surrounding the sort of expanding town. The way that transport links. So but again because we deal with six different authorities there is always conflicts perhaps potentially to the level of detail different authorities might want to go to have to be setting that strategy out and what independence they then want in their own local development plan in choosing site areas as well. So you have to sometimes that balance. And especially when we are dealing with very urban areas like Edinburgh and parts of Fife and the very rural

areas like the Scottish Borders. So they wanted to displace their housing, a wide variety of settlements in this central border area, so that's why the area look very large, but for the actual amount of housing, it's quite small. But it was a much more distributed strategy whereas in parts of Edinburgh it's very focused on the south-east of the city, the west of the city, the city centre, and this northern area, the waterfront. #00:17:34-2#

B-ID32: I suppose the main discussion is around housing, but the main kind of, in a broad sense, the main areas of dispute tends to be between the individual six authorities, because whilst something at the strategic scale would appear to make perfect sense, from a local perspective thinking about boundaries, there is all sorts of little sensitivities going on. There is a community here that doesn't want, you know, anymore development around Musselburgh even though in a strategic sense that's where the good transport is, it's near to the city which is where most people work so there is lots of strategic reasons for it to go there, but there is lots of local reasons why it's problematic and that's kind of where the whole dispute and difficulties arise from in strategic planning, which is perhaps one of the reasons why / #00:18:29-5#

I-EDUARDO OLIVEIRA WSL: Yes, I can imagine that a lot of issues will come or emerge between your strategic decision and the interests of each community or you come to work together and in a very coordinated manner? #00:18:44-4#

B-ID32: Because yes, even though the officers, you know obviously come to try to be, work together and collaborate, ultimately the decision is for the elected local authority members to make, so it still needs to be ratified. I should probably mention this actually that although the actual committee approves the plan for publication, that decision has to be then ratified by all six of those councils, the whole council. So going through that process now we are still waiting for one council to ratify the next plan. And that is where the difficulty comes from. #00:19:24-4#

I-EDUARDO OLIVEIRA WSL: So this plan is legal binding but you mentioned that these areas are just indicative, so how do you cope with this? It's legally binding for the councils? #00:19:36-2#

B-ID32: Actually only binding in the sense that the local development plans have to be consistent with it, so that's the key thing. And when it comes to local development plans being examined by the Scottish government this is a process that local development plans go through as well, the person who examines it does so very much in the context of is it consistent with the strategic development plan. #00:20:05-4#

I-EDUARDO OLIVEIRA WSL: And then a question that just came to my mind on the first part is the (unv.)(#00:20:13-0#) how do you get to prepare the plan in this way? Do you get inspiration from other city regions in Scotland, in the UK, you have some inspiration from European regional plans? #00:20:27-5#

B-ID32: It's a bit of everything I think in a way. I suppose there is planning professionals; we try to be aware of good practice out there. So yes, I mean I don't know whether I can say more, but we do / Obviously there is a fair amount in terms of the planning profession of. We do for example at least once a year we get together with the other three strategic development plan authorities; we have had that a few weeks ago. Glasgow, Aberdeen, Dundee and Perth. So yes, to share good practice. You know not just in terms of representatives, but in terms how we deal with the issues that arise, how we are planning to meet with them, meet with, well a couple of officers to talk about the next phase, the representations phase and how they deal with that. #00:21:27-8#

B-ID32: That is one thing as well, the plans themselves are evolutionary and in terms of the because there's now a period of refined years it all tends to be completely changed over how it was in the previous plan so there is always everything is moving forward and in terms of this plan also. Some of the issue has been the global credit crunch and recession **which affects whole Europe** and in terms of the UK and also in this region house building levels, general development levels, economic development levels as well have been much lower, so the need to add on a lot more development land has been less because a lot of land that was previously identified still hasn't been developed. The new structure was very much kind of an evolution of the existing one because the pace of development hasn't been as high. And it has it's sort of wider inspiration I suppose previously there was some kind of a

document I think was produced in the mid 2000's by Edinburgh council, I think it was called Edinburgh 2050 and the very much were inspired by some of the smaller European cities, I think particularly in terms of Copenhagen, the Finger-Plan was developed there and as to how it might see itself develop in the future by sort of seas of urban expansion in the city, but green fingers in between. Copenhagen is a slightly larger city than, but again, there is similar circumstances between the two, Edinburgh also had these ways of tight greenbelt area that is very publicly sensitive to being developed. I think some of the strategy has been formed by that certainly and where are part of that greenbelt area has been developed other parts have been safeguarded. So yes, there was inspiration. #00:23:24-9#

B-ID32: The Scottish government produce guidance and circulars and so on and they actually hold events as well. Is it twice a year now? So the Scottish government is having an event twice a year where development planners all come together, strategic development planners as well.#00:23:43-9#

B-ID32: And the national planning framework, that Ivan mentioned. You have you know your Edinburgh local plan there and then the national planning framework / #00:23:56-6#

B-ID32: So we have to be consistent. #00:23:58-1#

B-ID32: This has to fit with that. So Scottish government's aspirations for higher-level development in Scotland has various statements about how it wants to see Edinburgh and South East Scotland develop and we have to accord with those. #00:24:22-3#

I-EDUARDO OLIVEIRA WSL: But is it eventually have you got the question to be answered in brief is, do you see the national planning framework, for instance, blocking your work on the preparation of the regional plan and in the same way if you are aware of this do you understand that your vision or plan tries to support developments of these local development plans? Is there a fixed / #00:24:55-4#

B-ID32: Well consistently. #00:24:56-2#

B-ID32: That is actually a very good question and I am just giving a personal opinion here, but I don't think that there is anything in the national planning framework that kind of, that we feel kind of blocks what we want to do particularly. The national planning framework is very broad, it doesn't / Well at the moment anyway, for example, it doesn't say, well how many houses Scotland needs developed.
#00:25:25-0#

I-EDUARDO OLIVEIRA WSL: It just tells that we need the houses eventually.
#00:25:27-0#

B-ID32: Yes, I mean it obviously says we need to build a lot more, but there is not national housing figure and there is a lot of debate at the moment going on about why should there be. And that's part of this debate of the planning review. So my experience is it's not a great deal in here that we feel kind of blocks. I feel what is sometimes a barrier, what we, to sum up, this broad longer term strategic thinking and providing direction is that ultimately we can't do anything without the local planning authorities agreeing with it. So in an all sort of way the local development planning system is telling the tier above it what it can and cannot do. It's sort of providing direction to the middle tier which to me doesn't seem particularly logical. You would think of it as a hierarchy, but actually, because of how it works and because we need all the local authorities too, that's sort of how it works in practice sometimes. So to me anyways, I am just speaking personally that's where the tension is in terms of thinking long-term, thinking strategic, because you know with the best will in the world elected members for obvious reasons are thinking primarily about their area, sometimes even just about their ward. #00:26:56-6#

B-ID32: I think another thing as well, speaking of an island's point and this is perhaps again this is a personal opinion, I agree with Ivan that NPF 3 is kind of vague and high-level enough and that there is nothing there that's a particular barrier to doing area specific development. There is really some sign specific issues to do with certain infrastructure you have to record with but beyond the general form and direction of development is not restrictive. But again on that point about being restricted almost by the local authorities and their local development plans, I think

that's possibly an issue to do with governance because if you look at the people who are the councillors from each authority on the ID32 committee they are not always the most powerful people in each authority, it's not the leader of the council who is on the strategic development plan. So, therefore, you wonder how much people's hands are tied by who the representations are. #00:28:04-5#

B-ID32: I agree it's not the point, I am not blaming individual members they are just doing what they are there to do which is largely to look after the people in their ward and the people in their immediate area. And it's really just a product of how the governance is set up. I mean essentially the issue is we want strategic things to go into our strategic plan. Local members, however, want some things that we think are local issues to go into the strategic plan to give those local issues greater prominence. So a lot of the debate has been around, well that's not a strategic issue, yes it is. And we don't have the authority on what goes in the plan, they do, so in order to progress the plan to a timetable, sometimes we just have to accept that some things go into it that we strongly think are just local issues. And a particular industrial stair, you know, on a street, well it has to go, but why, well ultimately we have got no choice because it has to go in because otherwise, our plan will not progress. Essentially that's where a lot of the tension lays. #00:29:20-6#

I-EDUARDO OLIVEIRA WSL: Well apologize me in advance if I am asking a question with less informed. This has to do with some sort of funding if a local issue in your perspective becomes a regional issue or the local entity wants to bring it to a regional strategic thinking, this has to do with funding, they will get more funding if they / #00:29:45-5#

B-ID32: Potentially yes. It's also I think, issues get because something is in a strategic development plan I think that they think it carries more weight and more influence because the strategic development plan is signed off by Scottish ministers and therefore receives a higher status. When you are potentially dealing with individual applications if you can then, individual development pools, you can point to, ah but this is in the strategic development plan. Therefore its' easier, it helps you to attract funding, perhaps EU funding as well, see for example if you have a piece of infrastructure in the strategic development plan therefore you might be able to apply

or get a better chance to succeeding in terms of local or national bodies. #00:30:33-5#

B-ID32: And it means it will almost certainly go into the next local development plan. Because see that has to be consistent with this, so even if it's not in the existing local development plan and even if it's not a good idea, then it will end up in the local development plan. #00:30:33-5#

I-EDUARDO OLIVEIRA WSL: If a local issue becomes regional eventually it will receive more attention and so. And in your opinion also eventually a personal opinion how this can be solved, do you think is a regional entity more be able to solve or sort of more coordination? #00:31:13-0#

B-ID32: No, well I think it's just a product of the system, so unless you change the system and I can't see how that would change over. The only way it would change is to get the strategic planning authority more powers within not having all six, the whole of the councils to ratify, of course, that could be a long way. Another way would be to have people on the committee that weren't representing, that were appointees, I don't know, experts or appointees that weren't representing the particular planning authority. Maybe that would be another thing we could do. In fact, actually, that mechanism does exist. Except there wouldn't be a lot of (unv.) and actually we don't even, we have never done that anyway. I don't know of anywhere that this has happened, probably not. #00:32:06-6#

B-ID32: I think the regional transport body does that, the regional governing body. #00:32:10-4#

B-ID32: There is a provision to do that, but they wouldn't be allowed to vote anyway. And then the other alternative is what planning overview we have, panel has proposed that we just don't prepare strategic development plans anymore and that somehow of the role of that comes into the role for the national planning framework. #00:32:30-0#

I-EDUARDO OLIVEIRA WSL: And then local development plans? #00:32:32-6#

B-ID32: Take out the rest. #00:32:50-6#

B-ID32: Yes, so there would just be two tiers, the national and the local with no tier in the middle. #00:32:38-9#

B-ID32: But that would then give you, there would be no forum that would resolve some of those cross-boundary, these regional issues. I mean I presume you are aware that they withdrew the regional planning system in England in 2010 and that caused a number of issues between working between local authorities, all issues to do with housing and transport. Besides, I mean you can set the national issues but how do you then subdivide those issues between some authorities, it can become a bit tense. #00:33:14-6#

I-EDUARDO OLIVEIRA WSL: So how do you see the evolution of regional planning in the ID32 area? Do you see it getting more strength, become more powerful or local development plans will also be playing a key role in the developments even in the regional scheme? #00:33:37-2#

B-ID32: Well there are quite a lot of things as well as the planning review, there were a whole variety for other things going on in this, well and Ben Wilson has probably mentioned this, but the city region deal, so did Ben mention the city region deal? #00:33:57-4#

I-EDUARDO OLIVEIRA WSL: Superficially. #00:33:59-3#

B-ID32: The city region deal is basically, it's a mechanism whereby the UK government allows local authorities much more flexibility in terms of how much money they are allowed to borrow to invest in infrastructure. And in exchange for those extra powers to borrow money the local authorities, well they set out how they are going to spend the money essentially So it's not exactly new money because it all has to be paid back through, well I suppose higher rates and local tax, council tax and so on eventually. So what this means is that they and it is usually done at the same kind of scale as those plans, is that the local authorities get together and set

out how they are going to spend the money basically and what they want to spend it on. But a large proportion is on infrastructure. So at the moment you have got more or less the same authorities working under a different system called the city region deal talking about a lot of the same issues. The idea is that they should be helping to deliver what's in this strategic development plan. But it's quite early, well for this city region deal for this region it's quite early, we are still quite early on in the process. So none of it has actually been confirmed yet, they are still putting the details of the application together essentially. So that's potentially quite exciting because it could enable us to deliver a lot of the stuff we want to deliver. But at the same time, we need to think about how does it work with all these other bodies that are set up? So there is that. The other thing is that as well as strategic planning authorities we have strategic transport authorities in Scotland. And now the strategic transport authority for this area it's actually, it's not the same area, it's slightly larger, so it's this area plus Sterling district and Falkirk district. At the moment we are exploring how we can bring the strategic transport authority closer to this authority of work so that we are better aligned, we can work closer together. So there is potential in all that stuff that is going on for a strategic planning or at least the delivery of the things that strategic planning is trying to deliver to be more effective. But at the same time, this tier just hangs in the balance, because of the recommendation of this panel that that tier is done away with. It might not happen, it may not happen because there is a lot of opposition to it, but that's at least their recommendation. #00:37:16-2#

B-ID32: Another thing to pick up on is it has been evolving and strengthening the partnership here, ID32 is relatively new, it has only been around since 2008. Previously only four of those authorities used to work together and I suppose not great relationships sometimes, there was always some tensions between Edinburgh and some of the surrounding authorities to do with issues of jobs and housing, because often the jobs would always be in Edinburgh but the housing would then be exported to other sites so there was always tension there. And then you then have Borders and then Fife coming in whereas if you look at what happens in Glasgow, those authorities in the Glasgow Clyde Valley, Clyde plan area have worked together for much longer, it's a much more established partnership and it actually is very successful and very coordinated in terms of leadership role they have. So perhaps if the system does continue the strategic focus of the authorities will probably increase

as they begin to work together for a longer period of time. And they are working together through city deal I think it's has been partially because it's a newish arrangement that often has that kind of more local direction, but that will change.
#00:38:36-8#

I-EDUARDO OLIVEIRA WSL: Very interesting. I would like to come back onto the main issue report and I will explain you why and the new, the ongoing plan and the new one to what extent the ID32s holds the hands on the implementation of the plan? Because when I understood it on the issues report, you do a lot of research but to what extent do you go out there and see, try to get how the plan has been implemented in order to prepare the next one? How do you not control, but to what extent do you follow the implementation of the plan if you follow it or just let the local authorities to do it? #00:39:23-7#

B-ID32: We have to alongside the plan we have to publish a so-called action program. So the idea, again the idea of the action program came in with the 2006 new planning acts. And the idea of the action program is to do just that is to set out what needs to be done to implement the plan. Now there has been an awful lot of debate about the efficacy of action program programs because / #00:39:58-6#

I-EDUARDO OLIVEIRA WSL: The ethics? #00:39:58-5#

B-ID32: No the sorry, how effective they are, because again we can't look down the action program, so it's best, the people involved and implement the plan, the various agencies and so on they are down there with what you are leading on that action. You are going to deliver that piece of railway or you are going to deliver that development there. But all we are really doing is putting everything in one document, we don't have any authority whatsoever to go and confront people and say have you finished that yet or is really simply a sort of monitory device to sort of monitor how things are progressing. And that's really as far as it goes. I mean even in terms of costing some for the actions, the infrastructure needed to support the plan that we put into the action program it's very difficult to do that because it depends on how well you define a particular action and a particular project as well. So a very good idea in theory in practice very difficult to actually use and / Again because we don't

have authority, we don't have the power to make sure all these things happen.
#00:41:21-4#

B-ID32: I mean also just the local development plans are meant to be in place, produced within two years of the strategic plan being produced but because of resource issues that hasn't happened either. Only two of the six ID32 local development plans are now in place, that's Borders and Edinburgh. The other four are in various stages of production. So that implementation hasn't been as quick as envisaged, also we are just a monitoring statement alongside the main issues report which looks at the effectiveness of the policies and looks at statistical evidence to see what is happening and whether there / So there is that kind of monitoring procedure and we obviously then speak to our member authorities to check whether we think that policies and positions and strategies in the strategic development plan should change because they are or their implementation is not being effective.
#00:42:26-4#

B-ID32: The monitoring part is if you like part of that cycle, so it's great to say, but it's probably still on-site with the main issues report, it basically says well okay this is what we said would happen and what has actually happened. But I mean I have never done one, see variables in a lot of conversations. #00:42:45-2#

B-ID32: Well I mean that's the cycle of planning, so we begin with sort of monitoring feedbacks, surveys, analysis, plan and then you implement and you start planning again, so the analysis is plan. And I suppose it's that sort of cycle, sort of five years, five years the basis here. #00:43:05-5#

I-EDUARDO OLIVEIRA WSL: And during this cycle do you involve with sort of interest groups, key players, which entities are involved within this process or are making the plan? #00:43:20-7#

B-ID32: I mean they are all involved in different stages of the process. I mean I suppose it's different sorts of groupings, there is parts we call key agencies and Ivan who works with Scottish nationals there one of them they have like agencies of government covering issues in terms of the environment, water, flooding, transport,

build heritage and we sort of discuss regularly with them, it has a content and reply. Then I suppose there are some of the deliverers in terms of the development industry, we sort of consult with, we speak to them on a regular basis. And then I suppose it's your community groups as well. And so when we were preparing this main issues report as well but alongside the kind of the survey and monitoring we did that kind of a pre-main issues report sort of consultation, we put out sort of an online survey, we emailed everyone on our database asking some of the questions or some of the big issues to do with housing and flooding and transport and a lot of other issues that we thought might crop up. And we then used that to form the main issues report alongside the more sort of statistical evidence as well. So there was various levels of conversation. Your questions are focused on how do these bodies sort of engage? Often we tend to engagement with them quite separately so we don't tend to have meetings whereby where there is communities there, key agencies and developers because often we tend to find that people go into meetings with their own say agendas but points of view and sometimes they are reluctant to say those things if there is people from opposing or different groups in the room. So we tend to meet with different types of bodies generally separately as I think it's better to work out what people want to say, what they want to get out of that way rather than everyone meeting at the same time generally. #00:45:25-6#

B-ID32: Early on in the year we did have an event where we had house builders and local authorities and key agencies all in the same room. Well I mean how successful that was I don't know but it certainly didn't raise any problems. #00:45:46-5#

I-EDUARDO OLIVEIRA WSL: No, and during the process when we prepared the main issues report and we were wanting to be well, on our ten week period of consultations, we had lots of events where groups, people from all bodies were actually invited and that was really useful at that stage because I think people from community groups began to see what some of the developers or other people opinions were and vice versus. So we did quite a lot of events and there was one specific event we did even before the main issues report on housing which was open to all people, that was quite useful for getting feedback on what those issues were. But often when we have sort of specific internal meetings with people, they tend to be separate. Although what we might do is when our joint committee meets in kind of

a workshop session we might invite people from specific interest groups to come and speak to them. So Homes for Scotland have been a few times to speak to our committee about housing issues. The target specific groups to talk on civic matters. And we are having another meeting on Monday which Transport Scotland are coming to discuss our various transportation issues, so we tend to break it down by issue and then have specific meetings on those matters and invite the relevant stakeholders. #00:47:13-9#

I-EDUARDO OLIVEIRA WSL: That gives me a lot of information on how you try to get information to prepare the plan. And on the leadership side, I would like to ask to what extent the leaders within the ID32 authority how do they embrace the plan? Do they take it at the heart for the interventions or is something that, is there with a lot of strategic guidance also, but then they will try to do the things in their own way I suppose as if / #00:47:56-3#

B-ID32: There are very different levels of interest / #00:48:06-5#

I-EDUARDO OLIVEIRA WSL: I am trying to get the effectiveness, not understanding conflicts or / #00:48:12-4#

B-ID32: I think for a plan to be effective it has to have a high profile within, in terms of the decisions that are made within a local authority in terms of what money is spent on, what the priorities are and so on. And it has been a constant kind of refrain of planners that councillors and members in other parts of the council who we are delivering don't think too hard about local development plan on a day to day basis. And members get interested in what's in the plan, what and when a planning application comes in and people are objecting to it and then they are suddenly, ah - well we have to look at, well the plan says. But on a day to day basis planning does not have a high profile in local authorities. And in fact that is one of the key things that the planning review is trying to address in terms of the structure how local authorities work and in terms of how they decide where they are going to spend the money and where planning sits in the kind of the hierarchy of local authorities and where it sits in terms of some of the economic development strategies and so on, the local authorities take forward. Well and health strategy and transport strategies and

all those other things. So yes, that is a key issue because generally planning doesn't have that profile that perhaps it should. #00:49:47-2#

I-EDUARDO OLIVEIRA WSL: Got it. And does it do or does this attitude impact land use change eventually? What I am trying to clarify this question, the fact that you establish here a number of areas for housing land, the fact that the local authorities, they don't think too hard on the regional plan, does it really impact those areas or would you be afraid that those areas instead of being devoted to housing land they will be delegated to build a shopping mall, a new industry or something? #00:50:36-4#

B-ID32: I think most of the plans are due accord, but perhaps the reason is that they have through their influence in shaping this strategic development plan, that we as the local authorities effectively owe time, perhaps it is vague enough so that this document is then flexible enough to allow them to do what they want to do, a potential loophole. It's not site-by-site specific and it's not designed to be because we live in a time of economic change and upheaval and so if you have a very specific static document it perhaps wouldn't last that long so it has to be flexible for a reason. And also the UK planning system is a discretionary planning system anyway, so while the plan has a certain level of authority, there are other circumstances where you might move away from that or allow other forms of development in different locations or change that because of a change in circumstances. #00:51:37-9#

B-ID32: Our plans aren't zones. #00:51:40-9#

I-EDUARDO OLIVEIRA WSL: They don't have zones. #00:51:43-7#

B-ID32: No, so it's, although we identify allocations where certain development should go if you have a proposal somewhere else and say it doesn't conform with the plan, if you can argue that there is a lot of what we call material reasons why it should happen, then it can happen. There is nothing to stop it. So that's what I mean by discretionary. #00:52:08-7#

B-ID32: There has been a lot of cases that recently, because it has been housing, what seemed to be a housing land shortage around Edinburgh, a lot of proposals have come in for housing land in areas that are not identified for housing in both, this the ID32 and the Edinburgh plan, but they have been granted permission because this shortage of housing is considered more important than the plan designation. #00:52:42-3#

B-ID32: Yes, so Edinburgh recently, well it has not quite gone through, for a different reason, but Edinburgh council recently signalled that they didn't approve it because it wasn't the planning committee, but they, by a big majority approved a proposal for quite a large area to the west of Edinburgh, that wasn't in the Edinburgh local development plan and it didn't, it wasn't in alignment with this plan either because they decided that it would help meet the housing needs of the area. #00:53:24-7#

I-EDUARDO OLIVEIRA WSL: But in this context, the developer has to write down and justify this and that? #00:53:27-6#

B-ID32: But obviously, because there is so much potential profit in it happening that they put a lot of effort into making this a good argument. #00:53:38-0#

I-EDUARDO OLIVEIRA WSL: I see. That's quite clear and then we already, I have planned on one hour for this talk and now there are coming a lot of good things. One of the last questions is due to the fact that I often ask this question in other cases, we have city regions, Edinburgh regions due to the fact that Edinburgh is a capital city does it play a stronger role in the making of the ID32, does it try to influence you with the ID32 office in a stronger way than the other councils or everybody is equal? #00:54:20-5#

B-ID32: I wouldn't say it has got anything to do with it being a capital city, I think it's just because it's a big city. I think the nature or, I think that the fact that the government, much government is in Edinburgh, just the character of Edinburgh has got a lot of professional people there so there is a lot of people who are good at influencing things. There are groups of people that are very good at lobbying, very well-known lot in Edinburgh it's called the Cockburn association and they are an

association that, so it's not a non-governmental organisation, charity, but they, they would say they are looking after the built heritage of Edinburgh, the world heritage site and all the rest of it. So they are very important lobbying group in Edinburgh full of professionals and architects, lawyers and all the rest of it. So I guess that's something you can say about Edinburgh is that there are groups, lots of groups of professionals that are very well organized in terms of lobbying the people that make decisions. #00:55:38-5#

B-ID32: And maybe that's because it's a capital city and also because it's at least over the last twenty years been quite economically successful, made a lot less the last five or six, because it is the financial hub for the UK as well after London, Edinburgh is probably the most important financial services sector city in the UK. So it's different from other Scottish cities in that it is probably, given the oil price issues have affected Aberdeen, it's probably the most economically successful city in Scotland. So, therefore, it attracts a lot of development, land-valuers are here to buy, people want to move here so I suppose it's not in actual connection because it's the capital city, but extra pressure because it's an area people wanted to move to and develop to, but it's also, as I was mentioning, very constrained because there is lots of historical buildings in the centre, you can't just knock those areas and build blocks of apartments that are twenty stories high in the centre of Edinburgh. So there is a lot more kind of sensitivities to development here and that adds that pressure. There is a lot more development pressure and there is a lot more constraints, particularly around Edinburgh to development and that creates a tension, an issue that is difficult to resolve. #00:57:00-5#

I-EDUARDO OLIVEIRA WSL: Well, very clear. Unless you have some other elements, you would like to point out? #00:57:06-1#

B-ID32: No, I mean you have got some useful facts.

I-EDUARDO OLIVEIRA WSL: Definitely, we have covered a lot of things and this interesting cases also here with examples. #00:57:17-8#

B-ID32: So that's just to say that we are publishing that the new plan will go on our website in a couple of weeks. Actually, there is already a version of the new plan on our website.

B-ID32: Here on the frontage, I can send you a link to it, I have got your email address.

I-EDUARDO OLIVEIRA WSL: I printed some of this stuff before my trip to Dublin so two weeks ago, maybe less.

B-ID32: Okay, I can send you a link; see there is a draft version on our website.

B-ID32: We will send you if it comes out.

ID32 Edinburgh 22 september

BESTANDSNAAM INVULLEN	
Aantal minuten:	<i>62 minutes</i>
Aantal sprekers:	2 speakers
Taal:	English

ID33_Edinburgh_22_September

SP2-ID33: You were very well organised because you get in touch quite available which is great because quite often people don't get in touch until like the week before. So you gave us plenty of notice so that was very much appreciated. [01:10]

SP1-Eduardo Oliveira WSL: I've been collecting data since the last week of May. In different urban regions. [00:37]

SP2-ID33: Right. I cover the Republic of Ireland for the institute as well, although my knowledge of the Irish system...their situation is not as good as in Scotland because I'm only over there once a month, so here I'm...I'm here most of the time. [00:51]

SP1-EDUARDO OLIVEIRA WSL: Most of the time. [00:52]

SP2-ID33: Yeah but I can talk a wee bit about that as well if that's what...Have you got contacts over there as to who you're...? [00:57]

SP1-EDUARDO OLIVEIRA WSL: Yeah I met some people there. Like last week. So I came from Dublin last...two days ago. Yeah, two days ago. [01:05]

SP2-ID33: Sure. Ok to us fine, if you've talked to them, they are probably better placed to talk about it than I am, so that's great. [01:10]

SP1-EDUARDO OLIVEIRA WSL: Yeah then I called them and then in Cardiff I also have a couple of people to talk with. [01:21]

SP2-ID33: They're very, very busy and they're very, very short staffed. And there's an issue I think in Ireland with...there's new arrangements have come into place and it's three large areas which they're trying to do, and, I think the problem now as well is, it's so Dublin centric. And it means that strategic planning should be useful but it's not really thought about being useful, if that makes sense? [01:45]

SP1-EDUARDO OLIVEIRA WSL: Yes. [01:46]

SP2-ID33: So I think it's a political issue there with it. So, I don't know, yeah. [01:50]

SP1-EDUARDO OLIVEIRA WSL: Yeah. I've been talking with Paul Cardiff from the Cardiff Council, the person monitoring on transportation and site housing. So, back to Scotland... [01:59]

SP2-ID33: Sure, yeah... [02:00]

SP1-EDUARDO OLIVEIRA WSL: It would be great if you...we will start with all this additional background on the...mainly strategic spatial planning in Scotland. And also the creation of these city regions...if I can call creation, or constitution...or creation of these city regions in Scotland. Four city regions, if I am aware? [02:24]

SP2-ID33: That's correct. [02:25]

SP1-EDUARDO OLIVEIRA WSL: And then I am also aware that these strategic special planning prior to the strategic special plans call it now, Scotland was characterised by this, structural plans? [02:37]

SP2-ID33: Yes. [02:38]

SP1-EDUARDO OLIVEIRA WSL: We could perhaps point the devolution of the planning system and then we can go. [02:46]

SP2-ID33: Yeah, strategic planning in Scotland probably had its genesis in the nineteen seventies when we had a two tier local authority structure put in place which had regional councils...I can't remember how many we had, I think it was nine regional councils. And...I can't remember how many...so district councils they were called as well. And the regional councils were very large, almost the equivalent to Strathclyde which covered Greater Glasgow, down to Ayrshire, so and up to ? **Dumfries and Galloway** so it was a big chunk of the west coast of Scotland. You had the Loddins area which was Edinburgh, East Loddin, West Loddin and Middle Loddin. And you had some authorities...you had Fife, you had Aberdeen... [03:34]

SP1-EDUARDO OLIVEIRA WSL: Fife, yes. [03:35]

SP2-ID33: Yes, above. Yep, you had Aberdeen, or it was called Grampian which was Aberdeen, Aberdeen Shire and Murray Council which is just next to Highland. You had...I'm trying to think what it was called...Tayside. It was called Tayside area which was Dundee, Perth and Kinross, I think. And some...and Angus Council. And the Highland area was both a regional authority...was a regional authority with district councils underneath it. You had Dumfries and Galloway which is down in the southern parts. Sort of south-west, which again, that self, I mean it's not a single authority but it was a regional authority with a number of district councils below it. And suddenly you had the Scottish borders which was a single council and another district council below it. So...so and the way the planning function was split there, was you had, at the regional council level, you had this structure plans, as you see, which were meant to set that strategic vision for an area to deal with cross boundary issues amongst the district authorities. And to produce what was called a structural plan. And the structural plans...they vary in the size, content and style but they are there to give that strategic vision for the area. And we may have some examples in here or some of the old ones. The one which is probably seen as the most high profile would have been the Strathclyde one. Strathclyde at its time was probably quite a forward thinking regional authority. It was one of the first to try and think about economic and disparities...to try and balance them out. So they saw the structural plan as a key mechanism for doing that. And they used it as a basis to try and allocate resources for tackling poverty, as well as looking at environmental issues. [05:25]

SP1-EDUARDO OLIVEIRA WSL: Town creation? [05:26]

SP2-ID33: Yeah. Lots of things like that. So the structural plan was seen as quite an important document in the regional authorities' sort of portfolio. So they were well respected documents. And they were very rigorous documents. There was a lot of work went into building an evidence based form. Each regional authority had to publish what was called a regional report which provided that evidence base as to...that covers a lot of different things from economic situation to the

environment situation, social...lots of different things and that. And that became the evidence base. So they were meant to be built on a very, very strong evidence base. Come nineteen nineties, there was a change of approach and the local government in Scotland was re-organised. It was nineteen ninety-four, if memory serves me right. I was around. I'm showing my age. And what happened there is, there was a decision to move away from a two tier system to a single unitary authority system. So all the regional authority areas were broken up. And they're happy about politics involved with the regional councils, and at the time, and in the seventies and eighties, the very last, I think, virtually all of the regional authorities in Scotland were run by the labour party. And we had a conservative government, so with left-wing at the local government level and with right-wing at the conservative...at the national level. And that was UK because at the time there wasn't devolution to Scotland, I hope. So this politics tended to get in the way and that was one of the reasons why they got away from the two tier councils. And why they also tried to split up these regions. None of these regions, I think apart from Grampian, the Grampian region...no, actually Grampian Region...none of them actually stayed the same. They tried to tinker with them to make it look like there was something different. And what I meant was, there was a dilemma as to how do we still want to take strategic planning. So there was a compromise...not compromise, that's not fair...there was a solution put forward which would be regional planning...I'm trying to think of the name for them was now...regional planning committees at different regional levels. And they were mainly based in the city region areas. So it was...there were some in Ayrshire, some in Glasgow, they were in Edinburgh and Greater Edinburgh area. And they were set up to, again, deal with the cross border issues and told to produce the structure plan at the time which gave you that vision, that direction for the way things were going. Those bodies, those committees were made up of...it was different for each activity...but there was...each of them had a representative, a political representative from each council. And they were made to work in the strategic interest. And I remember at the time, I worked for the RTPI then...I've worked twice for the RTPI, so this was a long, long time ago when I worked for the RTPI...we were very worried about the way in which the committees would work because they didn't have a sort of statutory status. And they were hoping that everything would be done almost by consensus and negotiation and people would be mature and take out a strategic overview. [08:49]

SP1-EDUARDO OLIVEIRA WSL: To put an informal arrangement. [08:51]

SP2-ID33: Yeah, it's a good way to put it, probably much more informal. And we had suggested to the government that what they should do is establish a strategic board which had a formal entity and where people were obliged to think strategically rather than bring their baggage from their own particular area. [09:06]. It would be the RTPI. Yeah, I remember I was down...and everything was done by Westminster...and I was down in Westminster and involved in committees...we were providing briefing to MPs. But it never came about. The government didn't like it. And so, it just didn't happen. So the committees were established. There was then another iteration, which brings us to where we are now. And then, it was a 2006 planning act of Scotland. **new strategic development plans and strategic development plan authorities**. And they were supposed to be a different iteration of that and give a bit more status to strategic planning. They were statutory bodies, they were in legislation. There was a change in to the way in which they cover things. So there was a decision that there should only be four of them based around the core city regions. And in Scotland we talk about having seven cities. Although, I think in reality, we really only get four cities, of which anyone else would call cities as they're sort of quite

small towns I would imagine. So the four city regions were Glasgow, Edinburgh, Dundee and Aberdeen. And there were statutory and strategic development plan authorities established for them. Which again, brought together the constituent interest politically and an officer level as well. And they were tasked with tying up strategic development plans. And one of the key differences between the structure plan and the strategic development plan was that they were to be much more succinct, more vision-based and not go into as much depth and detail as the structure plans did. The structure plans were that size. They were big, big documents and a lot of detail. **And trying to establish a way forward for planning at a local level. Strategic development plans do that but now are a broader palette essentially.** And that's a general thing about development plans in Scotland is the feeling that they should become slimmer documents, more focussed, less policy based and more spatially and map based as well. So that's where we are now with the four strategic development plan areas. Each of are an authority, so they have an organisation which helps them to deliver the plan. And the only key difference was that the previous incarnations of the regional authorities and the committees, they had the power to call in planning applications. The existing SDPAs don't do that. There's no sort of development control, development, management side to it, it's all about the plan, and ordering the plan, and monitoring the plan. So it's very much a forward planning process. The four authorities in Scotland vary in scale and size. Both the geography which they cover and the way they're structured. Glasgow is the biggest. It's called Clydeplan - <http://www.clydeplan-sdpa.gov.uk/> . And it's got a team, I would imagine in the region of about nine or ten. Ah, yeah, around about that. And they set themselves as an organisation and they are chaired on a rotating basis by the nine authorities, I think, which it covers. So that's quite a complex area. Glasgow itself is quite a complex city. It's got big issues in terms of poverty and decline. And the surrounding authorities are in that. They're a real mix. Some are fully affluent throughout the suburbs. And from Glasgow, some are quite struggling as well in terms of deprivation. So there's a really complicated job there to juggle the demands of nine different authorities, as you can imagine. Always quite different viewpoints on things, all probably want something for themselves. It's a difficult job for them to do that. The SESplan - <http://www.sesplan.gov.uk/> you've seen, it's smaller, what four or five members of staff, something like that? [13:21]

SP1-EDUARDO OLIVEIRA WSL: I think three at the moment. [13:22]

SP2-ID33: Is it slowing down? I know somebody has just retired. Iain just retired last week. So it's smaller. But again, it's complex. It's got Edinburgh, as you know, East Lothian, Middle Lothian, West Lothian and the borders. Another interesting thing about the boundaries of the new strategic development plan authority, was the fact that in **SESplan**, you had part of Fife in it, so you were having almost their strategic plan, which was some of the things was a principle and a concept which we looked up a long time ago. Sorry, part of Fife in it was quite innovative at the time. And again, a mix of authorities with different demands. Edinburgh in many ways is about managing growth. The Clydeplan is about trying to promote growth. Glas...sorry Scotland tends to have an east-west split in terms of demand, growth and opportunity. [14:22]

SP1-EDUARDO OLIVEIRA WSL: A lot of different realities in these... [14:25]

SP2-ID33: Yeah. [14:26]

SP1-EDUARDO OLIVEIRA WSL: ...in these six councils. [14:27]

SP2-ID33: Yeah, oh absolutely. Absolutely. So yeah, so again different perceptions, different requirements, different needs. But that's strategic planning for you. Tayplan has got a team of about three...maybe two and a half now. And it covers - I think, has got the top half of Fife, Dundee, Kinross and Angus. So it's four authorities I think it covers. And again, Dundee is an area which is an exception to the east coast and it has over-struggled to try and get investment. That they've been very proactive and Dundee Council themselves has been very proactive in trying to change things. And they're reinvigorating the city centre. It's really, really transformational. But again, a mix of different perceptions and a different scale as well. The Tay Plan won the RTPI award in two thousand and thirteen, I think it was. We have a global awards and it was the winner. [15:30] They put a lot of effort in to how the document looked, how they project managed it and kept it very, very tight in terms of project management. And the final area is Aberdeen and Aberdeenshire. Two authorities and they have one member of staff. A guy called David Jennings. So David's responsible for trying to pull the plan together and I think he tries and pools the resources from each of the two authorities as and when he can use them and just be that staff or be information and evidence. So, quite a different scale again. And again Aberdeen...Aberdeen was the fastest growing place in Scotland for some time. It's slowed of late given the oil prices. [16:17]

SP1-EDUARDO OLIVEIRA WSL: The oil prices. [16:18]

SP2-ID33: And but Aberdeen was growing at a phenomenal rate. In many ways I think it was keeping Scotland economically out of the red to be honest with you. But that's slowed a bit as well. [16:32]

SP1-EDUARDO OLIVEIRA WSL: Yeah the pricing. [16:33]

SP2-ID33: So that's something about them. The other thing just to put into it, just to make it even more complex, I'm afraid, is you may know those...the government housing has had a view of the planning system in Scotland, which is ongoing. Those are the port published by an independent panel recently. And one of the things they have said is that, at a strategic level, they think we need to move away from producing strategic development plans. But we should continue to keep strategic development plan authorities, but they have to be, in their words, "re-purposed". So nobody's quite sure what that means, to be honest with you. Our response to that has been that we believe that there is still a need for strategic planning, but we think there may be opportunities from this re-purposing to better link the strategic development plan authorities and strategic planning generally with transport and infrastructure. Because there are regional transport authorities, previously, regional transport partnerships in Scotland as well, which are separate organisations. We've got a worry that they don't really talk to their strategic planning authorities. So there might be some way we can better connect them. And **SESplan** are doing some work on that just now with Cesstrans which is a transport authority. We also think there's an opportunity to link the strategic planning elements into economic development projects. And each of the cities in Scotland now are either have established or are about to establish what's called a city reaching deal. Which is a lot of money being given to them from the UK government and the Scottish government in Glasgow. So about a billion pounds for what's supposed to be transformation in projects in that area. And what happens is they have to plan these and build them and show that there has been the return on the gross value added on the economy. And then what the government will then give them the money to show because they have grown the economy. And the problem with them is they aren't that...or our perception is that

they aren't as close to planning as perhaps they should be. And our worry is that they actually won't be that transformational projects. They may well be...how can I put it...a list of projects which already existed. Which had been looking for money. Which have now got money. So it's not going to transform things as much as it should. And we think the reason for that is, is because this is very much is short term economic stimulus around that longer term approach we would take if planning was involved in it. So I'm sorry that was a very long and convoluted description where we came from and where we are, but it has shifted quite a lot over the last thirty or forty years. And it's still changing. Which is probably one of the interesting things about strategic planning, is it constantly evolves. And I think in some ways its status is probably waned in that period. From the strength of the structure plans and the regional authorities to the stage now where we'll have a conversation is to whether there was a need for a strategic development plan at all. So... [19:55]

SP1-EDUARDO OLIVEIRA WSL: But this comes from more the national level? This idea of... [19:57]

SP2-ID33: Yeah...um, I sup... [20:00]

SP1-EDUARDO OLIVEIRA WSL: Or the regional...this **SESplan** entities and similar, they are also trying to tell that eventually we have to reformulate the strategic plans? Or it comes from the national level? [20:14]

SP2-ID33: Yeah, it's...it's Scottish government which is perhaps pushing this agenda. That said, there may well be some local authorities who would probably now not have strategic planning as well. Well, nobody's come out explicitly and said that, but for some of them it might suit them to go their own way. Because then they can do what they want. And our argument is that that strategic planning label was important because, one, it allows you to make those difficult decisions which quite often can't be written on a small geography. Two, there's cross border issues that we need to think about as part of that as well. And...I think there's an optimal place I think we can actually make some pretty difficult decisions around things such as infrastructure. Where the infrastructure should go. And you can use it creatively to make sites viable again and to promote growth in certain areas. And, so, I think if we did give it a bit of a short-sighted...And I know, I got a committee I work with who are all members of the institute and we've been very strong on the fact that we need to retain strategic planning. There was a report, which I'm sure you're aware of, by Kevin Murray and Associates which was commissioned by the Scottish government. It reviewed strategic planning. It was published about a year or two years ago. I might actually have a copy it, print it off in my... [21:44]

SP1-EDUARDO OLIVEIRA WSL: I can also download it. [21:45]

SP2-ID33: Well, it would be on the website...it's on the Dublin website. It was commissioned by the then planning minister. I think it was Devit McCann was the minister then. And it was a feeling, this wasn't particularly by the minister, but there was a feeling by some that he was not a fan of strategic planning. He saw it to be another little that got in the way. And Kevin Murray and Associates and...I think it was Dundee University who done this report...and it said that we needed to keep the strategic plan authorities, there was a direct link to them with transport authorities, things I've been talking about already. And he pointed out that there used to be something like three hundred odd planners working in strategic planning. And back in the nineteen seventies when we had the regional

authorities. And now we worked out that we have less than forty. And there's a worry there, want to be the lack of resource to do such strategic planning. But also the lack of people who had that skill set and that mind set about strategic planning. And he was...the report says things...it's been interesting for them when they ask people and a local authority about the strategic plan. They didn't refer to it as theirs. It was as if it was something else. Well it should be theirs because they work with it and they deliver elements of it as well. And their local development plan should flow directly from that. So that's a very useful report. It's quite a thick report. But there was a host of evidence in that. They had done a lot of questionnaire work and a lot of interviews. And it's just useful. The Scottish government have never really fully responded to it. I think they did publish a response but it wasn't coming down on either side. So it's been caught up in this planning review. [23:34]

SP1-EDUARDO OLIVEIRA WSL: So in your opinion, the regional planning in Scotland is rather weak? The regional planning, or planning at the regional level is rather weak as the local development plans tends to be, to do whatever they think is better for their local areas? [23:51]

SP2-ID33: Yeah. I think it's probably symptomatic of planning in general. And that it has been sidelined to an extent. We're calling just now as part of the planning review for planning to be seen more centre stage. We're talking about there needs to be much more collaborative and corporate approach to planning. I think this is just a symptom of it. That said, I do think there are some real opportunities arising from the side, you know linking strategic planning to transport planning and infrastructure planning and to economic development through the city region deals. That could really give them that and participate in the status again. And people would recognise the value planning as well. So, I see new potential in it. Some people are really worried about it and just say it is not going to work. I'm maybe being a bit more optimistic about it. [24:46]

SP1-EDUARDO OLIVEIRA WSL: And your role and the role of the FTPI is to provide studies? Provide suggestions to **SESplan** authorities? Local authorities on how planning should be developed with it? [25:02]

SP2-ID33: Not necessarily directly to the strategic development plan authorities or local authorities. My job and my team's here, the job is essentially to work at the national level. So we try to influence government, we try to influence ministers, we try to influence members of the Scottish parliament, we try to influence other national organisations. We're charged with promoting planning for the sites now, town planning for the benefit of the public. So what we always have in our mind is what would work best? And not just what would work best for planners, but that should hopefully be the same thing. But it's for the general public. But for the public good. How could planning work for the public good? So, yeah our work is in trying to come up with ideas and solutions to that. We publish some research, we publish think pieces on different things as well. We're about to start a new phase of that given the planning review in the White Paper. We respond to consultations, we talk to ministers, we lobby MSPs, we pride them with briefing on things. So yeah, our job's to try and promote, one, the value of planning, but, two, what the planning system should look like to help the public good essentially. [26:18]

SP1-EDUARDO OLIVEIRA WSL: To inform your opinions you also go to learn from academics or other institutions or...? Well in trying to understand the knowledge,

what types of knowledge are involved in making of the plans within this case? In your daily job do you also listen to academics or...? [26:39]

SP2-ID33: Yeah, yeah, we...the way we work in terms of governance, is that we have what's called the Scottish Executive Committee. Which is twenty-five people. It's a big committee to manage. And they either represent a particular part of the planning profession. Or they're elected on to the committee by our members. So they bring a wide range of expertise themselves. We're very fortunate in that the committee, one is very knowledgeable and, two, they've got lots of good ideas and, three, they are very positive and constructive in how they try and do things. And fourthly, there's this mix of different people there who have different views about...we'll sit down and talk about it and then we'll come to making sense of it at the end of it. And we always reinforce this is for the public good as well. [27:37]. Well they don't have an academic on it just now. Which is unusual. And there's elections every year. I know there's at least one academic's looking to stand because the people go early to this month, the election people. But also it's part of my job and as...I'll talk to people. I need to take a flavour of what's going on. I need to get an idea of your thinking which might be useful as well. So I'll talk to academics, I shall talk to practitioners, I'll talk to developers, I'll talk to everyone and anyone. And that's important because we have a main workshop which is a real mix of academia, practitioners, the public sector, the private sector and the voluntary sector as well. [28:20]

SP1-EDUARDO OLIVEIRA WSL: Yeah I'm aware that you also organise quite a good number of events, or if you don't organise, you participate in them...? [28:25]

SP2-ID33: Absolutely. And that's...the other important thing too is, one, is to make sure that people are kept up to date with what's going on...if there's advances in technology or there's new legislation that comes in. But we can also use them as a means of trying to calendar reviews and get feedback on things. An example of that is, when the planning review was announced, we went to seven different regional chapters. Myself and my office so we went to each of those chapters within a period of a week between us. And talked about some of our thoughts of what we should be saying at the planning review. And got some feedback from people there as well. So then a useful means of having that conversation and a dialogue with the membership as well. So that's very important. It's vital that we...I can't just sit in this office and be called a policy, a policy lines up with myself as much as I would love to...I need to have a sounding board there. I need to have people there to get other ideas and have got more expertise in some things that I've got. My job is probably knowing very little about a lot of things. But there's a lot of people that got to know a lot about a small number of things. So I need to try and tap into that expertise as well as I can. And it's hopefully it tends to work. We also publish things like the Scottish Planner. I don't know if you've ever seen that? [29:49]

SP1-EDUARDO OLIVEIRA WSL: Yes, I would be interested in the Planner. [29:52]

SP2-ID33: It's generally a line up...and they are...and that's useful because one of the issues we've got in the institute is being a middle of UK and Ireland based organisation, is that much of our work focusses on England. Just because most of our members are based in England. Given the scale of things. So it's always an issue. I've got to make sure that Scotland gets its coverage as well. So one of the things we do is we publish this just for Scottish members. And this is generally about issues and planning in Scotland. And we usually team up around different things. And this one was around housing. And an example is, if you look

at the articles here, that's about Perth and Kinross, that's about Glasgow, that's about East Renfrewshire, and that's our Scottish planning consultant talking about some things. And that's the Head of Planning in Scotland talking about some things. So it's very much trying to get the Scottish perspective. [30:51]

SP1-EDUARDO OLIVEIRA WSL: So the diplomacy of the Scottish planning activity? [30:57]

SP2-ID33: Yeah, yeah, absolutely. And it's important because the planning systems across the UK, they're all moving in different directions. They've all got the same sorts of principles but they are moving in different directions. And I would argue that the Scottish planning system's the best. But I would say that, yeah? But I genuinely do believe that and when I look at their lists I think we are quite a step ahead. And I think there's a different context to planning as much as I was saying that strategy is under a bit of a cloud, under a bit of a threat, there is still a recognition in government about...the Scottish government...about the value that planning can bring. I think that's still there. Which is something we're really keen to try and continue to maintain. If you look to England, for example, that's not necessarily the case. Those are a different colour of government in there who just don't see planning as a useful thing. They see it as a barrier and bureaucracy. Whereas here, governments are a bit more left-wing which probably helps us with that, so... yeah, sorry, I digressed... [32:07]

SP1-EDUARDO OLIVEIRA WSL: No, that's all fine and then despite that do you think, in your opinion...and despite some challenge within these regional plans, Scottish planning still working quite well but some challenge I believe remain. What are the key challenges in terms of special planning in Scotland and in these city regions in Edinburgh, if you can imagine? I'm aware of the housing issues, but what kind of issues are at the current times on the table? [32:40]

SP2-ID33: Ok. Can I go back a wee bit first? I think one of the good things about the planning system in Scotland is that we actually have a very good framework. We have the National Planning Framework as well which... [32:52]

SP1-EDUARDO OLIVEIRA WSL: National Planning Framework. [32:52]

SP2-ID33: ...I think it's important and I have not touched on that. And that's got an important relationship with the strategic development plans and then the local development plans. So, for me there's a clear hierarchy there which I think works very, very well... [33:03]

SP1-EDUARDO OLIVEIRA WSL: And now after this day, for me, it is also quite clear. [33:07]

SP2-ID33: Yeah, well that's good. So that's useful and I have a key positive thing about urban planning. And in terms of the issues which we face, you're right to mention housing. I'm sure it's happening across the world but housing is seen as the key issue just now. We have been trying to show that planning is actually part of the solution to this. We published a manifesto just before the elections to the Scottish parliament in May. And with seven different asks in it, seven different game changes, we call them. And one was about to do things with housing. How housing had to become a priority. And how that was about, yeah increasing the numbers of housing we provide, but also how you do it in a well-planned thought out way which gives you quality and which was sustainable. And we'd been saying to the Scottish government that there's a need for them to take a bigger

role in this. And they need to start thinking about using their resources and their influence to make things happen. Be that, through providing infrastructure and investing in infrastructure upfront. To open up sites, or about trying to make sure that...I mean get the finance going into housing as well. I'll give you a copy of the manifesto if you want? [34:31]

SP1-EDUARDO OLIVEIRA WSL: Yeah sure. [34:32]

SP2-ID33: It just...it could be useful. Very closely linked to the housing stuff is infrastructure generally. [34:41]

SP1-EDUARDO OLIVEIRA WSL: Infrastructure in general. [32:42]

SP2-ID33: Yeah. And that's really an important thing at a strategic planning level. It's an important thing in Edinburgh, it's important. We're finding that because house builders in particular are struggling for cash. They...in the past they have been asked to provide some form of money on a build legal agreement where they would provide some, or at least put some money towards the provision of infrastructure. Be that a road, be that a new school, be that a doctor's surgery, be it a community facility. What came from Scotch government that planning authorities should be...the word they used was "proportionate". And how what they ask for. So there have been a bit of a point reached. Well, we're struggling to find out...or struggling to work out who we actually provide infrastructure. Because if the house builders aren't going to be able to do it, who's going to do it? And the public purse is pretty empty. So there's a real issue there about how infrastructure is going to be provided rather than just chocking houses up everywhere. I was actually watching the television last night and a thing which was about GPs were complaining about all these houses being built and they weren't being asked about it and it meant they couldn't plan for the GP surgeries or who their services would be delivered as well. And they have a point, to be honest with you. So there was a big issue about how we fund and provide infrastructure. And our argument's been that the Scottish government is going to have to prioritise it and take it out of its own budget. And it should be...Scottish government's now got powers to borrow and what it which it didn't have before, it should be using some of those borrowing powers to invest in infrastructure. Because you could get a return back on it if you use it well enough. It could open up sites where there's an increase in land value attributed to the new infrastructure going in which they can share some of the gains from. So it needs a change in mindset, of the Scottish government, a change in culture and a change in how they use their money. I'm not sure that they're ready for it yet. But we think that's important. And if you look to...I don't know, is Portugal where you're from isn't it? [37:03]

SP1-EDUARDO OLIVEIRA WSL: Yeah I'm from Portugal, yes. [37:04]

SP2-ID33: I get confused from...but if you look to Holland in particular... [37:10]

SP1-EDUARDO OLIVEIRA WSL: in The Netherlands. [37:10]

SP2-ID33: Yeah. They do a lot of red carpeting infrastructure and essentially providing service sites for developers. They get a higher quality of building produced, they tend to do it quicker as well because they've taken all the risk out of the system as well. And it doesn't cost them that much money. Ok, they get it a different time, it's late in the process, but they still get it. So we're trying to encourage

Scottish government to try and go down those lines. But we just think it's just now it's maybe quite a step change for them. [37:43]

SP1-EDUARDO OLIVEIRA WSL: Yeah, it also...that model also happens a lot in Scandinavian countries. In Copenhagen where they first provide infrastructure and then they establish the land use for housing, trade activities and so on. [37:57]

SP2-ID33: Yeah, yeah. It's that sort of thing. And it's...and we keep saying it's letting planners plan again. Because just now planners are reacting and track with the deals and individual sites. Whereas if we'd done it in a much more strategic way, that would be important. And that's where this strategic development plan site comes in. And that's been the big issue with the **SESplan** area. Because there are sites which could be opened up, but there's nobody to build the infrastructure to make it work. And that's where it becomes an argument of whether a site is viable in terms of finances are doing it when it's unviable. If it can be made to be viable by reclaiming the land or putting in the infrastructure which is required, that would help us all. But it's a big step. [38:42]

SP1-EDUARDO OLIVEIRA WSL: Thank you for all this commentary. I really appreciate. Two questions I have on my mind. One has to do...so, if the reason is to convince the national...the Scottish national government that they should look carefully to the housing and infrastructure, or I review that the regional plans and the local development plans they are...they have been less effective on completing or coping with this issue...housing issue, growing demographics and infrastructure, so there is a need to go to the national level to discuss these matters. How we can characterise the effectiveness of the regional plans and local development plans at this level? [39:28]

SP2-ID33: I think, to be honest with you, those are responsibilities at all levels. I think we've taken the opportunity to raise it at a Scottish government level because of the election. And that's where we tend to work at that level. But I think everything will flow from that national level anyway. Anyway it should do. We've got a National Planning Framework which is clear in terms of where infrastructure will go and Scottish government's investments follow that. That should make things easier for the strategic development plans and then subsequently for the local development plans as well. [40:03]

SP1-EDUARDO OLIVEIRA WSL: Facilitate the... [40:04]

SP2-ID33: Yeah, yeah, absolutely. The problem we've got at the national level, is not just the lack of resource, it's the lack of joined up approaches. There are a host of different strategies which the Scottish government have in place. Which are all good strategies in themselves. There's sometimes an issue as to whether they actually complement one another. Or sometimes contradict one another. And from a planning perspective, I think one of the things that we've been seeing is there's an infrastructure investment plan. And I...I'm not convinced that it relates in any substantial way to the National Planning Framework. And I keep asking myself, why is that the case? Because they should be. Essentially they're one and the same document in my mind. Because the infrastructure and investment plan...it's all about where they're going to invest their money on infrastructure. That should be part of a special strategy. [41:00]...and about what I said earlier on about planning being seen as a more corporate part of Scottish government and a more corporate part of local government as well. And then people start thinking in a more special way about things and look at the short term, the

medium term and the longer term as well. Going back to sort of local development plans and how they can help, there's some really interesting work in Dundee where they have been very, very creative in how they use their resources. They have used what's called prudential borrowing pillars which means they borrow from the state loans warden in the UK. At preferential rates. And they've used that. So they have borrowed and they've used it to build the infrastructure up within the city centre. They're totally redeveloping the city centre alongside the waterfront in Dundee. And they are now at a stage where they've parcelled the sites ready to go and they're marketing the sites. So the money they've invested should come back to them. [42:11]

SP1-EDUARDO OLIVEIRA WSL: Should come back, yeah, with a return. [42:12]

SP2-ID33: It's been quite a brave and quite a risky approach. And not every local authority has perhaps had that bravery or allowed to take those risks. [42:20]

SP1-EDUARDO OLIVEIRA WSL: Courage to do it [42:18] [42:22]

SP2-ID33: So Dundee's an interesting case study if you're ever looking for a city and is part of the Tay Plan stuff. It's interesting. [42:29]

SP1-EDUARDO OLIVEIRA WSL: Dundee they've been doing a lot of regeneration of...a lot of regeneration projects? [42:36]

SP2-ID33: Yeah, the whole waterfront area. It used to be just a lot of roads, essentially, and they tried to take a lot of roads out of the equation and they're rebuilding it. And trying to...the city centre used to turn its back on the River Tay. Now they're trying to bring it back into...and it's looking great. And they've got a very good director of city planning. A guy called Mike Galloway who's managed to facilitate this through the ten or so twenty years maybe that he's been there as well. So that's important that leadership as well. Other issues which are important...the other really important issue is resources. Resources both in terms of the numbers of planners who are around. We done some research last year which showed that in the last five years in Scotland, twenty percent of planning staff had been lost. Forty million pounds had been taken out of the system because of that. And the amount of money from a local authority budget that went to planning, on average, was zero point six three percent of the total budget. Which is miniscule. And we think that's actually dropped even further. In the figures that we've seen recently. So, there's a resourcing issue there in terms of having staff to build plans, to monitor plans, to build evidence based plans as well. [43:59]

SP1-EDUARDO OLIVEIRA WSL: The planning zoning [44:00]

SP2-ID33: And there's also an issue in terms of delivery. And planning when it was established in Scotland and in the UK, back in the nineteen forties...and it first really came to become a statutory service. We used to have a case there where your planning authority and local authority, it planned but it also delivered. Because it built most of the things that came out of it. These days, local authorities don't really build. [44:25]

SP1-EDUARDO OLIVEIRA WSL: Yes. They don't hold their hand on the documentation. [44:27]

SP2-ID33: Absolutely. So you're anticipating the private sector will probably do most of the building. And that makes things much more uncertain. And it's much more open

to fluctuations in the market and issues like that. And that's why we've suggested the Scottish government taking...and local government, taking a stronger role in trying to provide that certainty, provide that predictability and by providing the infrastructure which de-risks it for developers. Because it would suit the developers and house builders because they've basically got to serve the site. Which takes away all the issues which they have. So...well, most of the issues which they have. [45:11]

SP1-EDUARDO OLIVEIRA WSL: Yeah, because I'm also aware that there is no land zoning. There are no zones in the planning system in Scotland or Edinburgh from where I got the information. So when a planning application comes in, then the city planning department will make an evaluation. But these developers can indeed go through with a project and then build something in a certain area that eventually was planned to be something else. If can convince them about that. [45:48]

SP2-ID33: Yeah we have our, what we call plan lead system in Scotland. Which means that the development plans are the key measure of assessing a planning application. However, that said, if a developer can demonstrate that there had been some other, it's called, material considerations which have changed the context for that decision, that could be taken into account as well. So that means you can deviate from what is said in the plan. [46:15]

SP1-EDUARDO OLIVEIRA WSL: Yeah deviate. [46:17]

SP2-ID33: But there is a big discretion just now, as part of the planning review, is to will the system should be much more explicit and rigid, or if it should be much more flexible. [46:27]

SP1-EDUARDO OLIVEIRA WSL: And adaptive. [46:28]

SP2-ID33: Yeah. But my own feeling is that this proposal for the planning review that we have development plans are only published every ten years, or every five years, just now. And the reason behind that is to focus two years of it on delivering...or not delivering...producing the plan. And that leaves you eight years to actually deliver the things which are in it. And I quite like...I'm attracted to that. The issue of course is some people will say well, how are you going to have that flexibility to allow for changes and circumstances? And my simple minded suggestion to that is what we should do is monitor your plans every year. If you think there's a need to change it, you probably should have sought supplementary guidance which comes part of the plan, which changes it. I think that makes sense, but no one else seems to (laughs). So it's a dilemma, because I know other continent systems are much more rigid. And we don't tend to have that. And as you say, that sort of zoning isn't really what we do anymore. Although, one of the issues of that is a lot of development plans will tell them the big list of policies. And we are trying to get away from that. I think it's been more focussed on becoming sort of settlement strategies more than anything else. But yeah...but that's some of the things which is part of the review. [47:55]

SP1-EDUARDO OLIVEIRA WSL: But to all your points...are there any good or bad example of a project? If you are aware of having borrowed or could also be another city region in Scotland of a result of a well-planned area and a good process of implementation that has been developed in a coordinated manner with interests coming together? Are there examples of...I don't know, could be a

regeneration project for a new housing development, or a brand new housing developments? [48:32]

SP2-ID33: Yeah. I think maybe we do, despite what I've said, I think there are some good things happening out there. I've been involved in judging the Scottish awards for quality and planning over the last few years and there's been some great projects come out of that. One which springs to mind straight away is Glasgow hosted the Commonwealth Games in two thousand and fourteen. And part of the Commonwealth Games village was built quite close to one of the main stadiums. And a fairly poor part of Glasgow in East End. And that's been a fantastic way in which there was an area identified through planning, where planners worked with the developers, taking up a solution to things, where planners helped the developers to get through the different barriers and making sure there was water pipes going in to the place, there was electricity provided for it. And I think it's a fantastic looking scheme. Really good. And they're saying that it's becoming a catalyst for further growth in that rather impoverished area. So there are areas like that. Another key one which is a bit old, but still useful to highlight, is there's a place called Crown Street in the Gorbals in Glasgow, as well. The Gorbals was a notoriously poor and not a particularly nice area to visit. Just to the south of the Clyde. Just south to the city centre in Glasgow. And the sector was redeveloped. And they built in these system built tier...different...deck access housing which looked like they were partly built out of Morocco. It was quite a different climate in Glasgow. It rains all the time. So this certainly became damp. And they took the opportunities from that to revitalise that area along traditional lines of Glasgow, you're traditional...and parts of Edinburgh as well. Your traditional housing types are four **storey tenement** [50:34] with...within flats with back and front gardens. And so they reinvented that concept. And the key thing about it...and Mike Galloway who I mentioned out at Dundee was the project director for what it was called the Crown Street Project. And what happened there is one of the economic development agencies covered in Glasgow owned the land. So they essentially gifted the land. They created a master plan for that area which was very, very strong in what they were trying to achieve. Set up some very strong design codes and principles and requirements for developers. And they presented this when it was serviced land to the developers who all...in part of competitions actually. Bid to develop these areas. And that's a fantastic impact in that area. If you look back to what it was like in the sixties, it was...I would say, not a nice place to go to. Now it's a place, it's got a bit of aspiration about it. It's got a mixed community, there's a mix of people, poor people, different migrants all there as well. But again, very, very planned because using this master plan. And I said Mike Galloway was in that. And Mike Galloway after that went to Dundee and he's done the same thing in Dundee. So a very strong master plan. The master plan for the Dee Why front is nearly twenty years old and it's hardly changed. But it's been that driving focus for them to get something done. So there are good things like that. Yeah, it's just good planning is given its place. I think that's when it can be made to do something. There was a report which my colleagues at our headquarters in London published two weeks ago called the Value of Planning. I don't know if you've seen that? And maybe worth looking. Because it's a bit focussed on England but some of the principles are actually quite important in it. But it sets out what the value of planning is. And what benefits it can bring. And who we should be getting to do that. So it's a useful read...useful bit of background for some of this stuff as well. So...I can...I have copy of it here. No I don't. I do. [...searching for paper...] [53:05]

SP1-EDUARDO OLIVEIRA WSL: Yeah I can... [53:05]

SP2-ID33: You can have that copy if you want? I can just print it off again. [53:08]

SP1-EDUARDO OLIVEIRA WSL: Yeah for sure. Of course. [53:09]

SP2-ID33: There's a summary somewhere in there as well. [53:17] So...that was...to say...it was meant to be the different UK planning systems and it sort of ended up talking about the **English system** because that has the most issues. But there's references to the Scottish system in there. There's some case studies as well, but they're all in England. That's just something that I was following up with them around, but I thought there would be some Scottish case studies in it, but. So that might help as well. And before I forget, sorry [...searching for paper...]. This is a...I'll get you a copy of it...that's a Scottish plan. It might be useful to you. [54:20]

SP1-EDUARDO OLIVEIRA WSL: Yeah, yeah sure. [54:21]

SP2-ID33: That was one published just before the election in May and we asked the political parties to give their views on planning. And so five main parties. So that's quite useful. We have a copy of a manifesto in it as well which I'll get. I'll actually print a copy of before you go. And that's just another one we done recently. It's every quarter it comes out, which was on the planning review. And so we try and, as I say, cover different issues. And hopefully this is a useful background... [54:52]

SP1-EDUARDO OLIVEIRA WSL: Yes of course. I'm always glad to take these with me. [54:57]

SP2-ID33: Good. Ok. I'll get you a copy of the manifesto [...searching for paper...]. It's the sort of thing I just carry around with me all the time. So that's on the independent planning review as well if you haven't had it previously. And... [55:18]

SP1-EDUARDO OLIVEIRA WSL: And not all the places in Europe have such an institution producing such kind of materials with a lot of well-informed documents, which is, in my perspective, good for practitioners in city halls. [55:35]

SP2-ID33: It's...And I think it's as soon as I keep part of when people say, 'I'm going to become a member of the institute'. I think the first thing they do it for is so that they can get the status of being an active member and they can use that in their career. But I think the other thing they find it useful for is...and what I get from most of my members, is you need to be out there promoting planning and showing the value of planning. So I think we're trying our best to do that. **A lot of it is quietly behind the scenes just talking to politicians and officials. I can't tweet about it and I can't tell people about it.** And things I won't do. But so much of its, say quietly, but an example of that recently was with my Irish...to Ireland when the Irish Planning Institute as well. And they recently published a letter which they sent to the Minister which is fairly critical of what they did. And a lot of my members in Ireland said 'we should be doing that'. And I said, 'no, we would never do that', because what the Irish Planning Institute has just done with that is pissed off government officials and government ministers by going public on it. So people work behind the scenes and get...have the influence which we have much more quietly. [56:49]...I used to be a civil servant so I know how it works. And civil servants are incredibly important because they are the gateways to our ministers. They are the gatekeepers to ministers as well. And so I know the thing that annoys them and ministers most is something comes out of the blue which they don't know anything about and it makes them look stupid. So... [57:12]

SP1-EDUARDO OLIVEIRA WSL: Yeah, that is terrible. Of course. Yes. Yes. [57:14]

SP2-ID33: You shouldn't do that. Sorry, that's just a bit of... [57:16]

SP1-EDUARDO OLIVEIRA WSL: Yeah. We reached the one hour. The final last question is on the leadership side. You talk a lot with politicians, practitioners and lots of people...how leaders in Scotland embrace original plans and link original plans and how to embrace local development plans, do they take these plans at the heart of that? Daily interventions? Or the original plans is just something that they aren't aware of...if they aren't aware of it, it's something that exists with some guidance or, in your perspective, how do leaders embrace regional planning.

SP2-ID33: I...they'll use it when it suits them. And I think it goes back to what I was saying earlier on about planning is probably not being used to its fullest potential. And I quite often think that some of our political leaders and our officers and local authorities in some organisations, don't always realise the value of planning. And the contribution it can make to help them to achieve their own ambitions and their own aspirations. And so that's a big part of our work is to pursue them, that actually...did you see our strategic development plan and the local development plan? [58:33]

SP1-EDUARDO OLIVEIRA WSL: The value of plans [58:30] [58:34]

SP2-ID33: Yeah, they give you a roadmap to achieving what you want to achieve. They let you think about what the different implications and ramifications are if you do that. They let you think about what the different things are you have to think about as you make that decision. They should provide a much more sustainable economically, socially and environmentally approach to things. But it said...planning can actually be that solution, rather than be that what's seen as a negative or a bureaucracy type thing. [59:06]

SP1-EDUARDO OLIVEIRA WSL: A bureaucracy or blocking force or something. [59:09]

SP2-ID33: Yeah. So when I speak at conferences, what I always say, 'I became a planner because I wanted to make things happen'. And I'd be surprised if any members of the institute became planners because they wanted to stop things happening. And that's not what it's about. And people forget that. And in Scotland, ninety-four percent of all planning applications are approved. So we should be seen as a positive profession with positive plans which are about facilitating change. That's what we do. We facilitate change. [59:37]

SP1-EDUARDO OLIVEIRA WSL: And making places better, or... [59:39]

SP2-ID33: Yeah, absolutely. [59:40]

SP1-EDUARDO OLIVEIRA WSL: ...creating better places. [59:41]

SP2-ID33: Yeah absolutely. Absolutely. We call it...or I call it the 'place profession'. And we're there to create great places for people. And that's the message we're trying to get through. And so it's...and strategic development plans, local development plans are the key, key component in that. And they're really, really important. And the planning review, we've...I'll very quickly tell you...there's four things we've said are important in a new planning system. I mentioned the idea of a sort of corporate and clarity system. We talk about having a front loaded system. But we try and get much more of the discretion about what we want a place to look like in the future at that early stage. We want a positive fitting. Where everyone can

come in, they can contribute, they can influence, they can look at what the opportunities are, but they can also realise what the constraints are. And you can then try and come up with an idea of how you can deliver that as well. And create a dialogue to the life of the plan. And the life of these different developments. And that front loading is really important, we think. And it moves us away from a conflict based system. But people are already taking sides over the planning application. So we try and do that and that's more collaborative as well, as I say. The other thing, we want the system to be as more outcomes and delivery focussed. And so that's looking at how our plan's actually thinking about what the outcome should be. But also have a plan to deliver that outcome. So looking at how that can happen. I've talked a bit about that already. And so it's corporate, it's front loaded...and another one is resources. And it's not just resources for resources sake, it's about thinking about how planning can add value. And resourcing it there. And so think of it...development plans can add real value to what you are doing. So put the resource in to it. And so, that's the key plans that we've got as a...what we think our future of Scottish planning system should be like. [1:01:35]

SP1-EDUARDO OLIVEIRA WSL: Well, thank you so much for your time. [1:01:38]

SP2-ID33: Not at all. I hope I haven't just rambled on too much and not answered any of your questions. [1:01:42]

ID33_Edinburgh_22_September

BESTANDSNAAM INVULLEN	
Aantal minuten:	<i>79 minutes</i>
Aantal sprekers:	3 speakers
Taal:	English

ID34 Edinburgh 23 September

SP1-ID34: I thought a very good way to start...this is just a suggestion, Eduardo... [00:04]

SP2-Eduardo Oliveira WSL: Yeah, feel free to. [00:06]

SP1-ID34: ...is that Greg Lloyd tells you a bit about the background to strategic governance thinking in Scotland... [00:13]

SP2-EDUARDO OLIVEIRA WSL: Yes, that would be good. [00:15]

SP1-ID34: ...because it's unique (laughs) and probably set the train for thinking, didn't it Greg? [00:21]

SP1-ID34: Ah, yes, it did actually. I mean, we have written quite a lot about it, so I can give you the references and the literature, and so on. But essentially, the politics of Scotland, is very much a cooperative one. Always has been, you know, and that's deep in the soul, as it were. Not always a hundred percent ideal or perfect, but it's there. And the emphasis on strategic thinking became evident, well, after the second world war...Deborah, we talked...you and I talked about the regional planning initiatives... [00:57]

SP1-ID34: Yes. [00:58]

SP1-ID34: ...that were developed after the second world war. Because it was recognised that the cities needed their regional hinterland. And the consistency of the governance arrangements, though, wasn't always perfect. Now there were some instances where, you know, there was a formal sort of relationship set up to be able to talk about it, but the system of local government that we had, was very, very fragmented. There were some instances where there were strategic thinking...became very evident in the north-east of Scotland based on Aberdeen. Up until the late sixties, Aberdeen was the worst economically performing city, I think in Britain. It had the highest rate of out migration of any city. There was nothing there. And all the local authorities around...and there were lots of small ones...actually came together and they created a framework where they were going to concentrate what investment opportunities they had in the certain corridors. And all the local authorities agreed that, yes, those that are falling in the corridor would benefit. In the longer term, the others will support them, hopefully there will be spill offs. So that way of strategic cooperative thinking was quite interesting as an informal form of governance. Then, I suppose the next biggest, Phillip, to strategic thinking was in the seventies when North Sealand gas was discovered, and I think that is actually very important...suddenly local authorities had to face up to the, well, on this seaboard, the onshore impacts of offshore oil, rig building yards, service vessel things, natural gas reception terminals, oil landfall sites...now, they had never dealt with this before. You know, as regulators of land use. And so they went to the Scottish, the then Scottish office, before the devolution, and said, 'can you help us?', and the Scottish office produced what it called National Planning Guidelines. And the National Planning Guideline was a national Scotland-wide set of priorities for that particular issue. And it actually said, 'this bit of the coast, can't go near it', 'this bit

of the coast, you can put your development'. And it served, if you like, a strategic national plan. And that way of thinking then developed... [03:35]

SP2-EDUARDO OLIVEIRA WSL: Inspired the other. [03:36]

SP1-ID34: ...Absolutely. It was brilliant. And then they began to say, 'well, what other planning issues are causing problems for local authorities?' And it was things like the use of agricultural land. [03:46]

SP1-ID34: Skiing. [03:48]

SP1-ID34: Skiing. Out of town retailing centres. And they began to produce this way of strategic thinking. And Scotland, I think, has always had a sympathy to that. Hence the national planning framework. Hence the four strategic development plans, for the four cities. So there's a long narrative as it was in a way. It's deep in his...it didn't happen in England as much. There were pockets of it. And it didn't happen in Wales. And it certainly didn't happen in Northern Ireland. [04:19]

SP1-ID34: Well we like to stress this because it seems to be an overlooked point. You know, that Scotland was innovating with these strategic policy ideas. And I guess to jump to your question about spatial planning, I think in some ways my understanding of spatial, would be that it was less sector specific. So less coastal, skiing. And much more integrated as a way of thinking. [04:50]

SP2-EDUARDO OLIVEIRA WSL: Housing plan, transportation, economic. [04:52]

SP1-ID34: Yep. So trying to bring it together. But, it's actually been very slow in trying to get land use planners to move away from that sort of sector specific, almost chapter based ideas. So what they're trying to do, it seems to me, more recently, is to stress, you know, for example, through the National Planning Framework, they're trying to suggest broader themes. And I don't know whether Craig or the others talked about it, but something I would advocate following up is another N-P-F acronym, which is the National Performance Framework. Which you may not have heard about, but which from me is now an overarching world leading strategic way for the national government to organise policy thinking around outcomes, and specifically, well-being outcomes. So there's a really, I think, innovative way of trying to think about strategic issues in more integrated, holistic, joined up ways which, hopefully, will progress thinking to make it much more outcome oriented, rather than sort of sector specific, or numbers of jobs, or numbers of units. It's a different way of thinking. So it's the National Performance Framework and it links, since about two thousand and seven, to the Scottish government's overarching purpose for Scotland. And it's a political agenda, if you like, which is around all of Scotland flourishing through sustainable economic growth. And that's one of the big things that's driving every policy area, whether it is land use, planning, or community planning, or health, or police, or education. So that's sort of book-ended a little bit... [07:10]

SP2-EDUARDO OLIVEIRA WSL: Its performance. [07:11]

SP1-ID34: ...what Greg's talking about, you know, the strategic policy, the national planning guidelines which would have been, you know, like the nineteen seventies right up, if you like, to two thousand and seven, which is when this national performance framework and this well-being flourishing agenda was being promoted around outcomes. So these are not interchangeable words. They are highly sophisticated terms. But Greg, I thought it also might be interesting just to

do a quick mapping of the political context which has, you know, which has changed. And I don't know whether you want to do social democratic new liberal, but there's something about...we can't abstract the ways that governance was being framed without understanding the political contexts and the...Greg's an economist. So did you want to say a bit about that? [08:09]

SP1-ID34: Well, I mean, devolution happened in nineteen ninety-nine, and it created the Scottish government and the Scottish parliament. And initially it was influence very much by the politics, was the third way Blair... [08:27]

SP1-ID34: Tony Blair. [08:29]

SP.: ...Tony Blair's. They based in Westminster, initiated devolution. And the first Scottish parliament, if you will, and the government was run by the labour party and the liberal democrats... [08:45]

SP2-EDUARDO OLIVEIRA WSL: It was a coalition. [08:47]

SP1-ID34: Yeah, it was a coalition. [08:47]

SP1-ID34: Well done! Oh you've done your background reading. (laughs) [08:50]

SP1-ID34: And then what happened through the subsequent decade, was that there was this increasing turn to the Scottish Nationalist party. And since about two thousand and seven, we've actually had a majority based, you know? Now, what's interesting about that, is that the Scottish National party is quite top down, it's quite authoritarian and it's very driven by the economy. [09:19]

SP2-EDUARDO OLIVEIRA WSL: Alright. I understand. [09:20]

SP1-ID34: Ok. Because the question marks over the Scottish economy are related largely to the price of oil, which is down. [09:27]

SP1-ID34: Fishing. [09:28]

SP1-ID34: Fishing. Which is in trouble. It doesn't want...it didn't vote for Brexit, right? [09:36]

SP1-ID34: Scotland didn't vote for the... [09:39]

SP1-ID34: So the Scottish national party, in charge of this country, are very aware that they got to get the economy right to create the resource to be able do the things that...because it's also set out a very innovative social agenda. So, for example, Scottish young people don't pay university fees, unlike in England. Care for the elderly is free. You don't pay for it. And there are all sorts of other little, kind of in social goodies wrapped up in there. So they need the money. And so the Scottish government is...ah, what's the word...committed to running a very tight economy. Now, I disagree with Deborah. The National Performance Framework is, I think, an authoritarian form of control over public spend. Ok, because I think... [10:30]

SP1-ID34: I could add to that. I would agree with that. But it doesn't take anything away from the National Performance Framework. But it is, yeah...measurement. It's about where it's measurement and indicated... [10:40]

SP2-EDUARDO OLIVEIRA WSL: But does it support any kind of investment? Does it...? [10:43]

SP1-ID34: Well it's...but yes...I mean basically what the Scottish government is trying to do is to ensure that the government machine, the governance arrangements are so efficient and effective, it releases resource which then can be dedicated. The National Performance... [10:54]

SP1-ID34: Can I just say one thing... [10:55]

SP2-EDUARDO OLIVEIRA WSL: So that's the point of the well-being again then. [10:57]

SP1-ID34: Yeah. [10:57]

SP1-ID34: But can I just say, I mean one thing I think to say if we talk about just that National Performance Framework, community planning as opposed to spatial planning... [11:05]

SP2-EDUARDO OLIVEIRA WSL: But no one mentioned to me before this National Perform... [11:08]

SP1-ID34: That's what I don't understand. [11:08]

SP1-ID34: Because the...yeah, I think I... [11:11]

SP2-EDUARDO OLIVEIRA WSL: You're not Craig McLaren [11:12]

SP1-ID34: I'm sure not because they can't see the wood for the trees because he, well, forgive me Craig (laughs), but he's sector specific. He's defending a professional body which is about planning... [11:24] Alright. Whereas, what happened when the National Performance Framework...which is growing, it's an evolving tool, it's...the Scottish government would be the first to say it's not ready yet and this is a difficult thing to do and...all the criticisms of what gets measured, gets done and, you know, those problems. If you want to follow up some ideas, the Carnegie trust is another good area to follow up. Or...I'll think of some other ideas. We can always follow up with an email with some other ideas. But... [12:00]

SP2-EDUARDO OLIVEIRA WSL: Yeah sure. [12:00]

SP1-ID34: ...prior to the thinking about the National Performance Framework, Greg, was that funding was dedicated to specific areas. So, I don't know, parks and leisure...I don't know, social work, education, for example. Whereas the freeing up of local government funding and finance has been enabled by the National Performance Framework as, in part, because local government can now spend their money in a way that they want. And a focus on well-being outcomes is intended to bring different parties to the table, not just local authorities, but the police, public health...whose boundaries, administrative boundaries, straddle governance boundaries, the thirty-two local authorities, and says, 'ok, we want you to pull your budgets. We'll share our money because we're trying to make this place healthier, greener, safer...' [13:11]

SP2-EDUARDO OLIVEIRA WSL: Better to live, to work. [13:11]

SP1-ID34: Right. [13:12]

SP1-ID34: Yeah, yeah. [13:13]

SP1-ID34: But the police would turn 'round...I find it so exciting...the police will turn 'round and they'll say, 'actually, we don't want to be dealing with the crime statistics. That's at the end of the pipe. You know, if there were better education or better leisure facilities for young people, maybe they wouldn't be creating the crime in the first place.' Now, I'm being very idealistic about this...which Greg doesn't like that because he's a gloomy, dismal economist, but we just see the world differently (laughs). And equally, this is being driven very much by public health. Because again, we have an ageing population, we have an obese population. So doctors and nurses giving people pills is not the solution to the problem. Spatial planners have to be thinking about green parks and cycle paths and... [14:07]

SP2-EDUARDO OLIVEIRA WSL: It is very interesting. [14:08]

SP1-ID34: Yep. So we have to be thinking about the problems in different ways. So the presentation I've just done around sort of community planning and well-being, stresses the fact that instead of thinking about the policy cycle as the problem, so what do we need...like more housing, or whatever, you think of the outcomes and the budgets and the resources and how you are going to evaluate whether you meet that outcomes first. And you do that collectively, holistically through collaborative governance. So sort of perhaps a **Healey** term that Greg might not like (laughs). We're just working in a different way. He's much more sceptical (laughs). Two for the price of one, you see. It's good. [14:53]

SP2-EDUARDO OLIVEIRA WSL: Yeah, it's good way of this...you can share a lot of ideas and come with a critical thinking and so...and you've got a lot of papers that publish it. [15:06]

SP1-ID34: (laughs) [15:06]

SP1-ID34: I think, I mean, I think we are in a very confused world, Eduardo. I think there's a big question mark in the UK as a whole that, you know, we've had neo-liberal thinking for so long. You know, since nineteen seventy-nine. Then Thatcher came to power and then we had John Major, a conservative, and then we had Blair and then Brown. And they pretended they were doing something else. They weren't. I mean it was all, you know, it was the iron fist and the velvet glove. And then we've got this bunch of clowns running Westminster who, you know, they have no economic literacy or understanding. So they just picked up this idea of neo-liberalism and they just apply it willy nilly. [15:54]

SP2-EDUARDO OLIVEIRA WSL: They all seem to be a bit lost in the job. And I'm looking from outside and I don't know much about... [15:59]

SP1-ID34: Yeah, it's awful. And at the moment now, I mean, a lot of writers are now saying that neo-liberalism is so well entrenched, it's become normalised. [16:10]

SP2-EDUARDO OLIVEIRA WSL: Which is...mm. [16:12]

SP1-ID34: Right? Now, if you add another layer on top of that, which is this particular set of clowns, have gone through austerity. So, you know, they say, 'well the free market will deal with it, we rely on trickle down...so one little boom, because all the goodies will come out'. Yeah, give me a break. I mean, when is it going to come up here? [16:32]

SP1-ID34: Well yes, well... [16:34]

SP1-ID34: Edinburgh's doing the same damn thing actually. But sorry... [16:36]

SP1-ID34: Can we talk about in... [16:38]

SP1-ID34: Wait a second...sorry to...But the point I'm going to make, Eduardo, I think is...and this is the confusion. Is that, at one level, there are lovely, lovely things going on where planners and economic development people, they're doing things... [16:50]

SP2-EDUARDO OLIVEIRA WSL: And they come together to make place better, or... [16:53]

SP1-ID34: Yeah. But then you've got this neo-liberal dampening it. And, you know, then there's the contradictions. So, my concern is that neo-liberalism in London, let's say, is permeating into Scotland. It's, it's...Scotland is traditionally social democratic and corporatist. And it's resisted neo-liberal thinking quite a lot, but now it's beginning to come in. So, for example...and I'll shut up now because then I'll...because it's...I can feel a rant coming on and I mustn't. But... [17:26]

SP1-ID34: Coming on? It's started (laughs). [17:30]

SP1-ID34: The...are you aware of the Root and branch review of Scottish planning system - <https://careers.peterbrett.com/root-and-branch-review-of-scottish-planning-system> ? Of the planning system in Scotland? [17:35]

SP1-ID34: Hopefully Craig...Well you're calling it that. [17:36]

SP1-ID34: Well, that's what it was called. That's what the government... [17:39]

SP1-ID34: That was the spin that was put out at the time... [17:41]

SP1-ID34: No, it was called a Root and branch review of Scottish planning system, Deborah. There was a Root and branch review of Scottish planning system set up of the planning system, the planning legislation in Scotland, which was only introduced in two thousand and six. [17:52]. The Root and branch review of Scottish planning system was set up late two thousand and...what are we sixteen...late two thousand and fourteen. And it investigated what was going on... [18:03]

SP1-ID34: Fifteen, fifteen. [18:04]

SP1-ID34: Fifteen... [18:05]

SP1-ID34: It was only last year, because it was only just reported. It was a quick and dirty six months... [18:09]

SP1-ID34: No, I think it was set up in fourteen and then it got going in fifteen (2015). That was the thing. First question they ask, in the review, 'do we need development plans?' [18:18] 'Do we need development plans?' "Hello?" "We have a plan lead system. Do we need development plans?' And the jury is still out because the review recommended the abolition of the four strategic city development plans. They... [18:37]

SP1-ID34: It's available online. It's available online. [18:40]

SP1-ID34: We'll send you the reference and everything. [18:42]

SP1-ID34: The response...the response system is so vague... [18:44]

SP1-ID34: it's still working through it. Still working through it and I there's going to be a lot of anger. [18:48]

SP1-ID34: Well there's a few things, Greg, that I felt that we ought to have set up by way of context though for understanding strategic thinking in Scotland. Which was also saying, wanting to say that, I don't think we can abstract strategic spatial planning from local governance. You know, it's all political. So I think the first review of local government boundaries in Scotland was nineteen seventy-four? [19:19]

SP1-ID34: Yeah. Yeah. [19:22]

SP1-ID34: And that involved some strategic thinking at the level? [19:26]

SP1-ID34: Well it created. It took hundreds and hundreds of small, what they call, burrows. Burrow councils here. It was awful. Like the Cantons in Switzerland. You know, that type of thing. And in nineteen seventy-four, this wasn't working. And a review introduced twelve regional councils. And within the twelve regional councils, fifty-three district councils. So the Tay region was set up. And within the Tay region you then had Dundee City Council, Angus Council, Perth Council. The Grampian Region was set up based on Aberdeen and the other local authorities around it, and so on and so forth. There were twelve. And the islands, the western and northern islands were also councils. And within those...within those regions, they published what they called a regional report. And the regional report simply said...this is before they got in to land use strategic thinking, or spatial...and the regional report said for the twelve...and they had to produce it within twelve months... 'what's the issue? What the agenda in your region?' So Aberdeen, for example, was able to say, 'our problem is managing economic growth pushed by the oil industry.' We're got high immigration. We're got a housing shortage, you know? How do we find the infrastructure? We're booming. This poor place and Glasgow had to say, 'we're an important industrial city, unemployment, drug dependency, alcohol dependency, child abuse, blah, blah, blah, blah, blah. And...but the beauty was, the twelve reports captured the state of the Scottish economy. In terms of governance, which **I know is Deborah's big thing**...in terms of governance, however, Grampian and Tayside never spoke. Because this is declining, that's booming. And Grampian didn't want to say, 'well, we'll share it with you'. Yet, the industry in North Seeland gas...Ridiculous. So it's the difference between the theory of strategic planning in Scotland...and I spoke to them for nearly forty years of my academic career...I've always been the great advocate of the strategic approach...sorry, of the Scottish approach to strategic thinking, but the reality is... [21:59]

SP1-ID34: But it's also happening, you know, those arrangements weren't happening for spatial planning. I mean, they were influenced by strategic thinking, but spatial planners have to operate in that political context which is about local authority, boundaries and administration. So that arrangement was set up in nineteen seventy-four, so lots of innovation, ideas. You know, we worked with those...we worked within that framework and then the next reiteration, or the next iteration, was nineteen ninety-six, I think. When, again, there's a re-configuration of the boundaries. So, you know, I would be interpreting that as sort of continuous learning, reflection, economies of scale. But then the governance arrangements

changed again in nineteen ninety-six. But of course, you know, the people who are working in councils, the players, the actors involved, the networks they have are all sort of disrupted again because people are, you know, having to work with adjustments for those boundaries. So, you know, people might have been producing plans or policies, Greg, which were then, you know, they had to be re-configured again in nineteen ninety-six. [23:11]

SP1-ID34: Yeah. And by nineteen ninety-six, you see, I would take a simplistic argument that neo-liberal thinking, although we didn't call it that, supply side thinking, had begun to have an effect. So, just as a personal anecdote, in nineteen ninety-six when the new authorities came into being, I was actually working in Dundee University, I was in the School of Town Regional Planning. And we were contacted by the...by Tayside Regional Council which was just about to break up into Fife over there...ah no, that was part of it, sorry...Angus, Perth and Dundee. The three authorities were going to become their own autonomous groups then. And we were approached by Tayside Regional Council and they said, 'would you be willing to host in the School of Town Regional Planning, the strategic analytical, statistical unit? Because we're going to have it broken up into three separate parts'. Network economy of scales, agglomeration economy of scales suggest that that wasn't going to work. And they came to us and said 'would you like to run it?' And we looked into it and we thought, yes, we can do this because we'll have...we could employ people and then when the three local authorities then became independent, if you will, they could come to us and say, 'could you do the employment forecasting? Could you do the unemployment...?' You know, and all the rest of it. And we could have built up a wonderful team. The planners for all that...I can remember them...hours spent discussing it, you know? And getting copyright things sorted out, transfer of computers, you know? And I was really excited about it. I thought this is going to be a wonderful 'town and gown' sort of initiative. And it went to the politicians and the politicians said, 'what's Angus is Angus. What's...' And they ended up with three small... [25:00]

SP2-EDUARDO OLIVEIRA WSL: Unities of... [25:02]

SP1-ID34: And they can't do it. Dundee, actually was the better off. It's got a very robust forecasting sort of entity here. But that's the difference between in theory it could've been wonderful but the practise was... [25:16]

SP1-ID34: And it's hard because it is about professional domains and actors and people. But I would say that in the Dundee City Council area, you've had people working here for forty years and they've stayed with this place and they've tried to work with this place... [25:34]

SP2-EDUARDO OLIVEIRA WSL: They know the reality of it... [25:35]

SP1-ID34: So there's a lot of, 'oh, well, you just need to speak to so-and-so and so-and-so...' And everyone will be on first name terms and, you know, that's very important within the council area, alright? So we've brought you up to nineteen ninety-six, as Greg said, nineteen ninety-seven when Tony Blair was elected, so at the point, we've still got the Scottish office. So within the UK governance arrangements, if you like, Scotland is still, if you like, semi-governed by Westminster because Westminster holds powers over the four nation regions, let's call them. And but planning was always a power that Scotland had and regeneration. It would be things like foreign affairs would be a reserved power with Westminster. But nevertheless, there were still some sort of control. So, as Greg mentioned, devolution then in nineteen ninety-nine was critical in terms of

enabling Scotland, Wales and Northern Ireland to re-think their governance arrangements...planning is part of that. And so it lead to reviews across the UK, including in Scotland, looking at the reform of planning and the reform of public policy. And in two thousand and three, there was local government legislation relating to community planning. So that was really about this integrated serviced delivery of which planning was part. Because people were saying, well if we we're going to be thinking about different policies in a more strategic way, this is within local authorities, we need to be engaging all the Different sectors. And Greg, you were really involved in that. That was sort of part of regeneration. In parallel, unfortunately, there was a review of land use planning. So now, slightly blinkered way... [27:31]

SP2-EDUARDO OLIVEIRA WSL: But was it local or regional? Local or regional? [27:33]

SP1-ID34: The whole level. [27:33]

SP2-EDUARDO OLIVEIRA WSL: The whole level? [27:34]

SP1-ID34: The whole level. So in two thousand and six... [27:37]

SP2-EDUARDO OLIVEIRA WSL: Three. [27:37]

SP2-EDUARDO OLIVEIRA WSL: Two thousand and three is community planning legislation. Right? So that's, if you like, regeneration, community governance, all public services, right? With this idea of having a vision for neighbourhoods and more community engagement, right? And then, if you like, in parallel, making occasional, very frightened references to this new kid on the block, community planning, the land use planning system was being investigated. And there were a lot of reports. You know, is land use planning working? Well, Greg, you and I...we wrote lots on that whole process of data collection around how should we manage planning. Down to the level of permitted development rights, up to, sort of strategic level. So in two thousand and two, there was a review of the cities. It was sort of a state of the cities report which was very, very important looking at the cities in Scotland as part of the millennium...Sterling became a city, Inverness became a city and Perth became a city. So, you know, there are, you know, we can't tell you everything in an hour of, you know, the different layers of this sort of city regional debate. So there were more cities but the four key cities remain. But in two thousand and two, there was a...I think it was two thousand and two, two thousand and three, there was a review of the cities and that basically described the jewels and the duals. And the jewels, the cities that were working were Edinburgh and Aberdeen. And the duals, those sort of cities that were really struggling, were Glasgow and then Dundee. And they were seen as having a catalogue of issues around under employment, poor health, wasn't it Greg? I mean all the statistics that were difficult for the city... [29:43]

SP1-ID34: And interestingly, in the referendum, to become independent two years ago, Glasgow and Dundee voted 'yes'. They were the only two parts of Scotland that said, you know, 'We want to be away. We don't want to be part of England.' You know? So again, the politics reflect a political economy and an industrial... [30:03]

SP2-EDUARDO OLIVEIRA WSL: And people's feelings, maybe, or their state of mind... [30:09]

SP1-ID34: And actually, for this region, the Tay Region, if you will, the interesting thing at a party political level, is that this city is very left wing because of its industrial powers. Angus up there, very rural, tends to be conservative. Perth, down there, quite well to do, thank you very much indeed, tends to be conservative. North-east Fife, however, tends to be sort of liberal...liberal kind of thing. This city is the red city. You know, it's different... [30:44]

SP1-ID34: Oh, and Glasgow. And Glasgow. [30:46]

SP1-ID34: And Glasgow would be. But this is, you know... [30:48]

SP1-ID34: But I guess in terms sort of trying to keep a track on sort of the governance and these different strands, it seems to me that since, let's say, nineteen ninety-nine, there have been a lot of like innovative things happening in parallel. The review of the cities, the story about community planning, the reform of land use planning. Not to say about education, local government boundaries and everything else. I mean, everything, all policy areas. Everything up for change. Independence agenda being discussed, devolution allowing lots of innovative policy thinking. And so, one track, if you like, the cities review said, 'we need to focus more on the cities and how can we be more competitive?'...City regions, people started thinking about Patrick Geddes. They were even citing Patrick Geddes because he is a Scot and sort of saying 'we need to be thinking more about the city region, town and country', that sort of thing. That's all quite important. And the reform for the land use planning system, as Greg said then, lead to the two thousand and six planning, etcetera, Scotland act. Ok, two thousand and six, which introduced these tiers, the hierarchy of planning in terms of national development, major development, minor development. In terms of the National Planning Framework, strategic plans for the city regions and local plans. And then below that, these sort of neighbourhood plans, community plans cutting across with community planning. And people then sitting back, taking a more, if you like, strategic overview...I'm using the word 'strategic' loosely. Sort of saying, the trouble is, we're not joining up all these different sectors, all these different plans. Which in part, then, has lead to the Root and branch review of Scottish planning system that has just been reported in two thousand and sixteen which is questioning whether we've got too many plans, whether they're up to date, whether they're concise enough or detailed enough. So it challenged everything. But again, you can't just say 'here's a story of strategic spatial planning'. You have to say, 'ah yes, but in two thousand and seven, two thousand and eight, global recession, public sector cutbacks...' So suddenly there are things about how do you manage the costs of this? And so what has happened is, there's been a greater reliance on trying to bring in the private sector. So even the two thousand and six planning legislation may had a provision for bringing in business improvement districts, for example... [33:47]

SP2-EDUARDO OLIVEIRA WSL: But in your opinion, it was a...in some way to make the planning more flexible for the market to come in? And... [33:56]

SP1-ID34: Yes. [33:45]

SP1-ID34: planning zones, enterprise zones. [34:02]

SP1-ID34: Oh well it was an English initiative which had filtered, permeated north of the border. [34:07]

SP1-ID34: Well it's trying to find new ways of doing things that don't just rely on the public sector. Trying to give local people control..."take back control"...that seems to be sort of the mantra now. But saying that, we just don't...that planners...I think it's a positive thing for planners...I don't know what Craig's view was. But I think it's quite a positive thing for planners allowing them to be more involved in spatial strategic visioning, more sorted of directive, as opposed to controlling whether or not someone has a satellite dish on their house or front porch extension. So it's trying to get that balance... [34:48]

SP1-ID34: But the reality is this confusion is important because the Root and branch review of Scottish planning system, in its report recently, argued that planning should not be a regulator. It should be an enabler... [34:58]

SP2-EDUARDO OLIVEIRA WSL: A facilitator. [35:00]

SP1-ID34: ...of development. However, a report, a study that was conducted in tandem, looking at infrastructure. And to my mind, infrastructure is the key to planning. If you can't put in water, energy, right? You don't have development. And that report actually said...and it was done by a private sector company...and it actually described planning as a mere choreographer of infrastructure. Now, forty years ago in Scotland, if a developer came forward and said, 'I want to build five hundred houses there on the edge of a city', the planning authority might say, 'yeah we like it. We like the layout...but it's premature because there are no schools. Reject. [35:47]

SP2-EDUARDO OLIVEIRA WSL: Yeah. But they don't do that, right? [35:50]

SP1-ID34: Well they...planning doesn't have any control over education investment and that. So it's a choreographer. It simply watches what other people are doing. [35:57]

SP2-EDUARDO OLIVEIRA WSL: Oh well, see I would disagree. I think... [36:00]

SP1-ID34: Oh I'm sorry, Deborah, but this was a very, very well-funded and conducted report. [36:03]

SP1-ID34: Well, Ok. [36:04]

SP1-ID34: You might disagree. But the fact...the evidence suggests that planning has got no...what I would describe as executive power to enable. [36:11]

SP2-EDUARDO OLIVEIRA WSL: From the talk I had...sorry to interrupt you, but from the talk I had at Edinburgh City Planning Department with Ben Wilson, then, the...I will agree that the local development plan is rather flexible because allows a developer...the home, the land owners to come with a proposal. And if he or she justifies well, or the company justifies well why they want to build a number of houses over there, they eventually will...he will get...they will get the permission to do it. [36:44]

SP1-ID34: Oh well, I'd just like to make a point which I'm sure you're aware of. There's a very good book by Peter Newman and [Anne-Lee Thornley](#). Ninety nineteen-six, urban planning book on the families of planning. So it's not that our local development plans are particularly flexible, it's that the UK has a very different planning system from that in The Netherlands, or Switzerland, or whatever. Because it has a discretionary planning system... [37:10]

SP2-EDUARDO OLIVEIRA WSL: Yeah, that's the key word, is the discretion. [37:13]

SP1-ID34: So that is critical. So that's not to do with our local development plans. That's to do with the fact that since nineteen forty-seven, we've had a professionally driven planning system where the decision maker weighs up the material consideration of... [37:29]

SP2-EDUARDO OLIVEIRA WSL: The material consideration, yeah. [37:30]

SP1-ID34: ...each individual application. [37:32]

SP2-EDUARDO OLIVEIRA WSL: Those are key words on the Scottish planning system. [37:34]

SP1-ID34: And the British planning tradition. [37:36]

SP2-EDUARDO OLIVEIRA WSL: And the British planning tradition. [37:37]

SP1-ID34: The British planning tradition. [37:38]

SP1-ID34: But you're missing the point, Deborah completely. And that is... [37:41]

SP1-ID34: Delete. (laughs) [37:4]

SP1-ID34: ...no, no, no, no, no, no, no. You're missing the point completely. Because that discretionary replanning system used to be responsible for the provision of infrastructure. And neo-liberalism has privatised that. Hence, planning is now the mere choreographer. So it can't ensure that the water is provided, the energy is coming in, the waste, the schools... [38:09]

SP2-EDUARDO OLIVEIRA WSL: The schools, the... [38:10]

SP1-ID34: Everything. [38:10]

SP1-ID34: Ok. Well you're differentiating... And I'm happy to...yes... [38:14]

SP1-ID34: Because it's now provided by the private sector who develop it. [38:15]

SP1-ID34: Yes. But you're differentiating between infrastructure provision and what I'm understanding, just as the land use planning system, the local development plan which says, 'this area is zoned for housing, or schools, or...' [38:29]

SP2-EDUARDO OLIVEIRA WSL: enterprise development [38:30]

SP1-ID34: That's right. So the local development plan is policy driven. So since about nineteen ninety-six, I think we've had in England a plan...oh sorry, nineteen ninety-one...we had a plan lead system. That was the big innovation in England in nineteen ninety-one, was that shift to a plan lead system. We haven't always had that which basically says, that if the development plan has a policy which says 'x', then that's normally what is allowed to happen. But you can have a planning application...I worked in local government for ten years...you can have a planning application that might say, 'we're going to have, I don't know, a mobile phone mast here because people want reception.' And I might say, 'ooh, policy says we have to facilitate communication'. Perfect. And then in chapter three, I

might have another policy which is on tourism and preservation of the natural landscape which says, 'mustn't have mobile phone mast because they will destroy that.' So the decision maker has to balance the competing interests of that. So that's why we don't have that sort of zoning tradition of saying... [39:51] But that's important with the local development plan. But I would say that it is true that what the planning legislation has increasingly done, is change the development rights. So since nineteen forty-seven, we've have, you know, development rights controlled by the state. So that's why you have to have a planning application to get planning permission to do something. That's' how the UK system has been set up since nineteen forty-seven. But increasingly, what is defined as requiring planning permission has been reduced. So permitted development rights have been increased. So it is the case that, you know, local development plans were possibly this thick with hundreds of policies. And now they've been encouraged to be more concise, slightly more flexible. You know, to be updated. So I think from a planner's perspective, there is a sense that the controls that they used to have, have been reduced, but the broad principles are still there with more responsibility being given to individual property owners for smaller development. Greg. [41:19]

SP1-ID34: Yeah. That's one interpretation. [41:22]

SP1-ID34: (laughs) [41:24]

SP1-ID34: What I was going to say, Eduardo...I don't know whether this would help, is...sorry, we haven't gone through your questions... [41:31]

SP2-EDUARDO OLIVEIRA WSL: No, that's all fine...this is just...to know what you are doing. [41:35]

SP1-ID34: ...that you sent as the guide. You know? But just looking at some of these...And I would be very happy, Deborah, and I'm sure you would we quite happy as well, is that we don't write anything on this, but we might be able to cite the papers that we know. Like, you know, how was civic participation and plan making and plan implementation promoted, right? Well, you know, there are papers on that, but the Root and branch review of Scottish planning system, for example, says we need more of it. So we're poised now at this point in time to possibly going in to another round of promoting engagement. And, you know, where I would be sceptical, and I would say yes, but, you know, we live in a fragmented, individualistic, tech-libertarian society. Will people bother to get involved? [42:15]

SP2-EDUARDO OLIVEIRA WSL: Yeah. This is not easy... [42:18]

SP1-ID34: And I think that, you know, that is a critical issue. You know, you're wise enough to know that different interests will have different agendas that they have to push. So, Craig McLaren is pushing the RTPi. [42:33]

SP2-EDUARDO OLIVEIRA WSL: Yes, I'm aware of that. [42:34]

SP1-ID34: He has opened a professional body. You know, the planners' expertise. If we had wanted to talk about public participation, one of the names that you will see on the Root and branch review of Scottish planning system, is [Petra Bibabach](http://pas.org.uk/staff-team/) <http://pas.org.uk/staff-team/> [42:49]. [Petra Bibabach](http://pas.org.uk/staff-team/). And she is the chief executive of an organisation, the acronym is P-A-S - <http://pas.org.uk/staff-team/>, it's now called that, PAS. But it stands for Planning Aid for Scotland. And since nineteen sixty-eight, in the UK, in the UK, we have had a legal requirement for

public participation in planning. So, you know, when we're talking about participation in planning, this is not a new thing. **It does make me angry.** It's not a new thing. We may not have the right strategies, or tools, or techniques. But scope for being engaged has been there since nineteen sixty-eight 1968. [43:38] And people have talked a lot about getting people involved. And if we looked, for example, at the work that was in parallel in the nineteen sixties around community development... [43:51]

SP2-EDUARDO OLIVEIRA WSL: Community development, yeah. [43:53]

SP1-ID34: That was all about community engagement and participation. And we can see that in regeneration. And we can see it community planning. [43:59]

SP2-EDUARDO OLIVEIRA WSL: Consensus building [44:00]

SP1-ID34: Yes. Yes. But, just I suppose getting communities involved. If you like, so that's like a parallel narrative. Now PAS, for example, is an organisation that is explicitly concerned with public participation. But not just in commenting on a plan. When plan makers have reduced costs... [44:23]

SP2-EDUARDO OLIVEIRA WSL: You go out for hearings and then... [44:24]

SP1-ID34: Yes. It's about getting people involved in front loading. So in designing those policies, having the vision, setting out the direction. So that's part of it. But it's also now through community planning, for example, and neighbourhood plans in England. It's about local authorities actually devising their own plans. So, taking responsibility for plan making away from professional planners. So there are big, big debates and changes happening. And if you were to follow the debates in England, a lot of that giving local communities the responsibility for designing their own plans, is because there have been problems for the house builders coming in wanting to build housing in certain, let's say, villages. And then people get upset about it. But if you ask the local community to produce its own plan, its own neighbourhood plan, theoretically they've already agreed to ten houses being in Mr Jones' field, so it's not a problem, that won't hold up the system and it won't be problematic. So there's a sense in which, you know, that idea of sort of shared learning and that sort of thing is perhaps being pushed in Scotland as well to prevent development from being slowed up. So it's a different type of civic participation or civic engagement, because it's actually control of almost land use planning. And that's raising, you know, a lot of questions about, ok, well if you've got that local area, local community doing that, what does that mean for the strategic vision of infrastructure, for example, which is not joined up? But maybe that's not your interpretation of it, Greg? [46:17]

SP2-EDUARDO OLIVEIRA WSL: Well, I can tell you that the guys from ?SESplan [46:20], they to some extent are requesting more powers, more decision making capacity. I mean, and on the infrastructure provision, or in the transportation, in general. Because they agree that the original planning does not cover well the transportation. And then the transportation is...the national authorities, they are in charge of the transportation and they think that transport should be integrated on the regional planning for the city region. [46:52]

SP1-ID34: And that to me is a very powerful argument. Because SESplan are trying to, if you like, strategically think about the management of the Edinburgh economy, which is kind of booming. It has a very, very tight physical boundary around, I think at the green belt. It has great political battles over densities and high rise

buildings...you can imagine, you know? Yet, that means they've got to go out beyond into a bigger strategic commuting zone which is doable, it's very feasible, but it doesn't have the money to be able to enable it, you know? That's the trouble. And so developers, now, who are, you know, squealing that they, you know, they don't have the money themselves, are then having to provide the infrastructure. And then they've got to up the cost of the... [47:43]

SP2-EDUARDO OLIVEIRA WSL: The investment. [47:45]

SP1-ID34: Ah, you know, it gets...and we're in now a vicious circle. We are in a vicious circle. And it's just horrible. I mean, I'm just looking at this...what types of land use were re-prioritised? A parallel, another parallel study that's been conducted in Scotland, is a land use strategy. Yeah? And the land use strategy together with the National Planning Framework, essentially sets down all the priorities for every square millimetre of land across Scotland. [48:14]

SP1-ID34: It's like environmentally focussed more, isn't it Greg? [48:17]

SP1-ID34: It's to do with climate change. But it is actually setting out a very strong, physical framework, you know? Which is interesting. Actually... [48:25]

SP1-ID34: A couple of other quickie things as well. Tay Plan was a particularly good example of trying to engage local communities in that strategic visioning. And there's some lovely material on Tay Plan. And not because we are in a particular rush, but you've got a train...but Tay Plan, I think, won an R-T-P-I award... [48:56]

SP2-EDUARDO OLIVEIRA WSL: Yeah. I'm aware of that. Three years ago. [48:57]

SP1-ID34: ...Yes, for engaging young people and sort of films and videos and things and diagrams, use of cartoons, different organisations... [49:08]

SP2-EDUARDO OLIVEIRA WSL: And do they also do all this engagement with social media for specific participation, as....? [49:12]

SP1-ID34: Yes. Yes. Which was quite extraordinary for thinking at, you know like that civic formation...that's right, the strategic... [49:23]

SP2-EDUARDO OLIVEIRA WSL: It's very easy to understand actually, the way they... [49:24]

SP1-ID34: And these colours in here...I'm glad you've got it in colour...reflect the same colours as the national planning framework. So trying to get the sort of the thinking around environment, economy, because Scotland's also one of the first places to have a National Marine Plan as well. So has that sea spatial planning as well to connect with that. [49:48]

SP2-EDUARDO OLIVEIRA WSL: But is there here an original feeling of belonging to, not to type plan area, but of belonging to Dundee in terms of visional feeling...? [50:01]

SP1-ID34: I don't think there is. And there's never been a Tay side identity. Last year, because this is a city, it's a post-industrialist ex-manufacturing, heavily dominated by the trade unions, very left wing for a long time. And I think Dundoneans and Dundoneans, if you follow my...people from Dundee...I mean, for example, in the

nineteen seventies, the traditional manufacturing sector of Dundee and that's those big chimneys, was on the slide and unemployment was rising, some inward investment came into the city...two that I could think of at the top of my head, was Levis, the jeans, and the other one was, Levis, and... [50:54]

SP1-ID34: Timex. [50:55]

SP1-ID34: Timex. Watches. And these two factories arrived and soaked up the unemployment and all the rest of it. And suddenly, from a couple of years, the city began to feel...well we can bounce back now. And then the next thing, the Ford motor company arrived in the city and said, 'we would actually like to relocate you.' Now there were government incentives, there was, you know, all this carry on, the usual sort of economic geography and stuff. 'But we'd like to come to the city.' And the unions confronted them, ok? And the Ford motor company said, 'ok, we're very happy to treat, deal with the unions, but we're not dealing with six unions. We'll deal with one union. So you get your act together and speak with one voice, right? We're not negotiating, we're not being...And the six unions, very dominant, very powerful in Dundee, couldn't agree to speak together. So Ford said, 'bye bye.' And they actually went to my home town in Wales, by coincidence... well that's gone down now, but doesn't matter. So suddenly, Dundee began to wobble, alright? [52:04]

SP2-EDUARDO OLIVEIRA WSL: You have to do something maybe? [52:06]

SP1-ID34: Timex then said, 'we've had enough.' Because there were industrial...there were labour problems and then Levis said 'no, we're off.' So suddenly this city was being gutted in terms of its skillsets and the available resource. [52:24]

SP1-ID34: I don't know whether there's a sense of being in a region or not. I don't know. I don't think people go 'round thinking that. I think people are much more place based. [52:33]

SP2-EDUARDO OLIVEIRA WSL: Place based. [52:34]

SP1-ID34: And you know, it will be the local village. I mean it's funny, it's funny that, you know, you sort of say that...this is what we are currently doing at the moment is like visiting all these antique places. And, you know, this is the Tay side antique trail. So, there is a sense, you know, there's a geographical sense of Tay side. So, you know, and I think, you know, restauranters, tourism, you know, there's going to be certain sectors... [52:58]

SP1-ID34: But Deborah, people who live...Deborah and I live over the water actually, in north-east Fife, right? And people who come from Fife are from Fife. [53:07]

SP1-ID34: Yeah. [53:09]

SP1-ID34: They're not from Tay side. In fact, they want very little to do with Dundee, thank you very much indeed. Do you know what I mean? I mean they looked down their noses at it... [53:16]

SP1-ID34: Well Dundee has severe problems because of that very tight boundary, Eduardo, that we showed you, so... [53:22]

SP2-EDUARDO OLIVEIRA WSL: Yes. [53:23]

SP1-ID34: ...you know, if we then, you know, drove up the road towards Angus, you know, that way, you know, we go past the sign that says 'thank you for visiting Dundee', you know, 'come back' and then suddenly there's heaps of housing. So, the local tax goes to that council area but people will be working here, shopping here, using these facilities, but Dundee doesn't have the tax base, you know, to deal with those issues. So it's a huge challenge to know where to draw a boundary. And where we showed you that little at the end of the estuary, you can go back over decades to see the fights about where that little village wanted to be based. Did it want to be part of this council area? Or that council area? So, you know, there's a...what **Leonie Yunsen** calls metropolitan consciousness. That lovely project that she was working on. You know, the extent to which people relate to a particular place or name. But, you know, if people say 'where are you from?' I would say I'm from 'Dundee' because they won't've heard of Fife. But it's only because it's a bigger place on the map. (Laughs) [54:41]

SP2-EDUARDO OLIVEIRA WSL: And in terms of planning, how is the relation between these councils? If you are aware of the relation... [54:47]

SP1-ID34: Well the Tay plan seems to work. I mean, my understanding is that the four authorities, North East Fife, Perth and Kinross, Angus and Dundee, they do operate. The reason they operate, I would argue, I think, is that there is this embedded historical tradition of strategic practice. So they will come together. Now, there will, however, be arguments...I mean, for example, one of the best arguments is Dundee has a huge hospital complex, Ninewells. Now we live in north-east Fife and our neighbours live in north-east Fife, and our neighbours will probably say, 'we'd never go to Dundee. Smelly city.' They break their leg, they're in that hospital in Dundee within minutes, you know? So you get these contradictions and tensions. [55:35]

SP2-EDUARDO OLIVEIRA WSL: I see. [55:35]

SP1-ID34: Yeah, but if you don't...I mean, with community planning, for example, that legislation required certain people...encouraged certain people, promoted cooperative working...that was the community...no, sorry, the local government act in two thousand and three. And I remember speaking to the minister at the time about, you know, whether community planning was working. And it was along the lines of, well this is not a direct quote, but it was along the lines of, 'well if these partners do not cooperate, we will legislate that they have to participate.' And so that's why we've seen the community empowerment act, just being produced last year, which is now requiring people to work together. So when Greg talks about the National Performance Framework...because if you say to people, 'we want you to work together' (laughs), they don't necessarily do it because they're instinctively competitive. I don't know if you know the word "co-op-etition"? [56:42]

SP2-EDUARDO OLIVEIRA WSL: Co-op-etition. Yes, I've heard some... [56:43]

SP1-ID34: You know, we're you're trying to cooperate and it's sort of competition. So clearly from a national strategic thinking perspective, we know that we need certain accommodation, housing provision, in the Tay side area. So some of that accommodation will go to Perth, you've seen how tight the boundary is for Dundee...well, you know, where would that accommodation go? There's going to be competition. So I am aware that Tay Plan had to be very sensitive to the fact that it is slightly different from the other cities because it is two city regions that they're trying to work. It's Dundee and Perth. So, I'm sure there were some

technical questions and, you know, some people would look at this and say, 'well it doesn't really get to the nub of the issue because it's talking about green pathways or green ways and....' [57:39]

SP2-EDUARDO OLIVEIRA WSL: Sustainability and... [57:40]

SP1-ID34: You know, so it's not actually dealing with the jobs, jobs, jobs, or the housing. I mean, if you see Perth is almost being sort of doubled in size in terms of housing provision. And, you know, the retail provision, for example, in Dundee is supposed to be a, you know, a regional retail provision in terms of the shopping in that city centre. Well, you know, if it's competing with Perth, you know, it's twenty miles up the road. You know, thirty kilometres up the road. But it's, you know, it's got, there's a university here. University of Highlands and Islands has a campus here. There are two universities here. So quite a lot around the knowledge economy, the digital economy. So they are trying to think of new ways of, you know, promoting tourism. We mentioned the sort of the cruise tourism that's coming in. I mean, I think this area is working very much with its natural environment. The fact that you can come here, visit a city, and then you can be off up in the mountains, you know? Two hours from the Cairngormes. [58:82]

SP1-ID34: It's a natural city region, I think, in terms of its environment and so on. But it's very different to SESplan. It's very different to Aberdeen. Because, you know, there's a different type and balance of rural and urban agricultural, you know? Edinburgh is a financial centre. And it booms, you know? Even though the financial sector is in trouble, it's still concentrated a number of jobs. [59:17]

SP1-ID34: It's much smaller in terms of population size to Glasgow. I mean, Glasgow is the weighty in terms of population. What is it like, six hundred thousand or something? But a long, long history of regional, strategic thinking in Glasgow...that's a good history there in terms of a case study too. But I think, I think people speak highly of Dundee partly because of those personal relationships. I mean, one of the key players in Fife Council worked at Dundee City Council. So, you know, there are personal relationships. You know, people remembers, for example, of the Royal Town Planning Institute, so they will meet each other socially in terms of learning and sharing. So I think they worked hard in bringing that steering group together. And the person, you know, key person, Pam Eoin who is no longer at Tay Plan, who's now gone to work at Fife Council funnily enough. I mean, I think she worked hard at bringing that group together... [1:00:20]

SP2-EDUARDO OLIVEIRA WSL: But you support more the idea of having the communities also participating on this more regional strategic thinking? You emphasise a lot of the community planning at a local level, the collaborative planning at a local level. [1:00:37]

SP1-ID34: Well, basically the way the land use planning system in Scotland works, is that it's hierarchical. So it's not like the German system so much that it has to be so directly in conformance. But there's clearly a, you know, it cascades down. So I was merely trying to explain, I think, that most people, if they were going to spend time in planning matters, they are probably operating at that community planning local neighbourhood level. But I think it was quite inspirational to see how Tay Plan used digital technology, for example, to try to promote school children's awareness of that process of that strategic process. I mean, I think it's very positive. I mean, it links in with geography and the curriculum. You know, we've just introduced civic education into the curriculum. So again, there's so many

strands sort of coming together. How much local people can actually influence those strategic decisions. But, I think anything that raises awareness of planning in terms of understanding that we have a need for housing and jobs and roads, can help perhaps reduce the upset and conflict and tensions when that development takes place. Also, I suppose, relevant to the use of digital technology, we can't ignore the fact that Dundee is a digital city where Minecraft is developed. What was it? What was it? There were a couple of other computer games, weren't there? [1:02:19]

SP1-ID34: Ah, Grand Theft Auto was designed here. [1:02:22]

SP1-ID34: Was designed here. So it's a bit sort of... [1:02:24]

SP2-EDUARDO OLIVEIRA WSL: Lemmings? How difficult was Lemmings? [1:02:26]

SP1-ID34: Oh that was a great one. [1:02:26]

SP1-ID34: But it's a bit sort of also pooling those other things that are happening within the city. So there were opportunities to showcase other aspects of the city that make it special. So, maybe if you didn't have that particular configuration of actors involved, those sorts of networks wouldn't develop. But I know I see people all the time. It's small enough for there to be face-to-face meetings, isn't it Greg? [1:02:51]

SP1-ID34: Yeah, but there's another dimension to it. I first came to work at Dundee University in nineteen ninety-four. I worked up at Aberdeen University for seventeen years before that. And I was commuting for five years a hundred kilometres, so I would just come up and down on the train and that was fine. And I got a very good insight into what was happening in Dundee, as a consequence. And all these developments that are now happening, were being dreamed of twenty-two years ago. It's taking twenty-...and this is a thing that's missed, I think, by analysts and researchers that actually, your fight... [1:03:33]

SP2-EDUARDO OLIVEIRA WSL: What we see now is this envisioning process. [1:03:38]

SP1-ID34: So you need...I noticed the word you're using, leadership. You actually do need political leadership. You actually do need professional leadership. You need commitment. And it's not something that can necessarily be delivered within an electoral cycle. It is...and we're not there yet. It's another...there's another twenty years' worth to be done. [1:03:55]

SP1-ID34: Yeah but that's why I was also saying, you know, earlier, maybe when we were outside, that some of the people working here have been dealing with this city for forty years. [1:04:03]

SP2-EDUARDO OLIVEIRA WSL: Yes. You mentioned. [1:04:04]

SP1-ID34: So it's those people who...they, you know, they have solid working relationships. We mentioned the word, trust. I mean, there are so many things that have happened... [1:04:18]

SP2-EDUARDO OLIVEIRA WSL: They're attached to the... [1:04:19]

SP1-ID34: They're attached to the place, they've worked together, they've been through failures together. And they're doing that in this constantly changing policy

environment. You know, and now Brexit, for example. I mean, many of the things, the airport here was funded by, in part, through European funding, you know? The universities, you know, so it's that political context, the administrative context and now the global context. So I suppose it's always, I know we always start probably every paper with the, you know, context is everything, but it is context is everything. [1:05:04]

SP2-EDUARDO OLIVEIRA WSL: In brief and in your opinion, what are the main challenge for these regions in particular? Regarding Brexit and...it's another conversation, I'm sure. [1:05:17]

SP1-ID34: Yeah, Brexit I think is an issue. I'm confused over it. Because on the one the hand, I voted personally to remain. Because, you know, I see us as being part of a European project. However, the European project is highly neo-liberal, highly global and highly competitive. And that's not the sort of world I want to live in. You know? But, you know, you make the judgement call. Scotland, I think, has got lots of challenges at the moment in terms of how it responds to Brexit and manages its own internal affairs. [1:05:52]

SP2-EDUARDO OLIVEIRA WSL: Yes. [1:05:53]

SP1-ID34: So that's another issue. So Dublin, for example, and you mentioned is one of you case studies...I mean, Dublin is in Europe. It's a capital city. You know, and it's got its own problems, obviously. But...and it has a different planning tradition again to this place. [1:06:13]

SP2-EDUARDO OLIVEIRA WSL: Yes. Definitely. [1:06:13]

SP1-ID34: You know? Which is lovely for you, I mean all these lovely contrasts. [1:06:15]

SP1-ID34: Yeah it's a completely different planning system from the one operating in Northern Ireland. So, you know we worked there for the past six, seven years. So, I mean the issue, the issue of Brexit for Northern Ireland is different again for Scotland. Because if we have to get a visa to go from Northern Ireland to the Republic of Ireland, you know on that small space of five and a half, six million people and then suddenly you've got the European euro zone is Ireland. And then suddenly you've got Northern Ireland. So Northern Ireland voted to remain and Scotland voted to remain. So when you're talking about the challenges, you know people are now talking about the dis-United kingdom and the fact that the SMP are very carefully thinking about whether or not there should be another vote for independence. And that will depend, over the next two years, on the deal that can be done with, you know, our friends in the EU. [1:07:15]

SP1-ID34: But it's all falling to bits actually at the moment, because apparently our new foreign secretary, Boris Johnson is in United States. And he made a speech two days ago and he said, 'Britain will trigger the Brexit process early in the new year.' And yesterday, Theresa May, the new English Prime Minister, came out and said, 'he's wrong.' So there's the Foreign Secretary and the Prime Minister disagreeing publically, you know? So what hope has Scotland got trying to disentangle. I think the point is, Eduardo, is that the planning...strategic planning in Scotland is determined by a changing context on the political uncertainties, but it also drawing down on its historical traditions. But I think that's quite important. And, I mean, in a funny sort of way, the strategic planning traditions in Scotland have always been around the cities, you know? And they're taking different forms

and all the rest of it. And in this instance, I mean, SESplan, the political class is against it. But it is seen as too much interference in the capital. Whereas Tay Plan is very acceptable because it's trying to do something for our problem area. As is Glasgow. Glasgow and the Tay brings together eleven local authorities, eleven community planning processes. Twelve I think. But anyway, and it's accepted because there is a political recognition that you need that form of intervention and framework building to give it sustenance. Whereas Edinburgh doesn't give a damn. I mean, they've got financial companies coming in and out, and computing companies all the time. Aberdeen to a certain extent, although, that's feeling the problems because of the oil industry is now contracting. [1:09:08]

SP1-ID34: But I think...well I don't know...my impression is also that planners are quite grateful if there is any legislation or visibility given to planning. I mean, I don't know what it is in the UK, but planning is up there with tax inspectors and traffic wardens, you know? It's not...it's not valued. Planning is not valued as an activity. It's not respected as an activity. The people who are engaged in planning are not seen as experts. They're seen as people who just interfere in private property rights. So they're all sorts of...another set of debates. But my sense was that the two thousand and six planning legislation was received very positively. I mean there are issues of resource cutbacks that planners have got to cope with all of those sort of cutbacks and so if we are going to bring in other partners. Well that seems to me eminently sensible. You know to...because there was this emphasis on front loading development plans, making them more important, getting engagement earlier so that, you know, people shared the vision about where we were going. That seems very sensible to me. [1:10:23]

SP2-EDUARDO OLIVEIRA WSL: I'm sure the value of planning them... [1:10:25]

SP1-ID34: So that was very good. I think bringing in the city regional plans. I think people got together and...I mean, it's phenomenal that...I mean, remember Tay Plan was only a grouping of planners from the respective local authorities. It wasn't a separate entity. It was...and people were seconded from the local authorities to work together. I mean, you are talking about four people or something. Three, four people putting something together which is like touch, which is just trying to get across those boundaries. [1:10:56]

SP2-EDUARDO OLIVEIRA WSL: Make things better. [1:10:57]

SP1-ID34: Yeah. [1:10:57]

SP2-EDUARDO OLIVEIRA WSL: Improve quality or quality of life and well-being. [1:11:00]

SP1-ID34: And if you've got someone who's leading that, who's taking forward, again, some of the leading Scottish legislation internationally, is, you know, the legislation on climate change, you know? That is why there is a particular emphasis on trying to, you know, protect the environment. So, you know, there are, you know, policy agendas that are being driven which might be the only place where climate issues can be addressed. Might be Tay Plan, because, yes, as Greg said, you've got other legislation over there which is about transport infrastructure or the economic strategy, or whatever. So, you can't duplicate that, but it's how you synthesise and build the synergies between these different plans is the challenge. And how you bring, it seems to me, such a fascinating area. But how you bring together inter-professional, cross-sectorial teams together to produce a strategic plan... [1:12:04]

SP2-EDUARDO OLIVEIRA WSL: And even universities...do they go to your school to talk with you? [1:12:08]

SP1-ID34: Yes they do. Yes, so for example the engagement strategy, they did a lot of work around Tay Plan. You know, we would've hosted some of the meetings. Again, because planners, well, actually because a lot of professions in the UK are governed by professional bodies, most of those have continuing professional development requirements where you have to do a hundred, two hundred hours of updated learning every year. So people will be going to these events. Which is why I'm saying there's this sort of natural opportunities for exchange. I mentioned PAS, which is responsible for community engagement. That basically runs on volunteers. With professional planners volunteering their time to be involved in planning. And they too offer training. So it seems to me, Greg, there's a lot of opportunity for Osmosis. I mean, Greg's speaking at a conference later next week for Scottish Planning Environmental Law on the Root and branch review of Scottish planning system, and, you know, there's going to be people there... [1:13:09]

SP1-ID34: As is Craig. [1:13:09]

SP1-ID34: (laughs) [1:13:10]

SP1-ID34: Well, we're not speaking as such. We're on a round table, you know? But Craig is there representing the RPTI, the Chief Planning Officer, McNairney, John McNairney from the Scottish government is speaking. I'm the contrarian. And then there's a chap from the private sector. [1:13:28]

SP1-ID34: But people...it will be Eduardo...well of course you would think that. I remember the last year. You know? It will all be very sort of chatty and sort of informal. So, it doesn't feel...I've been privileged to work in Scotland where there is an openness to ideas that, you know, top policy makers will come along to informal knowledge exchange meetings, you know? Greg's just been chairing some sessions on the National Marine Plan for me that we've been running. They've done it on lots of different areas where policy makers, politicians are prepared to attend events and discuss ideas. It's incredibly refreshing. I don't know how unique it is but it is inspiring. It doesn't mean to say that we've got things right. And actually, very often, you know, Scottish government policy makers, they'll come along and they'll say 'we're reflecting on this. We've just produce this plan and we're now going for a series of workshops reflecting on what we can do better next time.' [1:14:31]

SP2-EDUARDO OLIVEIRA WSL: They come down here to listen to those other... [1:14:35]

SP1-ID34: And to participate. Not just listen. And speak, you know? I'm just thinking of the, you know, I won't name her, but, you know, the woman from the National Marine Plan, for example, she comes along and, you know, she will be answering questions... [1:14:49]

SP1-ID34: That's right. There is an openness. There is an openness. And that openness, I think, has been there for all the time that I've lived in Scotland. I think at the moment, because of the new challenges, like climate change, like the marine agenda, like inner city distress, city regionalism and all of it... [1:15:11]

SP1-ID34: Ageing. [1:15:11]

SP1-ID34: Ageing. Health. [1:15:13]

SP1-ID34: And obesity. [1:15:14]

SP1-ID34: Health is a huge problem here. I mean, there are parts of this city...the health indicators would frighten you. [1:15:22]

SP1-ID34: Well we drove through them Greg. [1:15:24]

SP1-ID34: Yeah well we haven't seen it properly, but...you know energy, alternative energy, you know... [1:15:31]

SP1-ID34: That's actually private sector. That's Michellan. You know the tyre plant? They're making tyres out of fresh air. It's a sort of slight contradiction (laughs). [1:15:43]

SP1-ID34: But there's a funny...there's a funny sense for me, the main thing at the moment is the future of strategic thinking and, if you like, spatial planning, as well as land use regulation planning. There's a big question mark over them. And it's because of this ideology. And I know I bang on about it and I keep saying, you know, but neo-liberal thinking is very dangerous. It's very damaging. And it is creating deficits everywhere we look. You know, and that's what really frightens me. [1:16:21]

SP2-EDUARDO OLIVEIRA WSL: And is it impacting in my perspective and according to these opinions I've been collecting, it's been impacting the planning in a good number of city regions. [1:16:31]

SP1-ID34: Absolutely. Absolutely. There's a lovely German academic call Wolfgang Streeck. S-T-R-E-E-C-K https://en.wikipedia.org/wiki/Wolfgang_Streeck . I don't know if you've come across him at all? He's... [1:16:43]

SP2-EDUARDO OLIVEIRA WSL: No. [1:16:43]

SP1-ID34: ...he was pretty powerful. And his argument is, is that, ok, we live in a capitalist Europe, if you will...he talks about Germany and Portugal and France and the UK. We live in a capitalist society and he says, 'the embedded narrative to that form of capitalism, has been democracy.' So, in different places, you know, democracy and democratic arrangements multiply, mollify, support, help capitalism. What he's now arguing, and he's just written this book to say that, sadly, the neo-liberal project has become so extreme, it's actually de-valuing that democratic tradition in capitalism. And it's being taken out and stripped out in all sorts of different ways. And he's worried, because he says, when you're then left with cutthroat capitalism, vulture capitalism and all these other terms, you know, And there's no democratic mandate. What happened? And it's like "oooooh". You know? (laughs). And that's the worry. I know it's overstating the position, or maybe not, but... [1:17:51]

SP1-ID34: No, you'd like to finish on that really, a... [1:17:54]

SP1-ID34: Hey? [1:17:54]

SP1-ID34: You'd like to finish on a low beat note, Greg. [1:17:57]

SP1-ID34: Oh yes, because I am a scientist. [1:17:58]

SP1-ID34: I have a slight request that we make our way down towards the train station, please. [1:18:04]

SP2-EDUARDO OLIVEIRA WSL: Yes, whatever your schedule. [1:18:06]

SP1-ID34: No, that's fine. But what I was going to say, Eduardo, I've got your email address there...what we will do, Deborah, we will have a wee chat about this, ok? And we will put down... [1:18:18]

SP1-ID34: Well only if, Eduardo needs or wants. Not if it's... [1:18:21]

SP2-EDUARDO OLIVEIRA WSL: No, we have covered a lot of... [1:18:23]

SP1-ID34: You sure? [1:18:24]

SP2-EDUARDO OLIVEIRA WSL: Yes, I'm sure. [1:18:25]

SP1-ID34: Ok. But will you get back to us if you need...? [1:18:27]

SP2-EDUARDO OLIVEIRA WSL: Yes, eventually, I will write back to you eventually at a later stage. [1:18:31]

SP1-ID34: Right. [1:18:31]

SP2-EDUARDO OLIVEIRA WSL: So...But then I will analyse this data now in the beginning of October and then I will continue and I will write some draft papers with my colleagues, or with my coordinators. And then I will definitely get back to you...when my qualification...this absolutely... [1:18:51]

ID34 Edinburgh 23 September

ID35 Cardiff 27 September

R1- ID35: My name is ID35. I am Head of Planning. My responsibility is the Planning Policy function of the Council but also the Development Management function. This is where we are setting the plans for Cardiff, but also the Planning Applications that come in. There are 3,000 Planning Applications, whether it's house extensions, or new housing estates, or new factories, they all come through my side as well. #00:00:26-4#

R2- ID35: I'm ID35. I'm Head of Transport and my remit is very much to oversee the transport dimension within Cardiff City Council, so I've had a lot of input into the Local Development Plan. I think, between James and I, we see Land Use Transport being inextricably linked. It's very, very important as to how we steer growth in the City. I think Cardiff is one of ten authorities that currently make up South East Wales, so I lead in terms of the City Region dimension from Cardiff's point of view. #00:01:09-5#

I-Eduardo Oliveira WSL: Okay. #00:01:08-5#

R1-ID35: Do you want a bit of context on the plan background? #00:01:11-2#

I-EDUARDO OLIVEIRA WSL: Yes. #00:01:12-2#

R1-ID35: It could help because I've read through your sheet. #00:01:11-5#

I-EDUARDO OLIVEIRA WSL: Yes, it will help a lot. #00:01:14-6#

R1-ID35: First of all, with the Local Development Plan, we've moved the document on. That was the Preferred Strategy in 2012. Since then, we've had what's called the 'Deposit Plan' which has moved on further but the actual whole plan, if you look on the website now, the plan itself has been adopted, it's been approved because that was at an early stage. Since then, there was the Deposit Stage which was like a draft plan, and the final plan, which has yet to be printed off, if you go on the website, it's the Adopted Local Development Plan that was approved by the Council in

January this year, January 2016. So, it's a lot more detailed than that and it moves forward into a lot more detail. It sets out the number of homes and jobs up to 2026, so that's for Cardiff. #00:02:08-6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:02:10-1#

R1-ID35: But in the wider city region, which you're looking at in South East Wales, we're one of ten local authorities. There are ten unitary authorities in South East Wales. So there's Cardiff Capital City. There's Newport. There's the Vale of Glamorgan and then we've got Monmouthshire, Torfaen, Blaen au Gwent, Merthyr, Caerphilly, Rhondda Cynon Taf and Bridgend. There are ten authorities. We're about one-third of a million population. All ten authorities together are 1.6 million population. Distance-wise, it's roughly a 45-minute travel to work, to Cardiff, roughly. #00:02:53-1#

I-EDUARDO OLIVEIRA WSL: Okay. #00:02:56-1#

R1-ID35: So it's quite a small area. #00:02:57-6#

I-EDUARDO OLIVEIRA WSL: A small area, mhm. #00:02:57-9#

R1-ID35: So each authority has got a duty to prepare its own Local Development Plan. What's happening now is new. #00:03:03-4#

I-EDUARDO OLIVEIRA WSL: Yes. #00:03:06-9#

R1-ID35: The Planning Wales Act. 2015 in Wales said there would be Regional Plans, but Strategic Plans, to be put in place for three parts of Wales. If Wales is that sort of shape (sounds of pen on paper), because in Wales planning is a devolved function to the Welsh Government, so our planning system is slightly different to England. So, in Wales, the Wales Planning Act says there should be Regional Plans prepared for areas based on Cardiff, based on Swansea and based in the North East Wales. And these are areas where they feel not all parts of Wales - it's quite a big rural landscape - don't require it, but in areas where there are a lot

of authorities together, clearly there are cross-boundary interactions. #00:03:57-7#

I-EDUARDO OLIVEIRA WSL: Commuting patterns #00:04:01-7#

R1-ID35: Exactly. So there will be a new process where they're called 'Strategic Development Plans'. They will be 'City Region Scale Plans.' Yes, Paul and I have been involved with work on that, we've been in meetings recently with all ten authorities. There's a process where we will work together, as authorities, to prepare a Strategic Development Plan for the Cardiff City Region. #00:04:31-4#

I-EDUARDO OLIVEIRA WSL: Putting together these ten authorities. #00:04:34-8#

R1-ID35: And then underneath that, each authority will still prepare its own plan but it will be based on the Regional Plan. #00:04:43-5#

I-EDUARDO OLIVEIRA WSL: Which will be in line with the Regional-, #00:04:43-1#

R1-ID35: Yes. And with the new Act., for the whole of Wales, there'll be what's called a 'National Development Framework' and that will be very high level, strategic. #00:04:58-2#

I-EDUARDO OLIVEIRA WSL: Mhm, broad with the main goals. #00:04:59-7#

R1-ID35: And that will inform the Regional Plan, and then underneath that, you've got the Local Development Plan. #00:05:03-4#

I-EDUARDO OLIVEIRA WSL: Ah, that's super clear, thank-you. #00:05:06-8#

R1-ID35: That's all the authorities doing an LDP at various stages but we're starting the SDP now. Planners - Transport Planners, Economic Development planners - we're starting to work together and are in the early days of preparing a plan for that. #00:05:24-4#

R2-ID35: That's right. I think from a transport point of view, it's really important that

we start to work with our colleagues as well because one of our key plans within the city is to influence the mode of travel coming into the city, so we want to try and provide the choice within the region to come into the city by sustainable forms of transport other than by private car. So this potentially gives us an opportunity to deliver infrastructure, network provision that is going to really take a lot of pressure off Cardiff's network. #00:06:02-2#

I-EDUARDO OLIVEIRA WSL: Mhm #00:06:01-2#

R2-ID35: So, as well as providing lots of alternative choices to people to come to the city, we'll also want to use some of the 'sticks' as well in terms of higher car-parking charges, for example, more rigorous enforcement of bus-lanes or whatever to influence that movement from the region. #00:06:23-4#

I-EDUARDO OLIVEIRA WSL: Mhm, #00:06:24-3#

R2-ID35: So I think the transport element, to some extent, follows on behind the land use but it's so critically important to make sure that we're properly joining up with our nine neighbouring authorities. #00:06:36-7#

I-EDUARDO OLIVEIRA WSL: Mhm. What are the driving forces behind the new Strategic Divisional Planning, or has the Welsh Government found a need for these entities to co-operate to try and resolve these issues together? #00:06:54-3#

R1-ID35: I think it's recognizing that there are genuine cross-boundary issues, particularly transport, number one. #00:07:00-1#

I-EDUARDO OLIVEIRA WSL: Transportation? #00:07:01-7#

R1-ID35: We have 80,000 people coming to Cardiff every day to work. #00:07:06-9#

I-EDUARDO OLIVEIRA WSL: You have to support their commuting. #00:07:06-7#

R1-ID35: Yes, and it's linking in sustainable transport on a City Region Scale.

#00:07:11-3#

I-EDUARDO OLIVEIRA WSL: Yes. #00:07:09-5#

R1-ID35: We're small, you know, Cardiff, from here to our edge of the boundary is six miles away, you know, ten kilometres then you're into Caerphilly, you know, another ten kilometres, so there's a lot of authorities. I guess, on top of that, in terms of economic development competitiveness, I think increasing the people horizons rather than each of the ten authorities having their own, say, employment sites all fighting each other for jobs-, #00:07:43-0#

I-EDUARDO OLIVEIRA WSL: Mhm, and trying to attract more (Cross-talking) (economic development? #00:07:44-8#) #00:07:45-1#

R1-ID35: -there's advantages looking across the region as a whole: Where are the best sites for the region? How are they linked best to transport? They'll have fewer key sites but a small number of strategic sites, you know, everyone can work together to bring it forward. #00:08:06-9#

I-EDUARDO OLIVEIRA WSL: You point out here the number of strategic sites and these sort of priority areas developing some work. I would like to understand how you work together. Are there different County Councils, different people? Is there a formal organization or do you work in more of an informal way? What arrangements are involved? #00:08:35-0#

R1-ID35: Well, at the moment, for our plan for Cardiff, we take to our Council, the elected Councillors approve that. Regional scale, it's a good question! There will have to be new Regional Governments set up so there will be what they call a 'Strategic Development Plan Panel', and that will have Councillors, your elected members from each authority will go on a panel, and there'll be 66% of the people in the panel will be elected politicians from around the ten authorities, plus there will be 33% of, what they call partners, like environmental organizations, business community. #00:09:25-4#

I-EDUARDO OLIVEIRA WSL: Alright. #00:09:25-4#

R1-ID35: That panel will basically be responsible for approving the Strategic Development Plan and overseeing it. It will be like a four-year process, and like with the LDPs, it will have to go through what we call 'Independent Examination' where there will be an independent inspector who will look at the draft plan and it will be similar to a court case for a year where the inspectors decide if that plan is sound, or not. So, you'll have that validation, you know, approval process. #00:10:01-0# and will be the same for the Regional Plan as for the-, yes. #00:10:07-2#

I-EDUARDO OLIVEIRA WSL: Yes. Mm, and then the Local Development Plans, do they also have to go through this process to see if they are in line? #00:10:10-6#

R1-ID35: Basically, there are seven stages of consultation to get there, and then you submit it to the Inspector and then it's a whole year while the inspectors look at things and you have, like hearings, similar to a court case with loads of people in a room where the inspectors say, 'Well, is the level of growth right?' There will be people in the room who say it's too high, people who say it's too low, and that's where we, as a Council, we have to justify with evidence, studies why we feel the number of houses is right and the sites are right. #00:10:49-0# The public get involved in it, different organizations get involved in it, and at the end, the inspectors say, 'Right, I'm happy, that's right', and the adopted plan is at the end of that four and a half, five-year process. #00:11:03-7# It takes so long because at each stage of consultation it improves the plan and more people get involved, but it takes time. #00:11:10-3#

I-EDUARDO OLIVEIRA WSL: Yes. Could you provide examples of entities involved in these consultations? Do you have civic participation? #00:11:21-4#

R1-ID35: Yes. What you have is, from the community side, you have Local Community Groups. #00:11:28-6#

I-EDUARDO OLIVEIRA WSL: Community groups. #00:11:27-5#

R1-ID35: So, in the UK, you have what is called Community Councils which are neighbourhood locally elected members who represent their community, like Local Residents' Associations or sometimes if we propose, as a Council, big proposals somewhere, or a developer does, you might have a local interest group form to fight that proposal, and social media petitions. At the same time, so you've got the local community feeding in and they play a big role. A lot of our sites in the plan, a lot of the people who live there don't like it so they will sign petitions against it and they will explain to the Inspector why they don't want to see it. They might say, 'Oh, we need homes and jobs but I don't want it in the field behind my house!' It happens all the time. #00:12:19-0#

I-EDUARDO OLIVEIRA WSL: Yes, there's conflict of operations. #00:12:19-9#

R1-ID35: Yes, but then at the same time, you'll have people come in from the other side, like the industry sector, experts like that. We've got an organization, The Homebuilders' Federation, who will always say, 'but there's a need to provide homes', or you might have local business groups or developers, again, supporting the level of growth, and you've got statutory organizations like Natural Resources Wales who are the statutory body to look after the environment. So, they'll be commenting on, 'Does this harm the environment or not?' #00:12:51-0#

I-EDUARDO OLIVEIRA WSL: Yes. #00:12:53-5#

R1-ID35: So, you've got a mix and other authorities will get involved and in the main they supported the level of growth because they recognized, yes, we need jobs provided in Cardiff because a lot of the authorities are struggling, yet the markets are not necessarily providing the homes and jobs they need. Whereas Cardiff, in particular, is attractive to the market. So, yes, it's the 80,000 people coming to work every day, so there's recognition that there is support of the overall strategy. But it then comes back then to transport which was the big issue. #00:13:31-8#

R2-ID35: In terms of transport, we have huge issues within our own county boundary, really, to accommodate the needs of our own citizens of Cardiff to get good accessibility around the network. But once you factor in the additional people

coming in - which is no doubt only going to grow - then we need to face up to some of those key challenges because a lot of the choices are just not there at the moment. I don't know how well you know the network in Cardiff, but obviously Cardiff is built on coal, the coal industry. #00:14:02-7#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:14:02-0#

R2-ID35: So, lots of coal coming down from the valleys into the port, where we are now in Cardiff Bay. #00:14:10-6#

I-EDUARDO OLIVEIRA WSL: Cardiff Bay. #00:14:10-8#

R2-ID35: We've been very fortuitous in a sense that you can convert those lines to passenger lines, but what we're looking at now, in terms of our regional colleagues, is to give them the real choice and the real ability to choose sustainable transport over and above the private car. We're now looking at a metro system, a better connected region. So we're looking at extendibility of systems including Light Rail so that we can forge new routes into areas of growth within the sub-region in particular, to give people that choice that currently they just don't have. The existing heavy rail network works quite well, but there are huge capacity issues there, and at the end of the day I think we've still got about 80% of the movement coming into the city by private car. #00:14:59-9#

I-EDUARDO OLIVEIRA WSL: By private car and you want to try to (Cross-talking #00:15:01-5#). #00:14:59-6#

R2-ID35: Key challenges there, but I don't think there's going to be any change to where the real growth is going to be in or around the core of the city itself. Yes. #00:15:17-6#

I-EDUARDO OLIVEIRA WSL: Do you get inspiration to do these arrangements or go through the Regional Plan from other city regions in central Europe? Do you also share knowledge with universities here in Cardiff? Where do you get your inspiration to develop your tasks? #00:15:39-2#

R1-ID35: In England, there have been some examples with City Region Planning, like Manchester is probably considered the most advanced, mature city region, and Scotland as well. They've just had four regional plans prepared-, #00:15:55-3#

I-EDUARDO OLIVEIRA WSL: Yes, they did, I have heard of those. #00:15:51-1#

R1-ID35: So we've had dialogue. People from Scotland have come down to talk about the lessons learned from having gone through that and after four plans, some have been considered more successful than others in Scotland. We look into Europe as well where there's, for example, the Copenhagen, the Vryburg examples, and what we find is really mature city region governance but there are a lot of institutional differences between where we are in Wales and where you are in Germany, and the different interventions of the wider municipality and Central Government. What we find in Europe, there's a lot more sort of central government and municipal financial money to co-ordinate infrastructure. So, yes, for example, in Vryburg, it seems to be a lot easier because of the money coming in from a regional level than a government level. So, you go there one year after another and the tramline is extended, and, like the Copenhagen Hand where you've got the five corridors of development, and that's been a strategy they've been working on for 30, 40 years and they continue to do it and they're achieving the thirty, thirty, thirty. So we follow those - I've actually been there to see it - but there's a lot of practical, sort of, institutional differences which means we have to deliver it in a different way, and at the moment where infrastructure's a big issue in the United Kingdom, it's a subject with a lot of debate - should the UK carry on with austerity or should it invest more in infrastructure? It is a very high-level political-, but in the UK in recent years, the Government's undertaken what they call 'City Deal Funding' where they've given a big bit of money to a region to invest in strategic infrastructure with the aim of the Government putting, say, a billion pounds to a region, and the region would have to match-fund it. It's got to be delivering infrastructure essentially, but the whole aim is to improve-, uplift the GVA gross value added to improve the economic performance. So Cardiff City Region is now on the cusp of working up a City Deal from central government of just over a billion pounds which we - yes, some of it will be on the metro; this idea of sustainable public transport around the region - so again, that's another... it's not like a planning

'plan', but it's another, you know, quite a significant piece of work which the politicians in the region are getting together. #00:18:44-4#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:18:38-0#

R1-ID35: They've formed, like a Shadow Board specifically to address, 'If we get this billion pounds from London, how do we best spend it on infrastructure?' and that clearly needs a strategic approach rather than each having one-tenth of it and doing your own thing. So we're quite 'early days' of regional thinking, I think it would be fair, if I'm being honest, compared to, especially some of the, you know, your Frankfurts-, #00:19:09-7#

I-EDUARDO OLIVEIRA WSL: Yes, yes. #00:19:11-1#

R1-ID35: But we're 'early days' but I think there is recognition of the need to work at that scale. #00:19:15-8#

R2-ID35: And I think the analogy is the 'Manchester's', again, have got ten authorities that make up that region, you know; your 'Copenhagen's'. So clearly there is a lot, a more advanced stage of maturity in terms of the way in which they're organizing themselves. We're not quite there, but we actually take account of what's happening, best practise from elsewhere within the UK, within Europe, to make sure that we try to learn from everybody else's mistakes and deliver the best possible infrastructure - given that money is very, very tight at the moment anyway. #00:19:53-7#

I-EDUARDO OLIVEIRA WSL: Yes. #00:19:53-6#

R1-ID35: Mhm. #00:19:52-9#

R2-ID35: So we've got to make sure that we spend it correctly. #00:19:56-9#

I-EDUARDO OLIVEIRA WSL: Correctly, Mhm. I'd like to understand a bit more about the City Deal because I've read about it. I've also heard about it in Edinburgh,

another case. This City Deal is a way to get support from London for specific projects-, #00:20:12-1#

R2-ID35: Correct, yes. #00:20:15-2#

I-EDUARDO OLIVEIRA WSL: -or for the strategy overall? #00:20:13-8#

R1-ID35: Part of the politics in this, in Parliament in London, part of it is not of devolution, but part of it, *the principle*, is devolution. It's not like Central-, the Government is seen as being doing everything itself. There was a billion given to Glasgow last year, just over a billion for Glasgow and the Glasgow Region, and it was like Central Government saying, 'If you can sort yourselves out and agree on a list of infrastructure projects, it's wrong for us in London to tell you in Glasgow what to spend it on - but the carrots there - if you can agree, the projects will come back to us and we'll check we're happy with those'. #00:20:56-2#

I-EDUARDO OLIVEIRA WSL: Aha, (Cross-talk that's clear? #00:20:56-2#)

R1-ID35: So, in a way it's without devolving a country saying, 'You're on your own', the carrot is the money and it's up to the region to agree themselves - but then there is this dialogue back and forth with Central Government and if they weren't happy with how we were proposing to spend it, they could hold onto the money, or if the money didn't deliver the benefits, there's potential claw-back, the Government could say, 'Well, you didn't do what you said, you're not having the rest of the money.' So, there's got to be this maturity of thinking that the projects have got to be regional. The aim of it is correct; it is giving money to, essentially, infrastructure, homes and brings forward regeneration and jobs. #00:21:47-6#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:21:47-7#

R1-ID35: And often it does need that financial stimulus to get in these big, strategic-scale projects that little authorities on their own, can't do. But as Paul was saying, the challenge in a way is to embrace looking on the region as a whole rather than each authority just thinking for themselves. #00:22:09-6#

I-EDUARDO OLIVEIRA WSL: Mhm #00:22:09-6#

R2-ID35: Yes. #00:22:09-5#

R1-ID35: And that's the challenge we're facing now. #00:22:12-5#

R2-ID35: Because I think we've found, through the Local Development Plan that Clem's alluded to, and we did have lots of discussion particularly with our four immediately surrounding neighbours, because so much of the impact on Cardiff is from those four surrounding authorities. So, basically, the dialogue that we had with them was very much about - before City Deal really got a foothold - it was really about encouraging those authorities to start to build infrastructure, albeit potentially contributed from Cardiff. But to actually start to influence looking at transport interchange, for example, part way into the city so that people could make decisions; perhaps leave their car in a big strategic Park-And-Ride site, that sort of thing. So, yes, there's been an enormous amount of dialogue with the four surrounding authorities. But I think if we had an unlimited amount of money, we would, within the city I think, have a fairly good idea as to which strategic corridors we would want to influence. But now that we've got City Deals, I think we can start to build upon those ideas and equally, I think some of those interchanges could be within the sub-region and act in their own right as centres. For example, Pontypridd just to the north of Cardiff, rather than having people coming all the way into the city for jobs they could come part way. (Cross-talking). #00:23:37-8#

I-EDUARDO OLIVEIRA WSL: More centrally developed. Mhm. #00:23:40-8#

R2-ID35: Yes, yes. So I think this is the kind of discussion dialogue that, coincidentally, we're having with our colleagues now because it is so important for them to have something for their communities as well. They've got to be seen to be getting something out of this as well. So, I think that kind of approach can take pressure off Cardiff's network and actually start to provide some more sustainability within their existing communities, rather than just having roads by-passing communities and communities dying, really. I think there's something to be had for

this, but I think our Wish-List is about 'this long.' Realistically, it's about prioritizing and making sure that we pick the right projects. That's all back to the GVA and making sure that we have full accountability there. Yes. #00:24:28-3#

I-EDUARDO OLIVEIRA WSL: Could you characterize the relationship between Cardiff Council and the other Councils. Is it easy to build consensus? Do you have a good number of conflicts, and how do you solve these conflicts eventually? #00:24:44-0#

R1-ID35: I mean, it's a mixed region to start with. Because, what you've got is we're an urban area. It's geographically small but a big city. Newport's a smaller city and then you've got, as Paul alluded to, the Valley Authorities where, a 100 years ago, it was boom-time with the coal mines. The coal mines have all gone now so there's a lot of deprivation. #00:25:11.5#

I-EDUARDO OLIVEIRA WSL: Brownfield areas? #00:25:10-2#

R1-ID35: Well there are a lot of-, unemployment rates are higher. #00:25:20-6#

R2-ID35: A lot of economic characteristics, yes. #00:25:21-9#

R1-ID35: And it's very hard for the developers who build the homes and jobs, and the land values in Cardiff are high and there's more returns, whereas in the Valley area the market - even though the land is cheaper - the returns are less. So, it's hard to attract development in the Upper Valley so, in terms of the relationship, we're all coming at it from quite different areas. #00:25:45-8#

I-EDUARDO OLIVEIRA WSL: With different needs. #00:25:46-4#

R1-ID35: With the Vale of Monmouth, there's more rural, it's more affluent areas: agriculture is more important. #00:25:56-1# So they're quite different and we're very different. So it's early days and the challenge for me is: Wherever everyone's coming into it, to what extent will they just forget the boundaries in between and look at it as a region as a whole, or to what extent will they see regional planning, as City

Deal, as an opportunity to just get money for their area? That's the challenge. Like in Manchester, it's more mature and developed because they've been working this way for a long time. #00:26:28-5#

I-EDUARDO OLIVEIRA WSL: For quite long. #00:26:27-8#

R1-ID35: For instance, you see the tram there which goes from the heart of Manchester and it's still being developed now but it's a genuinely City Region Scale Project but there, there's a very strong maturity. So if you've got a big developer coming in with a project, the City of Manchester tends to take the lead and if it's a really good project, simplistically, Manchester will have it but if it might not fit in to how Manchester City is, it might end up in Rochdale, Stockport, Wigan - so everybody gains. It's not like Manchester's saying, 'We want everything!' or maybe say, for instance, land-hungry, a use or a sector demanding a lot of floor-space, big sites, might be more suited to some parts of the Region rather than Cardiff City Centre where we want high-density Grade A office space. But that wouldn't be appropriate elsewhere, and the market wouldn't want it - so it's through these discussions we're trying to work out which bits of the Region have got the best offer; rather than us all fighting for, say, warehousing land or offices, ten people saying, 'I've got the best site'. We're better off agreeing regionally, well, where are genuinely the best sites to try because we're competing with ten other Regions in the UK. #00:27:56-8#

I-EDUARDO OLIVEIRA WSL: Yes #00:27:56-5#

R2-ID35: Yes #00:27:55-3#

R1-ID35: And this is where transport is so key because where we think the best sites are, they've got to make sense in terms of sustainable transport. #00:28:03-5#

I-EDUARDO OLIVEIRA WSL: Of transport. #00:28:03-9#

R2-ID35: And I think it's fair to say that we are at a different stage compared to some of the other authorities, in terms of our maturity and I think we've got some way to

go, I think it's fair to say, in terms of what needs to be done. #00:28:22-2#

I-EDUARDO OLIVEIRA WSL: Mhm. So the fact that Cardiff is the core of this City Region, does it mean it plays a stronger card or holds a stronger voice on the discussions? Cardiff is interested in facilitating communication, facilitating commuting but-, #00:28:44-0#

R1-ID35: There is a balance. There's balance, there's tensions and at the end of the day, we're one authority. There are seven authorities in the Valleys and they could say, 'We've all got one view.' There are seven of us, one of us, and at the same time there is recognition of Cardiff. It is the economic driver. If Cardiff doesn't function, the region dies. #00:29:08-9#

R2-ID35: Yes. #00:29:06-9#

I-EDUARDO OLIVEIRA WSL: The region will go down. #00:29:10-2#

R1-ID35: There's been discussions over the last 30 years about what the Government calls 'interventions' where money is spent trying to promote sites, say in the Heads of the Valleys - these are sites where developers are not going to. So, often, the Government-, there was an organization called the Welsh Development Agency that spent public money on, say old mining sites that were derelict. They levelled them, put in infrastructure, new roads and lights and said, 'There you are, there's a site,' and even incentivise and say to the developer, 'Look, you can have it cheap, no rent.' #00:29:47-3#

R2-ID35: Rent-free and whatever. Yes. #00:29:48-1#

I-EDUARDO OLIVEIRA WSL: It's attractive. #00:29:51-1#

R1-ID35: But that was an experiment that, basically, I think most people recognize now it didn't work because a lot of public money went in, but you didn't get the jobs at the end of it, and even when you did get someone in, they shut after a year or two. So there's a bit of politics there then, because it was ostensibly a good idea to spend

a lot of money to get people where there was most unemployment but, at the end of it, if you didn't get the jobs, you've spent a lot of public money and you think, 'Well, could that have been spent better on a regional train network, or a regional bus network to help get people to where there are jobs and will be in the future', but they're difficult conversations. #00:30:32-0#

I-EDUARDO OLIVEIRA WSL: Yes. #00:30:31-7#

R1-ID35: And that's what we're entering into now. (laughs) #00:30:36-1#

R2-ID35: It is, and I think the conversation is going to be interesting. I think we're all learning from each other by opening up our debate really because it may well be, just in terms in some of the manufacturing industry, for example, it may well be prudent not to have it necessarily in the city and to focus the city in terms of its Grade A office-type jobs. The city is within quite a 'straight-jacket', you know, it hasn't got much scope to physically develop. #00:30:59-8#

R1-ID35: Growth. #00:31:02-4#

R2-ID35: So it might be that this is an area typical. Brownfields is now very much office space. There's an enterprise zone just a mile up the road, but we've got to think where we move some of our manufacturing base as well. Perhaps they are better placed to be within the region. So, it's this dialogue, discussion I think we need to have with colleagues so that we're not-, We don't want to be directing or intervening on everything and telling everybody. I think it's got to be much more by consensus, but there's a lot of work needs to be done on that and we're probably at Step 2. of a ten step approach. #00:31:38-2#

I-EDUARDO OLIVEIRA WSL: So there's a way to go to prepare this vision of planning. #00:31:40-0#

R2-ID35: I think so. And while we're doing that, as Clem has outlined, I think we're all at different stages of our plan-making as well. So, it's early days, isn't it? #00:31:48-6#

R1-ID35: But you'll have a bit of pressure with the City Deal to identify projects for that. That will be happening within the next year. #00:31:55-2#

I-EDUARDO OLIVEIRA WSL: Okay. #00:31:48-6#

R1-ID35: And then you'll be having a four-year process to do the Strategic Regional Plan so watch that space (laughs), see how we get on. #00:32:07-0#

I-EDUARDO OLIVEIRA WSL: You have been very clear with all these explanations and I'm really interested in learning more, and definitely I will follow the Cardiff case as a City Vision. It's really interesting. Despite that, I would like to focus on the Strategic Regional Planning you are working on and it's at an early stage so we cannot talk much about the Interest Groups. Maybe then we can focus also a bit on the Local Development Plan to try and go through my questions on the Interest Groups, what ideas they bring through. I am aware that eventually the housing developers will come with a proposal to develop or sustain a piece of land for housing; and others in the industry. Could you clarify to me what kind of ideas Interest Groups bring to the table, and how do you deal with that? #00:33:02-6#

R1-ID35: What we did at each stage, like the document the 'Preferred Strategy', we justify high level. There are different options: we go for *that* level of growth; a huge level of growth or a low level of growth and what the pros and cons are. The advantages of going for *that* option, or the disadvantages, so that the document shows, overall, what strategy we went for in terms of *what* level of growth. But with the Interest Groups, what we do is engagement and consultation, and the difference I see in it is a lot of, you know, we use the website; so at every stage, organizations have got six weeks to comment but obviously we set out the whole process over four years so people know we start high level, and you don't start off at the sites, you start at *what* level of growth, and then once you decide what level of growth, you look at sites and then we look at environmental factors, transport factors and we go through all of-, it's like a sieving process, and we invite developers. It's called the Candidate Site Process and we say, 'Is there any land, as a developer or landowner, you want to have included in our Plan?' So we start off with something like 120 different sites,

but then we filter them. So, once we decide on what level of growth, we've then got an assessment matrix where we go through them all, score them all against: transport, environmental factors and the like, and that's all done openly and transparently so that Interest Groups, community groups can look at all of that at the different stages, and we have these formal six-week consultation periods where we have events where myself and team, and Paul sends officers as well, where we go out into the community and we say, 'We'll be in that leisure centre one night; we'll be in Rhiwbina another night, and then the next-', so we go round the city, and we have got events in County Hall and City Hall where we do a PowerPoint, we explain where we are. #00:34:55-9#

I-EDUARDO OLIVEIRA WSL: Okay. #00:35:00-0#

R1-ID35: We have officers there, exhibitions. That's what you find, because we can't organize groups themselves, but we give the groups the information, then the groups with that information will go away and have their own meetings, and you have groups like Community Councils, they might get experts to help them. #00:35:18-8#

R2-ID35: A buy-in resource, yes. #00:35:19-8#

R1-ID35: There's a group called 'The Cardiff Civic Society' who are like an overarching-' #00:35:23-7#

R2-ID35: Professional group where they-, #00:35:28-0#

R1-ID35: -they're there to sort of-, they have their interests. They didn't like our specs of the plan and they paid to get external planners and others to help them. #00:35:35-0#

I-EDUARDO OLIVEIRA WSL: Okay. #00:35:34-2#

R1-ID35: So when we had the big examination at the end, you had community councils, civic society and the like telling the Inspector why they thought we were wrong and they were right, and that's the process. Because there's all seven stages

of us going out with these events where I get to know-, if you're one of the objectors, I get to know you very well over the five years. #00:35:58-0#

I-EDUARDO OLIVEIRA WSL: Yes. (laughs) #00:35:55-9#

R1-ID35: You know, it's all done very civilised and it's a good process because it's not like the Council hiding away and saying, 'Here's the plan.' It's four years, seven stages-, #00:36:10-5#

I-EDUARDO OLIVEIRA WSL: Yes, you get people involved. #00:36:12-7#

R1-ID35: And the onus is on us, as a Council, is to demonstrate evidence *why* the plan contains what it does. I guess one of the main themes in this is, given it's a high level of growth, there are a lot of number of houses and jobs - but that's because they're needed - but a lot of the plan is how we are managing the growth through the Master Planning approach, through the Sustainable Transport approach. #00:36:33-5#

I-EDUARDO OLIVEIRA WSL: Yes, okay. #00:36:30-4#

R1-ID35: A lot of what we were doing was-, a lot of the reasons why a lot of the objectors were objecting. #00:36:39-6#

I-EDUARDO OLIVEIRA WSL: Yes. #00:36:36-7#

R1-ID35: Someone just might object, 'In principle, I don't want that field I'm looking at to be built on' but the Inspector is going to say, 'Well, that's not a valid reason.' But the real reasons that were coming to light early on were: 'Well, how are you going to manage-, okay, I accept the need for homes and jobs but what are you doing? Are doctors' surgeries at capacity? Are schools full? What are you doing now?' A lot of the work we did we listened to what the community was saying, so rather than just having a housing estate of 5,000 homes, we spent a huge amount of time working out what infrastructure it had to provide. #00:37:15-8# Basically, each site's got a very detailed 'shopping list' and we actually use community groups to say, 'Well, if

this site does go ahead, what do you want to see on it?' #00:37:21-7#

I-EDUARDO OLIVEIRA WSL: 'What are your needs?' Okay. #00:37:23-0#

R1-ID35: For instance, for each site we proposed in the plan, we've got a whole shopping list, you can see this on the website, if you go on. #00:37:34-2#

I-EDUARDO OLIVEIRA WSL: Yes, Mhm. #00:37:36-6#

R1-ID35: It's basically a shopping list of the infrastructure we wanted off that site. #00:37:41-9#

I-EDUARDO OLIVEIRA WSL: A very detailed LDP. #00:37:42-8#

R1-ID35: Very detailed, yes, and that's actually in the plan and then we give what we call 'A Schematic Framework' which we work up in more detail on: Where the schools are going to go, where the district centres are, so the developers come in with Planning Applications over the years to deliver it, and that's picking up on what people [Cross-talking object on? #00:38:02-0#] #00:38:03-4#

I-EDUARDO OLIVEIRA WSL: Yes, I see. #00:38:02-7#

R1-ID35: And the Inspector in the examination, they were both really keen on that. They spent a lot of time because the Inspectors knew there's an overriding need to provide the homes and jobs. So, yes, it was highly unlikely and the Welsh Government themselves supported that level of growth early on. They said, 'Yes, as a Capital City, you need to provide those homes and jobs.' So, most of the time at examination was about the Inspectors being happy, and we had the right strategy to manage it, how we could provide the infrastructure. This in a way was where the community was objecting. That was their main issue. So, in a way-, #00:38:42-0#

I-EDUARDO OLIVEIRA WSL: You've got to respond to those in advance to them. #00:38:44-3# #00:38:43-1#

R1-ID35: Yes.

R2-ID35: I mean the thrust of the Civic Society argument was very much about the infrastructure. They wanted the quality infrastructure like the Light Rail system. They wanted that to be in during the planning period but it was quite clear we couldn't deliver it in that ten-year period. So what happened through the plan making process was that we reserved land for that to actually be delivered at the appropriate stage. But what our plan was very much in the short to medium term, was very much around sustainable transport, making sure that we properly master planned these new communities. So we created the community facilities; the schools, for example, good accessibility on foot and by bicycle, public transport as well, but it's very much about making sure that we have the alternatives built in. It's very much bus-based. #00:39:34-2#

I-EDUARDO OLIVEIRA WSL: Bus-based. #00:39:37-6#

R2-ID35: I think they would have liked to have seen much more, but the plan can evolve to that state of event. The key thing, from the transport point of view, is very much about the network is very much at capacity. So, the clear strategy behind all of this was, 'Look, we've only got a certain amount of capacity and what we need to make sure is that we get the mobility on that network much improved', so it's better to have 50 people on a bus rather than 50 separate cars, for example. That was articulated through the hearings and I think, fortunately, the Inspector approved that approach, and we are where we are. #00:40:14-8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:40:14-8#

R2-ID35: But there's still a lot of work to be done to make sure that we are achieving our targets that we've set. #00:40:21-7#

I-EDUARDO OLIVEIRA WSL: Yes. #00:40:19-1#

R2-ID35: If we don't achieve our targets set then there are other measures that will come into play to perhaps introduce more interventions to use 'bit more of a stick' to

get people to use the alternatives that are going to be provided. #00:40:33-2#

I-EDUARDO OLIVEIRA WSL: I see. So you want to, to some extent, 'hold the hand' on the implementation of these plans. What happens in other City Regions, not mentioning particular examples, is that sometimes City Councils or regional entities prepare plans but they do not 'hold the hand' on the implementation. They just let the markets or-, #00:40:51.1#

R2-ID35: Well, yes. #00:40:51-6#

R1-ID35: Ours it totally, by-and-large, market driven although there is potentially through City Deal, this Metro Project - that was a Welsh Government lead scheme - so that's quite a significant intervention where the Welsh Government will basically procure commission partners to deliver aspects of that. In the main, to deliver all the sites in our plan, we are reliant on developers, private developers. #00:41:19-1#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:41:20-6#

R1-ID35: And what we've done in this is that once a developer starts building, they know that if they build 500 hundred houses, they've got to provide a primary school as well. #00:41:29-2#

I-EDUARDO OLIVEIRA WSL: Okay, that's clear. #00:41:31-3#

R1-ID35: What we have in the UK is we have what's called 'Section 106 Agreements'. If that was a development site with 1,000 houses in, it's in the plan, they come in with a Planning Application, a layout, we'll put conditions on that and also a legal agreement that lawyers sign between them. In the legal agreement, it will translate that schematic plan and say, 'Ah, there's a primary school and open space.' There's a legal agreement so it commits the developer to provide the school and the open space. We might say, if it's 1,000 houses, we might say, 'You can build 300 houses but before you build beyond 300, the primary school has got to be in and up and running'. #00:42:14-3#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:42:14-3#

R1-ID35: So, it's phasing. #00:42:16-0#

I-EDUARDO OLIVEIRA WSL: Okay, okay. #00:42:16-4#

R1-ID35: And the legal agreement is the way we control that, because the plan is only high level. The plan can't-, because we're reliant on the market, we can't say categorically in two years' time, exactly *this* will be done but it's got to be phased. There's a sequence to it. #00:42:33-9#

R2-ID35: And some examples of that on the transport side will be: you've got to have this infrastructure in place, whether it be cycling, walking, bus-routes. We're actually being more innovative, more creative in terms of getting more travel planning involved as well. So perhaps we'll give free-permits to people for the first 18 months of their occupation in their new house to use the bus service, for example, free-of-charge. #00:42:55-8#

I-EDUARDO OLIVEIRA WSL: I see. That's a good idea. Mhm. #00:42:57-8#

R2-ID35: So we're getting people into a change of behaviour as well. So-, #00:43:01-0#

I-EDUARDO OLIVEIRA WSL: It's our mind-set towards public transport. #00:43:04-2#

R2-ID35: Yes, yes. I mean, when we think of where we are now compared to 20-30 years ago, it just wasn't like this, you know. I think the aspirations were to develop the choices but we weren't sophisticated enough, we didn't have necessarily the tools to be able to 'nudge' people into the direction that we wanted. It was perhaps not quite so well planned but we think we've got the most integrated plan probably that the City's ever had, I think. Definitely. #00:43:28-1#

I-EDUARDO OLIVEIRA WSL: Mhm. So, that's the kind of work you have to deal

with all the time? Look at proposals from developers and see if they fit the plan?
#00:43:36-4#

R2-ID35: Yes. #00:43:36-4#

R1-ID35: Yes. Exactly, and every day my team are meeting developers. Literally, every day to work up the small sites, big sites, you know, 3,000 applications a year. Obviously, the bigger ones of the plan-, (Rustling of papers) #00:44:01-0#

R2-ID35: It's the North East, North West ones, isn't it? #00:44:04-8#

R1-ID35: What we call the 'Strategic Sites'-, #00:44:09-0#

I-EDUARDO OLIVEIRA WSL: Yes, strategic sites, yes. #00:44:08-3#

R1-ID35: We've got, um-, Here, these are the bigger sites. There's what we call 'Planning Application Activity' on all of them, which is good news. So, we've got a plan within months of it being adopted. The developers-, #00:44:27-6#

I-EDUARDO OLIVEIRA WSL: And things are evolving. #00:44:28-2#

R1-ID35: There's some really exciting work in the middle of the City Centre. We've got some BBC office headquarters, a lot of other Grade A office space, but particularly this new transport interchange. So, right in the middle of town, there'll be a new bus-station interchange right next to the central train-station. Cycle parking.
#00:44:50-3#

I-EDUARDO OLIVEIRA WSL: Are they around here? #00:44:49-9#

R2-ID35: Yes. #00:44:50-8#

R1-ID35: Right in the middle, yes. #00:44:52-5#

R2-ID35: Right by the central railway station. #00:44:53-2#

R1-ID35: So, what you'll have there, there's a new office-block today that's already up there. #00:44:59-3# You'll have a BBC HQ where the old bus station was. That's being demolished as we speak and there will be a new-, #00:45:05-5#

R2-ID35: Interchange. #00:45:07-5#

R1-ID35: -real state-of-the-art bus station which is linked to the train station. #00:45:12-0#

R2-ID35: The rail, yes. #00:45:11-1#

I-EDUARDO OLIVEIRA WSL: The train station, yes. #00:45:09-4#

R1-ID35: So, there are really quite exciting things there, and then around the edge of the city, we've got all these greenfield sites. Again, what you have is, if there's a site which is, say that big for, say 5,000 houses (sounds of pen on paper), the developers will put what we call an 'Outline Planning Application' for the whole site and then follow it up with detail. That's just to get the principles established, and then they'll come in with a detailed application for, say 500 houses on that, or 500 houses there. So it just builds up, but each time they go back to delivering. It's all in accordance with that. What we do is we work up with the developers a more detailed version of that, in a Master Planning framework and it speeds things up. You spend the time early and then these roll through because, you know, we've got to build a lot of houses in quite a short space of time. #00:46:09-8#

I-EDUARDO OLIVEIRA WSL: Yes. #00:46:08-1#

R1-ID35: They call it 'Enabling' where we, as my team, help the developers deliver the plan. If they're coming up with something there that's not in the plan, we will not support it. It's got to be in accordance with the plan. #00:46:26-8#

I-EDUARDO OLIVEIRA WSL: Okay. Applying-, #00:46:27-5#

R1-ID35: Exactly. #00:46:27-8#

R2-ID35: And there are fairly sophisticated discussions, aren't there? I mean, there's one site North West of the city where, for example, we're looking to provide a Park-And-Ride but the expectation is that they'll build a Park-And-Ride from, pretty much, Day One, but we won't build out the full facility, it will probably be built in phases. #00:46:45-8#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:46:46-0#

R2-ID35: So, we've got a 1st Phase that's triggered by the initial development. Yes, there's quite a bit of negotiation that goes on in those regards. #00:46:59-3#

I-EDUARDO OLIVEIRA WSL: I imagine that you have a lot of planning proposals for housing, but are there other types of land use that you have to-, that's necessary to accomplish for jobs or for trade? #00:47:13-4#

R2-ID35: For employment. #00:47:17-3#

I-EDUARDO OLIVEIRA WSL: Employment land? #00:47:19-5#

R1-ID35: At the moment, it's quite healthy, a lot of the pre-application discussions because what the LDP, the key thing it does is, because for any scheme, any developer needs an investor; somebody who funds it. So, what the LDP brings is certainty because if your site's in the LDP, if you're a potential investor in the City of London or there's a lot of overseas money going into these schemes as well, and if the site's in the LDP the investor thinks, 'Well, actually, there's no risk there. I know we'll get permission.' But then, as Paul's saying, there's a lot of very serious negotiation that goes on because if we're asking, for the sake of argument, you know, we might be saying you need to do all these works on the surrounding highway network to put in bus-lanes here, and improve that junction there, and there's a lot of negotiation. We might be saying 'You need 800 metres of bus-lane,' and they might say, 'Well, 600 metres,' or, you know, if we say 'It costs 2.5 million', they might be saying, 'Well, we think it should be 1,8.' It's complicated but at least

we've got the plans as the starting point. #00:48:25-2#

I-EDUARDO OLIVEIRA WSL: Do you feel that also the developers look at the plan before coming here, or before coming with the pre-application, or are they coming in like 'a shot in the darkness'? #00:48:37-8#

R1-ID35: Oh, no, no. A lot of development, even at Preferred Strategy Stage, developers either owned some of the sites already or had what we call 'Options on Farmland'. It takes quite a few years to get from an idea before you start building a site, yes, homes and what the plan does, it just gives us a certainty to-, because it will cost developers a significant amount of money before the first house is up, in terms of not just the planning side but putting in the roads, the drains, the infrastructure. #00:49:11-1#

I-EDUARDO OLIVEIRA WSL: The water. #00:49:12-2#

R1-ID35: So, that's where they need the certainty and, yes, the system it is effective like that. The Welsh Government call it 'The Plan Lead System'. Clearly, if a developer wants to do something that doesn't accord with the plan and we refuse planning permission, they can always appeal. #00:49:33-3#

I-EDUARDO OLIVEIRA WSL: I see. #00:49:30-3#

R1-ID35: That's costing, you know, where there's an Inspector again, but it's-, #00:49:36-7#

I-EDUARDO OLIVEIRA WSL: It will cost time and other resources. #00:49:39-2#

R1-ID35: And what we're saying is, 'Well, if you want to build homes or jobs, there's more than enough sites to go to actually in the plan.' #00:49:49-9#

I-EDUARDO OLIVEIRA WSL: You're giving enough room for them. #00:49:51-7#

R1-ID35: Yes. Some of your questions at the end here as well; and, importantly, it's

not just ourselves as officers. This plan obviously was signed off by members of the Council so as ownership, even though within the Council, clearly, there are different parties, and the LDP, some politicians from the Labour group, who are the biggest party, at that stage, they bought in and understood the need for homes and jobs. They stood by the plan even though, at times, there was a lot of opposition to aspects of it in terms of **leadership and governance**. So, when it came to being voted in at Council, the Labour councillors supported it and approved it whereas even at Council meetings, you might have had the Liberal Democrats, the Conservatives and ... voting against it. #00:50:40-0# And they'd be almost supporting residents who had concerns but the key thing is there are enough votes at Council to move it through this stage. #00:50:45-8#

R2-ID35: Yes. #00:50:49-4#

R1-ID35: So the ruling of the majority, yes, Labour administration, that's how it reached the stage it got to even though not every single member of Council agrees, but there was a majority to move it through. #00:51:02-9# And you find that's replicated nationally elsewhere, probably across Europe, you know. #00:51:10-5# It is quite easy at times where populace campaigning, you know, if there's nothing like a local campaign to-, yes. #00:51:19-3#

R2-ID35: I mean there were more views perhaps to redevelop more of the Brownfields site in Cardiff, but there just wasn't the land available to actually be able to deliver the number required. Equally, the Brownfields sites, not necessarily the control on those sites to, with any certainty, understand when those sites were going to come forward. So, you know, I think politics is the same world over. I think some will choose that to be a little bit mischievous, let's say, but we have to work within the Guidance, within the rules of the National Government, Welsh Government to be able to deliver what we delivered. It wasn't an easy approach because our opportunities, options within our existing, very tightly drawn boundary, were limited which is, again, why I think the Regional approach potentially gives us more opportunity, more options for the future. #00:52:19-4#

I-EDUARDO OLIVEIRA WSL: Yes. I will leave the room soon but to make these

points, it's quite convincing that the Cardiff Council really wants to have this Regional thinking going through for the next year. So, the Regional planning, I can already conclude that it's becoming quite a key planning instrument with South Wales. #00:52:44-4#

R1-ID35: R2-ID35: Yes. #00:52:45-2#

R2-ID35: There are enormous advantages to this City, I think, to start to work with our neighbours, perhaps even more closely than we already do to actually influence that to take some of the pressure off our network as well. #00:52:57-8#

I-EDUARDO OLIVEIRA WSL: On the leadership side, do you also have the same impression from the other authorities? #00:53:03-2#

R1-ID35: Well, that will be the interesting thing. #00:53:08-4#

R2-ID35: Yes, good question. #00:53:08-7#

R1-ID35: Because we're just starting the process. What I'd like to see is the ability for all the people to quickly get consensus and work for the good of the Region as a whole. The concern, I think, is: If the consensus isn't achieved quickly and there are a lot of different views about, you know, is it a polycentric approach where developments are evenly spread or everyone gets an equal share? #00:53:35-8#

I-EDUARDO OLIVEIRA WSL: Mhm. #00:53:34-3#

R1-ID35: The real big discussion is: there's got to be maturity where if, for example, there's a key bit of infrastructure identified that we, as a Region, agree we need to spend, say half of the City Deal money on something that's, say physically there that only is physically in two authorities, it will be interesting to see if the Region is mature enough to say, 'Well, the Region needs that massively even if, in an ideal world, can the authority that doesn't actually get any direct benefit, is it going to be mature enough to support something that's happening outside their area? That's -, #00:54:13-7#

I-EDUARDO OLIVEIRA WSL: That's something to be explored and-, #00:54:14-5#

R1-ID35: And obviously there would be a huge amount of collaboration, dialogue, but to what extent? Yes, that's the challenge. #00:54:18-8#

I-EDUARDO OLIVEIRA WSL: That's if it will be more effective or not. #00:54:26-2#

R1-ID35: Yes, will the elected members and others see things on a Regional scale or will they just be there representing their area trying to just get as much as possible for their area? #00:54:38-0#

R2-ID35: And this is why it's important for us to-, #00:54:34-8#

R1-ID35: That's the challenge. #00:54:37-3#

R2-ID35: Yes, and it is a big challenge, but I think this is where the examples within the UK, further afield in Europe or whatever, I think those are the examples to point to and to perhaps bring people in to perhaps talk to our politicians as well on a Regional basis. Yes, it's not something that's unusual here but, yes, there are mature discussions they've got to televise. #00:55:02-5#, #00:54:58-2#

I-EDUARDO OLIVEIRA WSL: They're put in the mind-set for the need for regional thinking. #00:55:07-9#

R2-ID35: Yes. #00:55:04-7#

I-EDUARDO OLIVEIRA WSL: Well, I think we can conclude. #00:55:09-9#

R1-ID35: Good! Was it helpful? #00:55:12-3#

I-EDUARDO OLIVEIRA WSL: Yes, very helpful. Everything's pretty clear!
#00:55:13-1#

ID35 Cardiff 27 September

ID36 Cardiff 28 September

B-ID36: So these are all the things that I have written over the last five years and even that one, that's the white government document, but I wrote that as well. It was for the government. So it provides some context / #00:00:15#

I-EDUARDO OLIVEIRA WSL: I came across of this here that was sort of / #00:00:20#

B-ID36: So let me just give you a bit of context you may have heard this, from what we have today in Southeast Wales it's about 1.5 billion people / #00:00:28#

I-EDUARDO OLIVEIRA WSL: Yes. #00:00:29#

B-ID36: In ten local authorities and those local authorities are unitary authorities so there's no separation of different critical levels. They do all of the local government functions. #00:00:39-2#

I-EDUARDO OLIVEIRA WSL: Okay. #00:00:39-9#

B-ID36: Now until 1996 there were two layers of local government. You had local authorities but you also had county councils which had a slightly larger footprint. That did, I guess, discharge some functions. So at that time we had, I think Gwent, Mid Glamorgan and South Glamorgan at that level and then beneath the local authorities. So things like transport and spatial planning were at a slightly higher level than they are today. There was a real organisation in 1996 which got rid of those. Now you go back even further. That previous structure was only setup in 1974, and before that, so that you had a constant governance and it happens every 20 or 30 years. It seems to be like, well that's just what happens. Interestingly there was an old, this is the Glamorgan building, there was an old Glamorgan county but which covered the whole of South Wales and that, I forget when that goes back, you know, 40 or 50 years. And so we live in an environment where there's been this constant, I guess change in the kind of, the responsible governance for local authority functions. What happened across the way now in, like there is two key

things within the last 30 or 40 years. One was in 1968 when in UK there was an act called the "Passenger Transport Authority Act" and a lot of passenger transport executives were set up across the UK at a reasonable footprint. There was 12 men to be put in the Cardiff region in that incredulous passenger transport executive. It didn't happen. So at that point you had a passenger transport executive for the government, which was part of transport and it worked for Manchester and the West Midlands in Birmingham, northeast England, Yorkshire, I think Glasgow. And they have existed ever since in different forms. One of the benefits of the "Passenger Transport Executive" for example, in Manchester in the 1980's were, they were able to think regionally and developed the Manchester metro link. Now I'm pretty sure if that didn't exist, they wouldn't have been able to development that, because they went across different local authority boundaries. So we've never had that, we've never had that proper level of regional governance at that level. #00:02:52-9#

I-EDUARDO OLIVEIRA WSL: Could have changed other things, quite / #00:02:54-5#

B-ID36: Yeah. So we've been kind of constrained. The other thing that happened of course in 1997 was Wales voted for the devolution and created the Welsh government, which took some responsibility of the functions like transport, some of the transport, not all, there is some transport still stuck in London. So what you then have is, you know, in England a greater Manchester is that big and England is that big, alright? In Wales, you know, Wales is that big and Cardiff region is that big. So if you create something which got power on a bigger footprint, it's actually not that much smaller than the Welsh government. So you then have that, that leads to political tensions and a resistance at the Welsh government level for creating democratic bodies that could be perceived as a incompetent judiciary. So that's always a problem I think. Where we're at now I think, over the last 15 years certainly there's a recognition that the economy has changed, the economy in Southeast Wales has changed, the growth of the cities, the more interdependence of economies around cities and their hinterlands. That has kind of become the Zeitgeist around the world and you've got this idea that we need to join that connectivity part of that. #00:03:55, 0#

I-EDUARDO OLIVEIRA WSL: Yes, connectivity before / #00:03:56-8#

B-ID36: Yes, yeah. And it creates opportunity. So, you know, Kevin Morgan here has been talking now, I will talk now with the government commissioned reports. Everything I've done is framed in the concept of a need to do certain things on a regional level. You know land use planning, economic development of transport certainly, naturally fit other function on the economic area. So I don't think intellectually anyone would argue, well there are some who say no there's some, you know, that doesn't work, but a recognition that that probably needs to happen. What we have somehow lacked is an ability to make it happen.. And it goes back to 1936 where we're still having the same debate. The difference now is that I almost think because of the metro that that is the catalyst. #00:04:40-5#

I-EDUARDO OLIVEIRA WSL: Yeah, you always need some sort of this catalyst or instrument or a project / #00:04:46-7#

B-ID36: Because / #00:04:48-3#

I-EDUARDO OLIVEIRA WSL: To bring people together. #00:04:49-0#

B-ID36: Ultimately Welsh governments have a lead in the metro project. It's not Cardiff council, you know, they haven't got the resource or bandwidth. Welsh government would get in some additional powers in Westminster and on rail-franchising and within that they have committed now, I know the procurement has started a four to five billion pound program of 15 years. You know, so it's a lot of money. A lot of that is a revenue subsidy, so it's ongoing operations subsidy, but it's at least a half a billion if not three quarters of a billion pounds, so sort of a billion Euros of capital into the infrastructure of the rail network Cardiff to the Valleys. Now I think the reality is as a politician you know, if you're going to spend that much money, you have got to make sure you do the right thing. #00:05:29-7#

I-EDUARDO OLIVEIRA WSL: Of course. #00:05:30-7#

B-ID36: And I think that / #00:05:30-9#

I-EDUARDO OLIVEIRA WSL: They generate a wide impact. #00:05:32-4#

B-ID36: Exactly. So you then you are forcing the conversation about "Well, if you're doing that, what else do we do we need to do?". And when you start getting into it you start realising there are some other things you need to do that are different to what you've done in the past. You have to think regionally because that's a regional project. And you stop doing some of the old things and do something different. Now there is, I'll give you an example, one of the local authorities could (filly?)(#00:05:53-8#). They recently had some housing plans and plans for a new road. And in the kind of the local view it kind of makes sense, but when you come up to a metro level and look at the region you say: "Well, that housing is in the wrong place because that transport would be over here. That should be over there. And that road we don't need anymore because of this connectivity". Because they are thinking very narrowly. So what Metro is doing it kind of has given us an opportunity to say some hard stuff, even though there is a statutory obligation to delivery, it doesn't make sense. So now have people at the pull cart talking about this, trying to work with some other region on working together. On working towards this city deal regional plan. And what we have is a framework under the Wales planning bill, which was made law last year according to the strategic development plan. So there's now a statutory framework to develop a regional plan. It just needs the minister to say, "Go do it" or the local authorities to say, "We're now ready to work together to do it" and I think this project will force them to start working in that way. What we worry about is a bit of a risk is if you don't make it statutory you make it voluntary, you then allow local politics to infect the process. And then what you then have is people. And there's a bit of it going on where everyone brings their, you know, ten lists of their local projects and they try and / Because there's an election next year of local government, you know, I'm trying to satisfy my electorate and say, "Oh this project I've been trying to get for ten years". And what we need to do is not let them do / I think we have to let them do some of that, is say, "No, no what are the right products for the region?" And that's quite hard politically. #00:07:33 4#

I-EDUARDO OLIVEIRA WSL: Regionally. #00:07:34-0#

B-ID36: Yeah. But that's very hard politically because, let's say, if you're the leader to run the kind of though / How easy is it if for you to say "We don't want any projects because the best project for the region is in the next local authority?" So, you know, so that's, that's where the tension comes between what is the right thing to do versus the political realities of having ten local authorities, you know, and elections next year. An elections they always cloud I guess the optimal response. But I'm still, I'm optimistic. So what happened as well on the back of that, we've got this city deal coming in now, which is a UK government initiative. Now / #00:08:10-8#

I-EDUARDO OLIVEIRA WSL: But on the funding side if I understood correctly now. So try to get money to support directly some projects so the cities are left to come together and then / #00:08:22-d#

B-ID36: The ideal is that there's new capital available from Westminster or certainly a facility for many local authorities to borrow money and have to borrow it underwritten to generate more capital funds. But from Westminster's perspective, those capital funds have to go on strategic projects to help the economy. Right, now/ #00:08:40-3#

I-EDUARDO OLIVEIRA WSL: We have to do it together. #00:08:41-5#

B-ID36: Together, they have to work together to come up with it. The challenge is of course, that was no Welsh government initiative. So initially Welsh government were kind of, "Woah", because there was an election last year of the Welsh government and they didn't want the conservative party in London claiming political credit for things like this. So as a side, last summer before the Welsh Assembly elections the conservatives did a press release, saying the city deal was put in the metro. Right? So Welsh government were really kind of, "No no, it's our Metro not your Metro". So the politics already infected. So they managed to navigate, they have agreed that the Welsh government have delivered the Metro but the city deal could produce more funding to extend it. So there is a kind a of an agreed working together approach, but there's always that tension at every level of politics, you know. Not just between different parties, within parties as well. So even within the Labour Party who are very

strong, there are different factions you know. I think Paul Carter told you yesterday in Cardiff council, there is effectively two Labour groups. #00:09:40#

I-EDUARDO OLIVEIRA WSL: Yes.#00:09:42#

B-ID36: There's a lot of tension in there. So the politics at every level can really kind of take you off course. As someone who has been promoting this project for five years you become very attuned to the politics because if you don't you'll just get smacked and you'll be out of the project authority. So you find a way of playing into the egos of politicians and you tell them things they want to hear. You then move with officials so that they can work with the politicians so you keep the thing moving. But it is all about being compromising where you have to, but keeping the big picture in mind. So I do think, you know, Welsh government have started a procurement for this program. They have created an organisation called "Transport for Wales". Has anyone mentioned that to you? #00:10:19-3#

I-EDUARDO OLIVEIRA WSL: No. #00:10:19-8#

B-ID36: No. So Welsh government sit up here/ #00:10:21-8#

I-EDUARDO OLIVEIRA WSL: Yes and that's very important. #00:10:22 8#

B-ID36: They've created this new body called "Transport for Wales" which has basically got the money, and is running the procurement of "The Wales and Borders" franchise, which is the rail network for Wales and the Metro. So a lot of companies have been in the bid to build this. I'm working with NTR, I helped set this up. So I helped persuade them to buy the Metro, then I believed they would buy the Metro, so that's happened. So "Transport for Wales" is the only formal organization that's defining what this massive regional project is going to do. So the local authorities have not got much of influence. #00:11:00-5#

I-EDUARDO OLIVEIRA WSL: Much to say? #00:11:04-0#

B-ID36: No. So the city, there's the city region over there and you got ten local authorities and you have got the city deal and all of that, you know. That's still nascent. In reality, they need to find a way to formally influence that process so if they then had extra money, because there is money coming through here and there's money from Westminster, if they can get that agreed and the companies who funds they will then have a right to influence, you know, not just phase one, phase two but phase three, four and five. That's the conversation that is going on. So, Paul Carter, they know what they would like to see metro to do as local authorities. They are trying to work out what their priorities are. If they can agree there and come up with some proper governance and there is way of the planning bill, strategic development plan, say, here is that plan for the region, this is the major of house and this is the major of employment and this is the transport, we want to see metro deliver. They could then, with that money formally have an influence on "Transport for Wales" who are becoming I would say, a procurement organisation. So these are not spatial planners or you know they are just delivering. So, you are "Transport Wales", I want this transport system to go from there to there, here is the money. You will be the experts in procuring, working with the operators, working with the marketplace, you know and monitoring and managing the operation of that. But the statutory input what it is they are buying must come from Welsh government or from the region. #00:12:27-9#

I-EDUARDO OLIVEIRA WSL: Or from the region. #00:12:28-2#

B-ID36: The regions. #00:12:28-9#

I-EDUARDO OLIVEIRA WSL: Do you think they will be able to propose a new Metro line to connect developments of sorts? #00:12:36-4#

B-ID36: Yes. This is what I hope. This is what I hope they'll do and this is I think the way it will work. #00:12:41-2#

I-EDUARDO OLIVEIRA WSL: Will cover the needs of the local people. #00:12:45-3#

B-ID36: Exactly. So in the phase one or phase two metro we call it, there's a network, you know, who is going to do these things and those things and that's fine but actually, that's, you know, there's going to be another phase, another phase. These guys should be driving that and in partnership with the Welsh government and you know the fund, coming up with the fund to build this. So these guys then are managing an ongoing program to extend the network. And that's what we want. We want a long-term incremental program that then, begins to go to those places where people are still feeling disconnected and disheartened and not part of, so you know, how do we get more trams to Blackwood? There're no trams in Blackwood. There haven't been trams or trains to Blackwood for 60 years, but there's 70,000 people that live there" #00:13:24-2#

I-EDUARDO OLIVEIRA WSL: And then? How you can convince the people for example in that place that the tram is needed or/ #00:13:28-7#

B-ID36: Exactly. So there's a / #00:13:29-5#

I-EDUARDO OLIVEIRA WSL: You have to avoid the car and use/ #00:13:31-5#

B-ID36: So there's conversation as well around this. I was talking to you earlier about how we engage with people and how we, you know, sitting down just saying we're going to build this thing people go "Pfft" you know, we have got to bring them on board, even although there's millions being spent people, it doesn't affect people's lives. So there is how we engage and how we understand the needs of people needs to be far more sophisticated. And I would like to see, you know, companies using things like arts, community groups, culture, heritage, all of those things in that engagement process because that's how you get people talking about their place. Just say I have got a tram for you, is like "Yeah you know that's great, but you know I need a bit more than that". So we need to think about that whole interaction between the machinery at government and the machinery at state delivering stuff and how it really affects people's lives on a day to day basis. That's how, you know, I don't think it's easy, but that's what we have got to try and do so that we do create because part of the challenges we have is that there's no one today, you could phone everybody in southeast Wales and Glamorgan and say, "Where do you live?" No one will say I

live in the Cardiff capital region. It doesn't exist, right? It's on the paper and it's, but it / #00:14:33-0#

I-EDUARDO OLIVEIRA WSL: It's not tangible. #00:14:34-5#

B-ID36: No, it's not. It's not. There's no emotional connection to it.

I-EDUARDO OLIVEIRA WSL: This can make it tangible. #00:14:39-0#

B-ID36: Right. Having that, you know, this is the thing with this, this will be the most transforming project the Welsh government has ever done. You know, you have got this old railway with old trains very slowly, very inefficient. We convert that to a modern rapid transit light rail system, faster, more / People would go, "Whoa where did that come from?" That's the catalyst there then for all of these different conversations. #00:15:01-5#

I-EDUARDO OLIVEIRA WSL: I wrote one of your visions that is not only about building new but also recover income or trying to alter the train lines or / #00:15:09, 8#

B-ID36: Yeah. It's reusing what's there and that's the first thing, yeah. So it's taking what is a depreciated asset and renewing it and that's a huge opportunity because as you know, a new light railway system is very expensive. To take an old railway and completely / It's actually a lot less expensive. It's still expensive. #00:15:28-3#

I-EDUARDO OLIVEIRA WSL: It's not as expensive. #00:15:29-2#

B-ID36: So it's a bit like what Manchester Metro link did, I mean that wasn't a new system they took the old railways over there, that were still running old trains and they basically churned that off, converted it, they did a little bit of on street in the middle of Manchester but they connected it toward the railways from the north for the city to the south. And very quickly they had, I guess a 25-mile tramway that completely transformed connectivity. And they have been extending that ever since. And now it's 120 miles long and covers most of the city. That's the same model but

we'll be able to do it much more quickly because north of Cardiff we have got 100 miles of railway going up to all these valleys that are running old technology. So when you see that, you know, if you are a young kid in Nelson there's an old train line, there's no passenger trains and if you haven't got a car your horizons are kind of limited. You say, "We'll have four trams an hour to Queens Street in 35 minutes". "Oh well, I can go there that easily?". Yes. And then your life, your opportunities change, your sense of who and so you know part of this is about kind of giving people that sense of "Whoa we can do things". I think that the metro is the catalyst there, without the Metro I think it would be much harder to do it and it just so happens we have the money for that, we have the rail franchising at the same time. You know, I did a lot of work under the radar with ministers trying to get them to see the value of this. And they kind of see the political upside because it's, you know the devolution program in Wales has been since 97, you know, has it really had an impact? Maybe not. This could be the kind of like the pivotal project for the devolution, you know. This is what Wales can do. #00:17:05-7#

I-EDUARDO OLIVEIRA WSL: What has started sort of these ten local authorities towards this project of new Metro? Do they like it? Do they embrace it? #00:17:13-5#

B-ID36: They do. I did a lot of work in going back to that study in 2013. I spent a lot of time talking, go to see to chief executives and local authorities under the radar and I did presentations, I did a lot of work, press, media, and I know they all see it as a potential game changer. It makes some uncomfortable because it does force us to think reasonably but I think they all understand it and the only reason the city deal got momentum was that they saw that the Metro had to be part of that, and it's like "Okay, well the Welsh government is delivering this, but they can use the Metro to add more to it. They can all get new stations but also build a whole regional capability around land use planning and economic development. So I do not think there is anyone who is anti-Metro. I mean, it's one of the few projects people go, "Yeah, yeah, I like that". There is definitely differences about what you should do first and where and there's some concerns about, you know, there are some communities that need more help than just connectivity. As I said, you need to think about what's the economic development intervention that some of these small communities. But you know, if you look sort of that the M4 project, I don't know if you

are familiar with the M4, there's a new M4 motorway being planned, there's a lot of opposition to it because of the environmental concerns about building new roads and politically quite divided. Metro I think is at 95/ #00:18:29-6#

I-EDUARDO OLIVEIRA WSL: A consensus. #00:18:30-1#

B-ID36: There's a massive consensus and I spend a lot of time, you know, working under the radar getting there and you need that, you know, to have some, everyone go...To improve connectivity so people can get to more places, access more work". #00:18:43-8#

I-EDUARDO OLIVEIRA WSL: Do they see a benefit on that? #00:18:45-0#

B-ID36: Yes. #00:18:45-5#

I-EDUARDO OLIVEIRA WSL: And they also see benefits of having the possibility of attracting more investments or more developments to the / #0:18:55-2#

B-ID36: Well, it's that. I mean, one of the examples I use, and sorry, I do talk too much, is that, and this is what Jane knows, there's a town called Pontypridd about ten miles north of here and to be fair it's become a bit run down over the last 20, 30, 40 years. And I don't think government policies helped them. Now one of the opportunities is, you build this network so more people can get there. You put more stations in Cardiff, so that people, there's a big population here who would never think about working in Pontypridd, could get there. You then say, well, you know, office rentals are much lower than Cardiff. If you're paying a high rental for a rental in Cardiff and your margins are getting squeezed, you know, where do I go next? Well maybe, you know, ten trams an hour every 25 minutes, I mean Pontypridd. So maybe I'd go to Pontypridd and next thing you know, "Oh, Pontypridd" and someone says, "I want to put, you know, some student accommodation there". And then suddenly the retail offer improves and then move their council back to the middle of Pontypridd. And then the town center gets a completely big shot in the arm and it becomes in its own rights a regional hub. So I won't pretend that it will happen everywhere but there are certainly some places you can that the connectivity

dividend will have a real tangible impact on developer's appetite and commercial appetite in the place. And I hope, I really hope Pontypridd benefits, because if it doesn't then the Metro has not really worked and that means other agencies outside this, you know, they are buying the transport you know, there's a regen, there is economic development, there's culture, there's art, there's housing. They all have to align around what Metro is doing. So given metro, "What's my housing policy?" "Where are we going to build the houses?" On regeneration, "Where do we invest our funds?" "Well, let's try and align it around these fewer places. Let's have an impact". That requires other people to almost voluntarily align their activities. And again, that's hard. #00:20:41-0#

I-EDUARDO OLIVEIRA WSL: To make them see the benefits of everything; a tram line or a Metro. #00:20:44.8#

1: Yeah. And to be fair I have done a lot of that. I spent two years of Welsh government and I spent a lot of time talking to different departments, talking to regeneration I say, "Look, you can't spread the money everywhere. I know you would like, but there isn't enough, so you focus it on a few places". I said, "If Metro happens, what can you do in Pontypridd? Make something happen. Don't spread it everywhere so that nothing happens. You say that you have spent a lot of money but there's no kind of nothing there?" So, it means making tough choices. But I think there's a recognition that, you know. I came up with this phrase I think in here called, what was it now? I called it, oh yeah: "The slow decline of homogeneous mediocrity". So, you spread it everywhere, there's no impact. You have got to say "No, we've got to focus". And it means some places don't get anything to start but if you can make Pontypridd transform, if I'm in the next town down, "Wow, Pontypridd " So / #00:21:48-2#

I-EDUARDO OLIVEIRA WSL: So there will be centers within these ten local municipalities?. #00:21:51-5#

B-ID36: Yes. Yes. #00:21:52-1#

I-EDUARDO OLIVEIRA WSL: Could you tell me a bit more on the philosophy of this Metro and I will try to clarify. Copenhagen, you are familiar, this sort of the thing, the five fingers where they / #00:22:02-0#

B-ID36: Yeah yeah yeah. #00:22:02-7#

I-EDUARDO OLIVEIRA WSL: Rail connections and they have also statutory elements that're mentioned that a housing development should be located near to the / #00:22:10-7#

B-ID36: Yeah. #00:22:11-9#

I-EDUARDO OLIVEIRA WSL: stations. #00:22:12-6#

I-EDUARDO OLIVEIRA WSL: What's the philosophy of the development of this Metro line here? #00:22:15-8#

B-ID36: Well at the moment now there is no statutory framework because local authorities, even Cardiff council could not put the Metro in their local development plan because they can't deliver it. So they can't put things in that they can't deliver. The inspector would say, "We can't deliver that." So, nobody, there's no statutory recognition anywhere of the Metro apart from the fact Welsh government are about to buy it. So this is the massive contradiction we have here. We've got this major project that's about to happen but it's not being formally reflected in any form or / They don't have it on plans and that's madness. Right? So we've had over the last 20 years LGP, LGP, LGP and they are all on different time scales and they are all focusing on their bid. None of them have the resource to fund the Metro so they end up with all these little plans. Some get rejected and put back, you know. "What's up here? You've got the Metro?" And it's like, it's not connected. So there isn't actually a spatial framework formally for the Metro. Now going back to this one here sorry, we / Independently we did try to do a bit of spatial framework we did say okay, / #00:23:21-4#

I-EDUARDO OLIVEIRA WSL: This is your / #00:23:23-5#

B-ID36: Yeah, this is / So we would say there's the region, there's the population centers who are disconnected. There's the major development opportunities. There's the major transport constraints you know, here is a plan, right? You know, really, you know, very simple to give a sense of focus. I still think at that level, you know, we need that and we need a statutory version of that. And I hope out the city deal and out of that step in. The first thing we do is to have a really high-level spatial strategy which plays into what metro does. So with accessibility, you know, any housing scheme above, I don't know, a couple of thousand units whatever, where are you going to put those? You know. At the moment now they are all being done at this level and you get lots of little houses built but all car-based and they are getting all the contributions from the ballot just to build that three bedroomed houses with a drive which is not over there anymore. We, you know, we need density; we need transit-oriented development. We need to be building on the rail corridor. So at the moment now there's no statutory obligation for anyone to do that. Which for me is crazy, all right. But this process and the city deal, now for me I've under the radar I talked to some of the authorities is to say, any deal or city deal must be at this quarter point is to develop an actual DP. That has to be done. Not just voluntary and it needs to be broad to cover I say, housing, economic development, and transport. So housing and land use, right? So, you know. And develop a very high-level spatial plan with the priorities to key sites, this is where we are going to build. And then all the smaller stuff stays with the local authorities, but the big stuff, let's get that done. And then that provides a framework. Now that would probably take five years statutory saturated but in even in shallow form they can start doing that now and I don't think personally we should sign any more city deal unless there is a commitment to do this, because otherwise/ #00:25:13-5#

I-EDUARDO OLIVEIRA WSL: Commitment. #00:25:14-0#

B-ID36: All the money we spend on the Metro is not going to be of impact, because what you have is, like local authorities do the deal with the developer, releasing it/ #00:25:21-7# Put up 500 houses over there, "No, no, no, we don't want that. A lot of people are without cars. #00:25:26-2#

I-EDUARDO OLIVEIRA WSL: In the corridor of the rail and / #00:25:26-7#

B-ID36: Exactly. We're lucky in southeast Wales, you know, we are looking geographically in that because of the ecology people live along the valleys, you know, so you've got here, you've got all those people there, there is no railway. There's probably 80 000 people around there. You have got a rail line here and that's not even passenger service. You've got no housing here, you have got more housing here. There's opportunities to align all of our housing needs for the next 50 years on the existing rail corridors rather than plots set up in the middle of / Which is what tends to happen. #00:25:57-9# So there's the big sea and as you can see, Cardiff is big but you know, but, there are still more people living here and here, right? You know we have got over five million people, we have got 350 000 there, you have got 90 000 there, you've got probably 100 000 there. Right? And there are sort of 60 000 here. So, how do you identify Pontypridd as the hub? That's a hub. That's a hub. That's a hub. That's a hub. How are you going to open the / #00:26:24-2#

I-EDUARDO OLIVEIRA WSL: Pontypridd. #00:26:25-6#

B-ID36: For me, Pontypridd is of interest to me because there is a sort of confluence in all these valleys and all these services come through here and that here, that place would be no more than twenty minutes from here and here. Right? So, in reality, the accessibility of that places is going to be transformed. So it's not a car, but so many activities in here. And more housing down here. So these are the kind of things that should be in a spatial plan. A proper spatial plan and you know everyone gets it, but no one's doing it yet. #00:27:00-5#

I-EDUARDO OLIVEIRA WSL: You have to convince these authorities that it will be good to build in this corridor #00:27:04-9#

B-ID36: Yes. Yeah. Yeah. #00:27:05-8#

I-EDUARDO OLIVEIRA WSL: And through countryside areas. #00:27:07-8#

B-ID36: The other problem we have as well is that there's been this kind of planning policy going back 15 years. There was a Welsh spatial plan, but it never really, it wasn't statutory. So we released a brownfield act. Now across the region, there's lots of brownfield land associated with industrial works or mines that/ We have replaced it. So what you then have is that people are trying to find housing allocations, it's not a principal brownfield because there is an obligation. But those brownfields are not a bad place. No parliament says you know sometimes you have to build on a greenfield, the challenge is to build sustainably with the perspective in mind. You know this is all no planning where this is green, this is not green - we have to build stuff but let's build in a way that's reflective and with respect to the environment. And build where we need to be and build in places where people can get to on public transport and that's things that we haven't done frankly. So I feel, people are getting this now and I think we've turned a corner but there's still a long way to go.
#00:28:01-7#

I-EDUARDO OLIVEIRA WSL: I see a lot also regarding that building in green areas, then these local government plans, they have to go through ten tests of soundness. Do you see, for example in the future one of these tests of soundness be the proximity to the tram line or the metro line? #00:28:23-4#

B-ID36: There has to be. The Welsh government should issue a formal technical advice note to say, they should say anything over, I don't know, 50 units that can't be more than X meters from a line or a potential station. In Stuttgart you can't build, you know, you have to be cognisant of the public transport corridor. It is written down that we should do that but it's not enforceable. I think we should make it, you know, absolutely enforceable.#00:28:50-7#

I-EDUARDO OLIVEIRA WSL: Yes, in Stuttgart is also one of my cases because I spend time talking with Dr. Andrea Frank.

B-ID36: Yeah, yeah. #00:28:56-3#

I-EDUARDO OLIVEIRA WSL: is that they/ #00:28:57-6#

B-ID36: Thomas Schmidt, Thomas (Kibbit?) you know / #00:28:59-4#

I-EDUARDO OLIVEIRA WSL: (Kibbit?) Yes, yes, I met him. #00:29:00-7#

B-ID36: Yeah. #00:29:01-5#

I-EDUARDO OLIVEIRA WSL: They emphasize a lot the role of the S-Bahn. #00:29:04-3#

B-ID36: Yes. They transform the region. You'd like to be a Thomas as well, so / He took us to a beer tavern there once, but. But it is the S-Bahn and then also the local tram network, you know. They are fundamental to how the plan. You know you can't turn up and say, "I want to build 5000 houses" which you could do here, right, in a way but you have to say, well how does it rate the transport, you know. In the Netherlands, you say, "People put the transport in first" in many cases. We try to find a way of retrofitting it so the whole system is not designed for transit development in the UK and we have got to find a way of becoming more real. #0:29:35-7#

I-EDUARDO OLIVEIRA WSL: Tie the things together. We talk a lot about politicians who can make decisions about companies and advice how they see this project and how they see the coming regional plan. You are familiar eventually with private entities / #00:29:45-6#

B-ID36: Yeah, yeah, yeah. I mean I came from that background because I / The best example, I know insurance, I know David Stevens the chief executive, you know, he sponsored this work, this stuff, this is 2011. So, David Stevens, he's also director of one of the biggest companies in Wales. Biggest company in Wales, five billion pound company. Most of his people travel with the car to work. He has a lot of people from the valleys working and their biggest issue is availability of public transport, the reliability of public transport and the fact they work 24/7. So on a Sunday, there's no trains running. So, for him it's a real impact on their business if people can't get to work. So, you know, he's been a big supporter of my work and the company has and other big companies in Cardiff where you move people in. You say, "Look, improve transport that makes us easier to employ people" and it's simple, you know. As a

company, you want to be able to track the best people from the largest possible pool. If connectivity is improved you have got more people who could work there. Conversely, if I am looking for work, if I can get to more places I've got more choice. And as an employer, if people can get to more places I can base myself in different places and the reach of the staff differentiating is over. Because what tends to happen now is, you know, economic policy - is all about trying to be a little Cardiff. Well actually you don't, be a big Pontypridd, and they would trying to compete so there's a subtlety about of how we align the economic development strategies for these key hubs. So they don't compete but they are complimentary. You know, Pontypridd is never going to get the Bank of America back office to locate there. Cardiff might. Right? But for Cardiff to do that similar functions that are in Cardiff that are too low value should be in Pontypridd. So with the connectivity improved we allow the region to begin to function as a region rather than a collection of places that are competing. At the moment we are still kind of in that competition, but we are trying to create a much, you know, poly-centric aligned place, where different place have got their role to compliment everybody else's. At the moment we haven't got that and that's going to be hard. Connectivity, I think, will make it easier to do so. I don't know if you know, some of the economic stats that I use, and I get out maybe an insertion is that the GBA capital of the region is 80 percent just under the UK average. And in Cardiff and the Vale which is not very high, it's less than a 100 percent. Okay, it's low in "Heads of the Valley" it's about 55 percent, but the biggest difference is, compared to the rest of the UK is not down here, you've got other parts of the UK, poor parts at that sort of level, Cardiff under performs Bristol or Nottingham or Attenborough but quite a lot. We do not have enough high-value productive jobs. So what tends to happen is there's a lot of / Cardiff just created 30 000 more jobs but they are not paying enough and they are jobs that really should be in Pontypridd or Newcourt or Merthyr. But because of our connectivity constraints, you know, they end up being put to Cardiff. So Cardiff is not going up the value chain because it's now performing a role that other centres should be performing. So if we can address that and say, "Look, you know we want to get some of these jobs out of Cardiff and Cardiff can then focus on the higher value stuff". So these subtleties optimistic and people then always frame it as a Cardiff versus "The Valley". No no no, or the Metro is connecting through to Cardiff. No no, the Metro could connect through to Pontypridd as well. You know, it's about the move of both ways. The other

thing I think is really important is that if you look at the geography of this part of the world it's stunning right? If you've got the history of the mines and the industrial haven you don't see the green infrastructure. I think it's a beautiful place, but nobody here knows that because they have been so used their industrial heritage but it's a massive tourism opportunity, I think you know. If this wasn't a mine there, it would be a national park. You know, these valleys I mean you know, they're stunning. They are really something else but there is no tourism infrastructure really. There's no hotels, there's no walk, you know? You go to some parts like you go to the lake district or you can go to somewhere like a place called Hebden Bridge between Leeds and Manchester, used to be an old Mill Town 50 years ago. Now it's real hotbed cultural tourism centre that reinvented itself. Good connectivity to Manchester and Leeds, you know? I think that some places in the valleys / #00:33:56-7#

I-EDUARDO OLIVEIRA WSL: Could benefit from this.

B-ID36: Well, will eventually recognize that their role is not, you know to, I guess, be nostalgic about the past it's to create a whole new industry based upon the place they live in. Again, difficult and challenging but again part of this place making conversation is, what can it be? You know, what is our future? Not, you know, lamenting over the past we had 80 years ago. It's recreating ourselves using connectivity as a catalyst for all these conversations. I think we can. So it's / #00:34:20-0#

I-EDUARDO OLIVEIRA WSL: Well great talks and we have covered a lot of / #00:34:24-1#

B-ID36: I know. #00:34:25-1#

I-EDUARDO OLIVEIRA WSL: of elements and then, so you think what the challenge at the moment is, or are, bringing the stakeholders together, bring these local authorities together maybe in a more informal way and eventually in a formal way to get the things done? #00:34:42-4#

B-ID36: Yeah. I think that's it now. Because to say (#00:34:45-3#) build the metro and it will do certain things, but to really have an impact there has to be this cohesive regional working ultimately on a statutory footing to start planning properly and I think I am optimistic. I am always optimistic. The conversations that are happening, there is some good will, there is some tension, let's not pretend it's not, but I can't see, given the scale of investment in that, that's the catalyst for a whole new way of thinking. #00:35:07-9#

I-EDUARDO OLIVEIRA WSL: Which entities will be involved with the personalization of this Metro. So if the Welsh government / #00:35:14-2#

B-ID36: They procure it, yeah. #00:35:15-7#

I-EDUARDO OLIVEIRA WSL: Builds it and then private entities will come to / #00:35:18-0#

B-ID36: Yes, yes. So I'm working, I mean, I am working with one of the companies now who are bidding. So the NCR Corporation is a Hong Kong based rail company. We know the current rail operator is going to bid to do it. There's (Keolis?) a French company, (Abellio?), Dutch company, so there is going to be four to five big international transport companies/ #00:35:36-8#

I-EDUARDO OLIVEIRA WSL: (Arriva?) #00:35:38-0#

B-ID36: (Ariva Train?) that's Deutsche Bahn. So the reason is, just so that you know, the franchise for the rail network in Wales is was let in 2003 and that franchise ends in 2018. Right? And the Welsh Government now have the powers to rebrand so they could buy a new operator. That was the opportunity to add to that franchise. So the franchise is all of the Wales and borders. So that is the whole network of Wales, and that is until 2018 to be replaced. The opportunity was then to add to that the Metro. So it's almost like a fortuitous / #00:36:11-5#

I-EDUARDO OLIVEIRA WSL: For now they have the operation of trains. #00:36:14-3#

B-ID36: So, they are going to run the operation of the trains but also in here build the Metro. So that procurement, as I say, is starting this year. It will take 18 months and I am working with one company and they will then be responsible to Transport for Wales for building and operating the Metro. And as I say, the mechanism for the local authorities then is to formally, I guess, drive their outputs and their funding into Transport for Wales. So as you get to phase two and phase three, whichever operator wins will be responsible for building and maintaining that. So there's a / And I've kind of helped, you know, design some of this, I briefed ministers, I did notes to / Under the radar trying to finesse this so it might work and I make no apologies I probably, you know, got over the boundaries somewhat, but I am really passionate about trying to make something work. #00:37:05-6#

I-EDUARDO OLIVEIRA WSL: Yes, yes definitely you can clearly see. So, a question to you, in that, as you take the / You also work with this company NTR do you also go to these local authorities to try to convince them or not convince them? #00:37:17-9#

B-ID36: No, no. At the moment now because I know them all but because my role with NTR, because of the rules of procurement, I've got a competitive interest. I can't formally talk to them which is a pain but other people can. So what will happen is once this procurement is finished by say, the end of next year and NTR win the bid, I don't know, right, there needs to be an eventual formal relationship between the operator, the Welsh government and these local authorities and at that point by then we hoped we would have resolved the statutory framework. #00:37:46-1#

I-EDUARDO OLIVEIRA WSL: Yes, this governance / #00:37:46-8#

B-ID36: Right. So I see on its transport you will define the outputs you want and funding and basically, it will procure those via "Transport for Wales" to the operator. So that Cardiff says, "We want a better tram line further into the bay". While we're building the core network, that's another 100 million pound, you agree with Transport for Wales, then you procure that and then that would come through as an additional

contractual request to the operator. So, I see a mechanism where, you know, this will be 15-year deal. #00:38:13-3#

I-EDUARDO OLIVEIRA WSL: Very ambitious. #00:38:14-1#

B-ID36: And then what we have is, what we need really is not a symbol project with a long-term incremental program, to build local skills based on industry, all those kinds of things. So I don't know at the moment now I think, "oh this might happen." Yeah? This might happen? But there's a lot of things that can go wrong. Well what I do know, whatever happens with all of this, that there is probably going to be okay because that procurement started and so what's coming / #00:38:35-8#

I-EDUARDO OLIVEIRA WSL: So things are taking shape? #00:38:37-5#

B-ID36: Yeah. Because Welsh Government have to replace the franchise. #00:38:37-8#

I-EDUARDO OLIVEIRA WSL: It's also aligned. #00:38:42-3#

B-ID36: So that's the kind of, that helped force this because that's got to happen. If none of that happened they have got a refranchise of the rail network, but even if there is nothing going on. So that is kind of the vehicle when you add the Metro to it, so it's / That' why I now think it's different, a few things are lining up to create the opportunity and if that wasn't happening I don't think any of this would happen. You know? We would be having the same conversation we had in 1936. But because of this project and that things are beginning to align.#00:39:09-8#

I-EDUARDO OLIVEIRA WSL: And so, one of the last questions. If these things are, in my perspective, taking shape and then you also think that the local development plans after the local authorities start seeing the things taking shape regarding the transportation and Metro, do you think they will also go further and start integrating, or thinking regionally also in their local development plans for example, to closing developments that fit the needs of the regional / #00:39:35-8#

B-ID36: Yeah. I think what you would see is almost subliminally is people will start behaving differently and I think I say, by putting a statutory footing on this strategic development plan, put that in place and the statutory obligation. People see this, over ten years probably we'll see a transition from this more locally based planning to some sort of strategic planning capability. So I think the prognosis in the next few years is positive, right? There are certain risks and I think we will end up, I mean, I think we have an amazing region, potentially. #00:40:04-9#

I-EDUARDO OLIVEIRA WSL: I clearly see. #00:40:06-0 #

B-ID36: A fantastic green infrastructure, a fantastic transport system, fantastic city in Cardiff, fantastic places like Pontypridd and Newport all begin to feel confident again, you know. Cardiff has seen a bit of confidence but everyone will begin to feel part of that. And what you want is that someone immerses that it feels like just kind of down the road. Now one funny story, my wife works in a college in, she is from London originally, in fact, she works in a college here, and a college here. So she moves around. But there was a second college where they have now created these ... colleges that are kind of ... Now some of the staff there have never been here, ever, right? Ever because that planning is there, you know of / They have never been there. There is another ... college over there, some of the students there have never been to Cardiff. You've got a lot of that where some people sort of ... and say, "You could be there in 45 minutes four times an hour. Go have a look". ...we are going to need over there. #00:41:11-5#

I-EDUARDO OLIVEIRA WSL: And then you build a stronger vision. #00:41:13-2#

B-ID36: Yes you do because / Now, for me there's a lot of people down here who don't know what a fantastically beautiful place this could be. So, get them out there because there's fantastic parks, walks, and heritage, you know? Here, I think we have the first iron works at ... but no one knows it's there, it's our pyramid. The world's first iron works, you know, on an industrial scale #00:41:36-2# So my vision for metro is you have got all these stations and at a click, you see, "Okay, all these people live there again." This is all the green infrastructure, the parks, the walks, click. All the industrial heritage click. All of the artistic community resources. Then

they see the different ways how the region fits together. And that's part of creating a sense of place that joins people up. #00:42:03-1##

I-EDUARDO OLIVEIRA WSL: The airport also? #00:42:05-8#

B-ID36: The airport is / #00:42:07-6#

I-EDUARDO OLIVEIRA WSL: I feel that it's very disconnected, the airport. #00:42:09-9#

B-ID36: It is, well I mean, did you fly to Cardiff here? #00:42:11-4#

I-EDUARDO OLIVEIRA WSL: No, I came back in from Edinburgh by train. #00:42:13-9#

B-ID36: Okay. That takes a long time, doesn't it? #00:42:15-3#

I-EDUARDO OLIVEIRA WSL: The train was delayed, no, the first one was canceled and then was supposed to arrive at 7pm, I arrived at 11pm. #00:42:21-7#

B-ID36: The problem with the airport is that there is a station here, one train an hour, and it's not actually the airport. The problem is that it handles 1.5 million passengers a year, right? It's such a small level to justify a big capital program doesn't work. What we could do is improve the station and put more trains on this line and have a much better connection. And I think that would be the first thing we would do, but it is difficult. It's kind of / #00:42:49-1# But it can do better. You can do better services.. of what I am doing with the colleagues is having more trains there and improve the bus link. It's only about a mile away. If you had, say, four trains an hour and there's a bus there, many of the airports have bus shuttles. #00:43:06-6#

I-EDUARDO OLIVEIRA WSL: Yes, of course. #00:43:07-8#

B-ID36: If there is a shuttle every five minutes. That's fine. #00:43:09-8#

I-EDUARDO OLIVEIRA WSL: Yes, but also Stockholm, they have trains as well. #00:43:12-1#

B-ID36: Yeah. In some cities, you know, the airport is further away from the center, isn't it? You know. Because it's so big. So, there's ways to improve it now, but that is never going to be a big airport, you know. So the region that / The opportunities is this is the new railway line to Heathrow. There's a new rail link from Reading into Heathrow being built in the next five years. So, what we'll reach from here to Reading in about an hour and then 20 minutes to / So Heathrow will be 90 minutes from here. **You know, Heathrow is a global airport.** That would be a huge impact, right. So I think for me important to improve that is good for the economy, but ultimately for business, international trade, you know, Heathrow is a big airport. And that new rail link into Heathrow from Wales will make a big difference. Of course, people use that to fly to Amsterdam, so / #00:44:00-3# Yeah, right. So that's ... airport ... You know I used to work in the US. I worked in ... right? So I used to fly from here to Amsterdam to Chicago and to ... Because I didn't want to tramp to Heathrow, because Heathrow gets a little bit easy to get to. So there is things like that. And there is also an interesting opportunity with the tidal lagoon if you haven't watched the tidal lagoon - <http://www.tidallagoonpower.com/projects/swansea-bay/> ? #00:44:29-4# There's a scheme for a lagoon in the swan sea to impound the tide and generate energy. But the real big scheme is to build a lagoon. I'm here in impound the water that tide, the water drives the turbines. Massive renewable energy project. That would have an impact on the region. Again, that's a city deal, that's a city regional project. Conversations have started with the UK government about the price of energy. So I thought that I will be seeing a team in three weeks. And that kind of project / #00:45:03.-9# There's a massive tidal resources there is a huge tidal range here, in fact, the biggest in the world, all that energy could be captured. So that is a potential industry for the future. So you've got this huge green infrastructure. You've got a massive tidal resort. I mean, the potential is massive. So, obviously (unv.). I'm optimistic. #00:45:23-4# Good and any questions you got to find me a line and if I think of anything I will send you one as well. You know for me, I think it's great people ask me questions and almost objectively analysing what we're doing is useful as well. I want people to know what we are doing here. #00:45:55-5#

I-EDUARDO OLIVEIRA WSL: Yes, yes, I will keep you posted as well. I thought you would be mainly academic. #00:45:59-4#

B-ID36: That's fine. #00:46:00.-1#

ID36 Cardiff 28 September

ID37 Cardiff 29 september

R-ID37: Right, I will be critical. I don't know how much you know about planning in the UK generally and planning in Wales but regions have been ground for battlefields in the past 15 years in the UK, mostly because of political reasons and power allocation and that sort of thing in the whole of the UK. In Wales specifically, the debate on regions has somewhat merged with devolution; do you know about devolution in Wales? #00:00:46.3# So Wales was basically a region in the UK and then during the past 20 years, but more specifically the last 10 years, the UK has gone through a process of devolution, whereby Scotland has become more independent. Scotland has always been a bit different because the legal system is very different and is not common-law based. So Scotland has always been a bit different but now is a lot more different and a lot of powers have been devolved to Scotland. Wales comes a step after Scotland for many reasons. First of all, the difference from England hasn't been as marked as the difference between Scotland and England over history but also because Scotland has really worked very, very hard to become more independent because they have the resources; they have oil and whisky and the taxes. Wales has never been a rich country and so in a way, even though there was from various political parties the wish to become independent, there was a general acknowledgment that it would have been a difficult independence without the resources, and things become more critical now after Brexit because Wales has traditionally absorbed quite a lot of European funds. #00:02:26.5# Then after Wales comes Northern Ireland; the revolution in Northern Ireland has been a lot slower because of the religious tensions in the past and so I think it is fair to say that, from both sides, the brakes were put down because pretty much the independence in Northern Ireland could have been war in many respects. Things have improved now and so they are going as well. #00:02:57.3# So regions, the debate on regions in Wales has merged with this debate of devolution. One of the first things the Welsh government did was to organise a Wales Spatial Plan. So when the Assembly was put together and finally people could vote for a government that was based in Wales, one of the first things that coincided with the development of the Assembly was the production of the Wales Spatial Plan. The Wales Spatial Plan was to identify areas in Wales that were similar for social and economic and **morphological aspects**. These areas were never mapped and so they never put a boundary that says, "This is where this region ends and where this region starts", and many academics, not just in Wales but in various parts of Europe would agree that it was a very interesting approach because the Welsh government said, "This is what we can say from sitting up here but you on

the ground will have to make your decisions or choices and decide which region you are in and start thinking about how to manage...” #00:04:27.3#

I-Eduardo Oliveira WSL: Together. #00:04:28.0#

R-ID37: Yes. So the Welsh government were pushing it a bit but then was trying to encourage local authorities, communities to get together and define where they are and define the ways they were working together. For a number of reasons, this approach failed because local authorities...you know, British culture is very pragmatic and so you will not find individuals but certainly you will not find organisations, public or private, that will do anything unless they have to do it in order to optimise resources with tasks and whatever but it is culturally ingrained. So local authorities didn't really understand what that would bring and never really deeply engaged in the process. So when the Welsh government organised sessions, seminars, workshops locally; they would obviously go and participate but there wasn't the pull that the Welsh government were expecting at the time. The one thing that Wales Spatial Plan was doing was also spatializing the type of services that the National Welsh government was developing on the ground and so that was pretty interesting because you've got a nation, a country that gets its own government and alongside developing the government was also thinking about how to specialise the services it was providing. So that strategic plan was so interesting in many, many respects but it didn't work out. On one side, there were local authorities who were a little unsure as to what to do and then there was the fact that Wales is Labour dominated and has a history of mining and heavy industry and is Labour dominated, but what does it mean? It means that... I mean it's not as easy to understand how things work just by saying its Labour but precisely because it's Labour has got many sources and many sub-groups and many... #00:06:48.4#

I-EDUARDO OLIVEIRA WSL: Visions within? #00:06:51.5#

R-ID37: Yes, within the party. So the first set of Ministers were all behind the Wales Spatial Plan and that is when things started moving really well but then when the first internal reorganisation happened, not all Ministers were equally supporting the plan. So probably the Welsh government, there was an issue there as well as from the ground. #00:07:21.8#

I-EDUARDO OLIVEIRA WSL: Political agreements or...? #00:07:23.4#

R-ID37: Yes. So there was a lot of talk of 'let's do things strategically' but really not much to be seen about doing things strategically. The Wales Spatial Plan was also thinking about the development of a nation, the development of an identity, equalising social inequalities, and so it was a document of that kind, alongside the economic development. Nothing happened and then there was a second Wales Spatial Plan and then that unit within Welsh government was dismantled and they started thinking about a plan that covered the whole of Wales but was looking at allocating funding for the production of infrastructure and the understanding that Wales is lagging behind because the infrastructures are so bad. It might take you seven hours to go from Cardiff to North Wales because there is one train-line which is not a quick one and there are two roads but there is no motorway and particularly Mid and West Wales are really rural. Some of the main roads are not even tarmacked. It is rural. For the Romans, it was the end of the empire and it still is in many ways. It is the end of Europe; after that, God knows (laughing). So Wales Spatial Plan, we had the second Wales Spatial Plan which was not as good as the first one, then that unit within the Welsh government was dismantled and they started planning but it was more infrastructure planning; so where do we put this pot of money, where do we put the roads, where do we put the railway lines, and that sort of thing. So they said 'strategic' but I'm not sure if it is 'strategic'. I mean it is probably budgeting, strategic budgeting of a certain kind, but it is really not spatial planning, and then there was a task force about the situation. There's another thing I'm not sure you know but Wales has got three million inhabitants, one of which in South-East Wales, South Wales, let's say, South-East mostly and Swansea, and Cardiff has got probably a bit more than a third of those and so it is, if you were to look at it at night with all the lights then you would see loads of lights in the South, quite a bit in the North but that is basically the periphery of Liverpool. There is nothing economically that carries weight in the North but because Liverpool is so near, you have people that commute from Wales into Liverpool and participate in that economy but there is really not much there. All the rest is practically mountains and sheep and farms. So, in 2012, 2011-2012, there was a task-force to start discussing the Cardiff city region. You have met Kevin Morgan?
#00:10:48.4#

I-EDUARDO OLIVEIRA WSL: No. I tried several times but he never replied. #00:10:51.3#

R-ID37: He never replies. I know (laughing). Anyway, Kevin was one of the carrying people with that idea. That task-force was basically looking at the city region as an economic unit and so there was very, very little attention to the social dimension and also to the spatial or logical

reality of South Wales, unless it was needed to do their economic stuff but it was a really interesting start. Edwina Hart was the Minister that made that happen. #00:11:31.5#

I-EDUARDO OLIVEIRA WSL: From the Labour party? #00:11:33.8#

R-ID37: Yes. It is all Labour party here; there is nothing else. Edwina Hart was more.... our First Minister, Rhodri Morgan, was elected in or around the time Blair was around but he was completely different and so he came from the left of the party, Rhodri Morgan, whereas Blair was more of the right of the party, and that was very new to the people, you know, that sort of Labour, the left of the Labour party at that time was what South Wales was. Also, because the Unions were still relatively strong and so on but it slowly moved and so our First Minister at the moment, Carwyn Jones, I can't say he is on the right of the party but he is certainly more towards the right than Rhodri Morgan was, and you can see that from some of the choices he does and some of the people that are around him. Obviously, the current situation within the UK has changed considerably because Rhodri Morgan was there in times of plenty in many ways, whereas Carwyn Jones has practically just cut things since he started being in place. Anyway, Edwina Hart was more, I would say, on the Blair side of things and so development and then everybody would be better off if we get this centre going and so she was pretty much on that side. She retired in May this year but quite a lot of the things we are seeing now belong to Edwina pushing things forward. She pushed the task-force forward which was the region task and now one thing that nobody will tell you but I think it is really puzzling is that, at the same time as the task-force working on that report of the Cardiff city region, we were working on the Wales Planning Bill because devolution works in steps and countries get given some powers and some other powers. In 2011, I think, Wales was given the go ahead to take over their planning powers and so the Welsh government started working on the first Welsh Planning Bill. #00:14:07.9#

I-EDUARDO OLIVEIRA WSL: Like a Planning Act, like in Scotland? #00:14:10.1#

R-ID37: A Planning Act, yes. The Planning Bill is the proposal and the Planning Act is after it's approved. So they were working on the proposal of the Planning Bill alongside this task-force was working. The task-force was pushed forward by the Economic Development Minister. All the studies that we bring to the Planning Act were funded by a different Minister that dealt with planning, okay? #00:14:39.4#

I-EDUARDO OLIVEIRA WSL: And environmental issues eventually? #00:14:40.9#

R-ID37: Not really because Wales' strong point from the very beginning was sustainability. So there has always been a Minister that looked at sustainability and environmental stuff specifically and other bits and pieces. For example, housing moves from one to the other, and depending on the Minister they change portfolios but generally the sustainability portfolio stays because it is so prominent. Wales doesn't have anything else apart from nature and the wind and maybe the potential for renewables and so that is quite important. #00:15:18.9#

I-EDUARDO OLIVEIRA WSL: Yes, okay. #00:15:19.9#

R-ID37: So they never really merge that with planning at all. In economic development, I think there were a couple of Ministers that had economic development and planning but not consistently over the years. So, at this point in time, you have two Ministers and so these Ministers start funding a lot of studies for the Planning Bill to produce the first planning legislation, a planning system that was completely different and independent, and we have that now. The study for the Bill which has probably been accepted and is now in the Planning Act says that you have got a regional level of planning that basically should solve all the problems that local authorities alone did not manage to solve, and so allocation of the difficult things; waste management facilities. It was difficult enough within Cardiff to decide where to put them because political parties and different forces in power didn't want it where they were. They now say, "Oh, you know, we will make it more complex, you've got to decide not within a local authority, you've got to decide within..." It makes sense spatially because it is a conurbation but because the problem was basically political and power-related, really it makes more of a problem. Any strategic infrastructure decision, economic development, and housing allocation, that is another really problematic thing in the UK generally but traditionally in Wales. So all of these things now, instead of being decided within the Local Development Plan which is a land use plan device within a local authority, all these decisions that are difficult decisions will have to be decided within a regional plan which is a planning plan, a spatial plan that only contains the strategic decisions, and then all the local authorities will still have to do their local development plan, which is a land use plan, taking on board what was agreed at the higher level. Okay? #00:17:35.9#

I-EDUARDO OLIVEIRA WSL: Yes. #00:17:36.4#

R-ID37: Now, this city regional thing doesn't have an elected body which is extraordinary and democratic because say you are a resident of Cardiff and you elect your council, and there is a leader of the council who is a leader because it is proportional to whatever the council is. If there is any issue when the local development plan happens, you can go to the person you have elected and say, "Right, I'm not sure if I agree with this allocation", and you provide a presentation directly to the offices but you can also go through your elected member. Now what you're saying is the crucial decisions, the really important decisions; where are we going to put all the housing, where are the gypsy and travellers' camps going, you know, the things that people really feel strongly about. They don't want them here. That is the thing that really bothers people in their view of the world. All these things would be taken out of democratic control and decided by a body which has got some people that belong to the council or the different local authorities but other people as well; so business, etc. So it is an interesting, innovative construction but in terms of democracy, it is a nightmare. The other thing is that the city region that came out of the task-force is not the city region that deals with the spatial strategy because they came out of two different developments, two different ministries. So, at the moment, we have a planning system that sees the local authority producing the Land Use Plan and around Cardiff, a regional level, a body that is constituted in certain ways that decides for the strategic priorities for the area that need to be taken on board by the... #00:19:46.3#

I-EDUARDO OLIVEIRA WSL: The local development? #00:19:47.6#

R-ID37: Yes, by the Land Use Plans, but these people that decide for the strategic plan are not the body that is the city region. #00:19:56.7#

I-EDUARDO OLIVEIRA WSL: That is very complex. I wasn't aware of this. #00:20:02.5#

R-ID37: Okay, that is a problem. There is another problem that is the Metro, Mark Barry, the Metro task-force is not the city region. #00:20:13.6#

I-EDUARDO OLIVEIRA WSL: Neither the regional plan? Is it on the city deal thing? #00:20:18.7#

R-ID37: Well it takes some money from the city deal but more than that. So Edwina Hart put the money on the Metro. Edwina Hart put the money on the city region, and the other Minister decided the planning... he didn't put any money but decided it would be at that level. So now you've got the Metro development which is basically unfortunately because it is such a good opportunity but, as it is at the moment, every document you will find is basically a transport network. Then you've got the Land Use Plans from the different local authorities and they don't have to talk to the Metro. They might want to decide and look at what the Metro does to decide where to put the housing but they don't have to, and then you've got the city region that looks after the economy of the place. They might decide to look at the Metro, they might want to talk to each other, but they don't have to, and then you've got that huge bureaucratic structure that has got to produce a strategic plan, as we know it in Europe, that can or can't talk to all these people. So, as far as I can see it externally, it is a huge mess. I mean, it is very good that everything is progressing so quickly after so many years where nothing much happened, I agree, but where all of this thing is going, I really don't know. Wales has always been opportunistic because they are... the Scots are a lot bolder in their proposals. They want something and they are very strong, their plans are strong, and they push it with very strong political majorities at all levels really. The Welsh are so subdued and probably because there is so much less money than there is in Scotland, I don't know; finance, ability, but you also see that when you deal with Scottish officers in Scottish Government, they are so much more on the ball than officers in Wales. You will never find an officer in Welsh government that is absolutely going to say, "Yes, this will happen". They always... because they are really not sure, I don't know. #00:22:55.2#

I-EDUARDO OLIVEIRA WSL: It is a question of organising capacity or leadership eventually? #00:23:00.9#

R-ID37: Yes, knowledge, skills. It is a very new body if you think about it. #00:23:07.9#

I-EDUARDO OLIVEIRA WSL: These institutions, the regional planning, these are the main issues Wales encounter today? #00:23:19.8#

R-ID37: I think that in terms of spatial planning, there is no spatial planning. There isn't because if you look, if you just open a map and look at the Metro, the Metro is completely idealised, there is no territory there. #00:23:35.8#

I-EDUARDO OLIVEIRA WSL: As you said, it is a network? #00:23:41.2#

R-ID37: Yes, you don't understand how the land works, do you? #00:23:46.7#

I-EDUARDO OLIVEIRA WSL: No. Like in other European city regions where it is clear that the housing land should be located near to stations or employment lands will be located near to core areas. #00:23:58.8#

R-ID37: You don't get a feel for the type of territory this thing lasts. #00:24:05.6#

I-EDUARDO OLIVEIRA WSL: Yes, and they will develop plans that they do not talk much about. #00:24:09.5#

R-ID37: The Local Development Plan is the one the local authority produces. So there is Cardiff, there is the Vale of Glamorgan, there is Merthyr Tydfil, there is Monmouthshire, there is Caerphilly, and so you have twelve of those... #00:24:27.2#

I-EDUARDO OLIVEIRA WSL: Mhm. Twelve or ten? Maybe twelve... #00:24:33.0#

R-ID37: Well it might be there is twelve on one and ten on the other, God knows (laughing). Look at the Planning Act and there, it says exactly which local authorities need to talk to each other and I think it is twelve there. In the city region, it might be ten. #00:24:49.1#

I-EDUARDO OLIVEIRA WSL: Paul Carter mentioned ten for the city region but there is eventually ten in the city region, are they clarified on the Planning Act? I imagine they are different. #00:25:03.5#

R-ID37: They are different yes. So unless they decide to become the same thing, they aren't the same thing at the moment. From the Planning Act, you have ten or twelve of those and each of them has got different councils elected by different people and these councils are really different. You've got places like Cardiff which is relatively well off in Wales, and then you have places like Merthyr, Rhondda which are extraordinarily poor. #00:25:41.6#

I-EDUARDO OLIVEIRA WSL: A lot of issues in social terms? #00:25:44.2#

R-ID37: Yes. Absolutely. They are poor, groups of people are isolated, and they have got very little opportunities. There is also the **morphology of South Wales**. So, in South Wales, you have got the coast and then you have some very deep valleys that run 90 degrees on the coast. So because the **morphology of South Wales** is like this and because traditionally the link is with the mines at the head of the valley, then you have some valleys where you still might have trains and roads, and you have got other valleys that are very near to Cardiff but are very far and if you are poor, you don't have regular access to a car or own a car. It is really difficult to get to a station to get you into Cardiff. #00:26:38.6#

I-EDUARDO OLIVEIRA WSL: So the origins of these people are quite different, restricted by the morphology and also by the lack of development? #00:26:45.1#

R-ID37: Yes. So imagine all of these councils with all these different priorities and all these different issues having to go around a table and have to decide the strategy that each of them puts into that. #00:27:03.5#

I-EDUARDO OLIVEIRA WSL: Yes, and Cardiff as a key player and so they are pushing all their investment to Cardiff and the surroundings. #00:27:10.9#

R-ID37: Yes, because if you talk to Paul Carter, he will tell you this but if you talk to the person who does the job that Paul does here in Merthyr, the story is a completely different story. #00:27:24.7#

I-EDUARDO OLIVEIRA WSL: So in your opinion at the current time, the spatial plans do not respond to the real needs of Cardiff city region or South-East Wales? #00:27:36.7#

R-ID37: There is no spatial plan. These are Land Use Plans. They are not spatial. What plans are you familiar with, just so we understand what we are talking about? #00:27:52.2#

I-EDUARDO OLIVEIRA WSL: Only these local development plans. #00:27:54.6#

R-ID37: No, no. Where do you come from? #00:27:55.8#

I-EDUARDO OLIVEIRA WSL: I am originally from Portugal. #00:27:58.0#

R-ID37: So what plans have you seen? #00:28:04.7#

I-EDUARDO OLIVEIRA WSL: I have seen regional plans from the other European city regions I have been to study. #00:28:11.9#

R-ID37: There's no regional plan here. #00:28:13.8#

I-EDUARDO OLIVEIRA WSL: Such as Stockholm or Copenhagen or Hanover, the regional entity, or Stuttgart. #00:28:22.4#

R-ID37: Okay, so Stuttgart does have a regional plan. It's not a spatial plan by any stretch of the imagination and doesn't look like the Stuttgart strategy. #00:28:45.3#

I-EDUARDO OLIVEIRA WSL: Absolutely yes. #00:28:45.8#

R-ID37: So that is the problem. They are starting to consider working together but what this will bring, I don't know. Cardiff is in a situation where we have run out of land, there is no land for housing in Cardiff anymore. There is a bit of brown field between the city centre and the bay, there is the port which belongs to the British Port Authority (BPA) which is underused and so the likelihood is that portions of the port will be released to the local authority in time and so maybe there will be a bit more brown field coming in but, as far as I can see, we have allocated the last bit of green field with this plan and Cardiff doesn't have space for more housing, yet it is growing. It is growing but the economy is mostly public. It is the government which has been expanding so aggressively over the past two decades; the government at all levels, the universities, there's the BBC, and there is very little real money there. There is a bit of creative industry which is growing quite well but it is small. There is a bit of tourism. There's not much else, but Cardiff has been growing because Welsh people might come to Cardiff but also because Cardiff has become a capital and there is a lot more esterification of the land, has anybody mentioned that? Brace yourself. I come from the south of Italy but our trains are electrified. In the UK, trains still work... #00:30:48.0#

I-EDUARDO OLIVEIRA WSL: Diesel. #00:30:48.0#

R-ID37: Yes, so the big news is that two years ago, some money has been given to electrify the line between London and Swansea and so what takes now, you probably came by train? #00:31:03.0#

I-EDUARDO OLIVEIRA WSL: I came by train from Edinburgh. #00:31:04.5#

R-ID37: From Edinburgh? Have you come directly here? #00:31:10.8#

I-EDUARDO OLIVEIRA WSL: Via Crewe. #00:31:14.2#

R-ID37: Through Crewe. So you've done Crewe to Cardiff through Wales; that is the only line we have got in Wales. #00:31:24.0#

I-EDUARDO OLIVEIRA WSL: And it takes three hours. #00:31:24.7#

R-ID37: How many kilometres is that? #00:31:29.5#

I-EDUARDO OLIVEIRA WSL: I'm not sure. #00:31:30.4#

R-ID37: Well in central Europe, you would be able to do that distance in an hour, an hour 10 minutes? #00:31:35.3#

I-EDUARDO OLIVEIRA WSL: In Portugal, it is well-developed. #00:31:41.5#

R-ID37: So the big news is they are going to electrify that line which means electrifying London to Swansea, if you think there are people who live in Bristol that commute to London today, once you make that line much quicker, Cardiff starts getting into the wider commuter belt of London because what takes now two hours and a half on a good day or three hours on a bad day will take less than two hours. So less than two hours, they'll say, "Well, because prices are so high in London and surroundings, if you don't have to be in the office every day, it might make sense to live in Cardiff where rent is probably a third or a half than you would get in central London", and so things equalise. This has been a huge stimulus for Welsh government to put money on this obviously because as soon as the national government said, "Yes, we'll put the money on

electrifying the line up to here”, the Welsh government said, “Well, we have got to put some money into this”. I’m not sure why I came to that but that is another important thing to say. Where was I going? Oh, yes, housing. So Cardiff doesn’t have land for housing. It has been growing and will probably grow even more if the transport to and from London will speed up, and what is missing, because they have developed the city centre and the bay with flats, one and two bedroom flats to attract the young professionals that come and live in the vital capital of Wales. Those professionals who arrived here 10 years ago are now married and have one, two or three children and need houses and these houses are not there. They are available in the Valleys cheap but they need a car and whether you, as a young professional, want to go and live next door to people who are really socially deprived or where the schools might not be as good, that is a bit of a mess. This will certainly help to spread the load in a way. The other opportunity that local authorities of Cardiff should be able to see but I’m not sure they see that at the moment is that if they manage to put the land for development along this, they can get more development which means they get more money from taxes. We pay council tax. #00:34:43.6#

I-EDUARDO OLIVEIRA WSL: To where you live? #00:34:46.7#

R-ID37: So whoever lives there, even if they don’t own the house, they pay council tax. #00:34:53.3#

I-EDUARDO OLIVEIRA WSL: The same with us in Zurich. #00:34:55.1#

R-ID37: So, the more houses you have in principle, the more income you have but I am not sure they see this at the moment. So far, developers have been really reluctant because houses in this country are produced by developers, generally mass developers. #00:35:24.4#

I-EDUARDO OLIVEIRA WSL: Mhm, big companies. #00:35:25.0#

R-ID37: Yes, big companies that work nationally and have the same three or four typologies that they just put together and develop a site, anywhere from the North of Scotland to the South of England, they do the same things. Most of development is in the hands of private developers. Private developers have always been very reluctant to go in these places because they always thought there was no market or the market was not good enough for them to be able to sell their houses, but I think with this that is another weird thing, not the Welsh government, nor the

metro, nor the city region have commissioned a study to monitor how land values might have gone up already just by drawing a couple of lines on a piece of paper because they will have and that is how the market works. Nobody knows. It is really weird, but there are opportunities there, it is that those local authorities will need to see them. They are not just going to get the incinerators and the gypsies and the travellers but they should sit at a table to negotiate properly and get good things as well as what Cardiff doesn't want or cannot have anymore. #00:36:49.9#

I-EDUARDO OLIVEIRA WSL: It was also mentioned that a lot of negotiations will unfold in the coming months or coming years. Anyway that is a very interesting element. #00:37:09.4#

R-ID37: Is that a bit different from what the others have said? #00:37:12.5#

I-EDUARDO OLIVEIRA WSL: Yes, slightly different. They haven't mentioned the Planning Act and the boundaries of the city regions which are different in the Planning Act and the city region. #00:37:26.3#

R-ID37: It's not just the boundaries; it's the bodies that govern those things, but it is a long line. So Google the Welsh Planning Act 2015, I think it was agreed in 2015. You can do that then there is the report of the city region task-force that was commissioned by Welsh government and basically what the city region is doing and will be doing is all in that report and then you've got the Metro... #00:38:00.1#

I-EDUARDO OLIVEIRA WSL: There's a lot of things to look at, this regional development plan, as they call it, or the strategic development plan for the city region, they are yet to come. They mentioned to me that now we are doing work on these development plans, also the other authorities or the other councils and there is a point we will come together to try and design our regional plan or our plan for the city region. #00:38:27.6#

R-ID37: Which hopefully will be looking at a strategic plan. #00:38:32.0#

I-EDUARDO OLIVEIRA WSL: Quite optimistic. #00:38:33.5#

R-ID37: My question remains that if somebody else has got the economic development in their portfolio; how, you know... #00:38:46.3#

I-EDUARDO OLIVEIRA WSL: How will they interact? #00:38:46.8#

R-ID37: Yes, and this Metro project which basically depends completely on the Welsh government, and so Mark and all the people that work on the Metro are paid by Welsh government directly; how does that then talk to the people who think about economic development and have got to decide. #00:39:14.3#

I-EDUARDO OLIVEIRA WSL: It seems to me that the officials should come together and work together but if... well, who knows the answer for this; if they will come or if they will not come, or if they will just develop their things separately and then wait to see where the housing land will be located after the transportation network if they do other things together. That is a very interesting element to point out. #00:39:39.8#

R-ID37: So that's an issue. #00:39:43.0#

I-EDUARDO OLIVEIRA WSL: I guess looking at my additional questions I wrote on after reading these documents, we talked a bit about Brexit and the challenge of Brexit. Do you think Brexit will impact quite strongly these decisions about developing the Metro, or the money is coming from the Welsh government? #00:40:14.0#

R-ID37: Metro is coming from Welsh government. The electrification of the line from London to Swansea is coming from London, so from Whitehall. Brexit changes the political balance in the region because there are some local authorities like Merthyr Tydfil, some parts of the Rhondda Valley that have been recipients of very big pots of money from the European Union to tackle the social deprivation they have got because they lag behind in economic development and so on over decades. So it is really unclear. I mean I'm not even sure if anybody knows how reliant these local authorities are on the constant flow because obviously the European money is not a constant flow, it is project-related, but because they have had access consistently to those pots of money over decades, you don't really know the things you can actually do without it because, yes, maybe they have built this big college or this other thing for higher education, or whatever, mostly with European money but some of their money as well but I don't know if they know how much they can do without that. So these are local authorities that are poor generally and so they lack resources that have got a lot of issues because the people that live

there are poor or socially deprived and so they lack resources and have got possibly more to do for their people, and suddenly such a big chunk of investment that they have relied heavily on for decades and decades is taken out. What they will do is an entirely strategic position for the politicians and for the councils; how they are going to discuss with Cardiff what to do because to a certain extent, until they don't have the European money, they could say, "Oh no, we still have the power to do this education centre". Now they don't have that and to a certain extent, they have become even more reliant on the spin offs from Cardiff, so that is one way of looking at it. Another way of looking at it is that they might become even weaker when they sit at the negotiation table because there's nothing they can put on... in the past, they might have sat down with the Metro map and said, "Oh look, there's this station that comes into our territory and if we get the housing, we have some allocation for a college for further education or professional development. We could put it there and regenerate the town completely. This is an opportunity for somebody who comes from Cardiff but this could also be an opportunity for our local people". They can't do that anymore because they don't have anything to put on the table anymore and so it is difficult to say. #00:43:54.8#

I-EDUARDO OLIVEIRA WSL: Yes, it's uncertain how things will unfold. #00:43:59.4#

R-ID37: Yes, so the people in some of the poorest valleys are some of the areas where most of the people voted to leave the EU and so it talks of very disaffected chunks, huge chunks of the population, and so what they want is another matter. Do they really want the Metro for Cardiff or do they want that money invested on things that to them are more important; health and housing that is affordable to them? #00:44:39.1#

I-EDUARDO OLIVEIRA WSL: Having infrastructures and... #00:44:40.9#

R-ID37: God knows. #00:44:42.6#

I-EDUARDO OLIVEIRA WSL: It's different realities, right. Alright. Well, I think we can conclude. I think we have talked about a lot of different elements. #00:44:56.0#

R-ID37: Is there anything that I haven't covered that you need to know about because I talk a lot? #00:45:03.9#

I-EDUARDO OLIVEIRA WSL: No, that was very good and I will of course listen to this again and write down the key elements like the effectiveness of the local developing plans, how effective they are in making things happen in reality. #00:45:17.6#

R-ID37: People will complain and say that they aren't but somebody who has worked in Italy, Germany and Scotland, I would say in Scotland they are extraordinarily effective, in Wales they are effective, in Germany they aren't really. I mean plans work in Germany because there is so much money from the public sector that pushes things forward. If you think that there is no money and is basically mostly the market, they do an extraordinarily good job but you will have people in the council, developers, the business say the system is too slow, it is too bureaucratic and there is too much red tape. They will say that, but if you step back and look at how Land Use Plans work in different parts of Europe, you will see that these people are extraordinarily good, they work. The way they manage to put various powers around the table and agree on outputs in the public sector and the various private sectors, for plans, they are not like ours in Europe because with the direction of travel, they are not laws. It is very different legal context and so this, in addition, they are really good but nobody here will tell you that. They will say the system is so slow and doesn't work and doesn't deliver and there is no trust. #00:47:10.5#

I-EDUARDO OLIVEIRA WSL: But do you feel that they really impact the reality out there? #00:47:14.5#

R-ID37: They do. #00:47:15.5#

I-EDUARDO OLIVEIRA WSL: Because also the markets play a role on making the plans happen or unfold; the market supports the implementation? #00:47:29.2#

R-ID37: Yes, okay. So in your average development, there is practically no public money involved. Your average development in the UK, the local authority doesn't put any money on it. Your average German development, say Freiburg or Stuttgart will have quite a lot of public money there. So they will have the social housing, they will contribute... #00:47:57.9#

I-EDUARDO OLIVEIRA WSL: There's planned developments. #00:47:59.9#

R-ID37: Yes, so here there is nothing at all, nothing; that's one thing. So whatever is developed is what the market wants to develop and local authorities have got to be very, very strict to try and get out of the private sector what they need. So if they need schools, parks, social housing and mixed tenure housing and so on; they have to be really strong and try and get it out.
#00:48:30.9#

I-EDUARDO OLIVEIRA WSL: And negotiate with the private developers and saying, "I want to develop these units for housing here or this building if you do this or that".
#00:48:43.1#

R-ID37: Yes, and there are some... for example, there is Section 106 which is a bit of the law that provides the boundaries for negotiation but there are other tools as well but what happens is a developer, say Cardiff Local Authority is a lot stronger and so if Paul Carter sits at the table with a developer, he is a lot stronger than the person who does Paul's job in Swansea, and why is that? Because there is a lot less land in Cardiff and because there is a market in Cardiff that you don't find in Swansea. Because the developer can say, "Right, if you don't want my housing, there is no way I've got the margin to build your school, I'll go to the local authority next door". That is what developers do. They just want to build houses to sell them and so they want a place where they are sure they can sell them and sell them at a certain price. So lack of land, it is offer and demand, that kind of usual thing. So Paul is very strong but the chap in Merthyr and the chap in Swansea are very weak. They practically have to open the door, put the red carpet out and say, "Developer come in" for nothing practically or the bare minimum because they are not as powerful as and so in a place like Cardiff, I would say things do work. The other thing is you know that, say in Germany, what is in the "flesh-Plan" needs to happen or better said, nothing that is not in that plan can happen until you do the next plan. Whereas here, it is not the case and so, let's say, I buy a piece of land that is rural in the plan but I have a brilliant project for it and I can make my case that the development is not only important for me but is also important for the community. I put in a planning application and I have got hope that will go through. It can happen, it's not impossible. In fact, in some places, it is quite the norm. So what happens is that, in the past 20 years with all these reforms of the planning system, they have tried to make the plans stronger than they were in the past so that practically having your land allocated for housing in the plan has got the value of a pre-application acceptance so that you can be quite sure this is going to happen. So this for the market is more of a certainty. It is never proper certain but it's more a certainty, but what it means for the local authority is that when they start

working on their plan very early on, they have got to look at all the land that is available.
#00:52:00.1#

I-EDUARDO OLIVEIRA WSL: And do envisioning. #00:52:01.3#

R-ID37: To talk, “If you want this bit of land...” I’m Paul Carter and I will give you a call and say, “Look, we are starting to look at the new plan, can we have a chat”, and they invite landowners to come in. #00:52:17.9#

I-EDUARDO OLIVEIRA WSL: We are making a plan. #00:52:20.4#

R-ID37: Yes, because the local authority doesn’t want to put land for housing in the plan unless they are sure they are going to be developed; otherwise they are stuck because central government gives figures for housing and so they say around the Cardiff area, around the M4 corridor, we have got to have so many houses, and around these other areas, we have got to have so many houses. If Cardiff Council puts them in those pieces of land and then the people who own the land don’t find developers will decide to sit on the land and make the price go up, then they are stuck. So both the market and the public sector really need to be very reactive and proactive in talking because they want to be certain of each other. #00:53:11.7#

I-EDUARDO OLIVEIRA WSL: I see, I’ve got it. Very interesting. #00:53:14.5#

R-ID37: That is very different to what happens in Europe; Germany, Austria, anybody with a more Roman... a legislation system that is based on the Roman codes and traditions and so on.
#00:53:32.4#

I-EDUARDO OLIVEIRA WSL: So thank you much for your time. I am really satisfied and I will keep you posted about the outcomes of the project in the next few months. #00:53:48.6#

R-ID37: There was one other thing I wanted to say is that the strategic plan that will have to be produced at regional level becomes very different because to a certain extent, you have to transfer all this bargaining and negotiation on housing allocation at that level which is not as democratically transparent as it is the level of local authority. That’s an interesting point.
#00:54:16.3#

I-EDUARDO OLIVEIRA WSL: Do the local authorities do these steps similar to Stuttgart in creating a regional entity directly elected? #00:54:24.1#

R-ID37: The Brits don't do anything unless... they are a pragmatic country. They do things that allow them to achieve a goal and this is more important than democracy, entitlement and various other kinds, which is very different to what happens in Switzerland, what happens in Germany, and so on. So unless they have to, they are not going to do it I think. I don't know what I think (laughing). #00:55:02.1#

ID37 Cardiff 29 september

ID38 Milan

R- ID38: I am ID38, an architect, and I am responsible for the Urban Planning Office and we will talk about the present problems we are experiencing at the start of making the planning. #00:01:03-2#

R1- ID38: I am ID38, an architect and I am an officer here and I deal with the Urban Planning tools of 134 municipalities of the Metropolitan City of Milan. Here, we check the urban planning tools of all the municipalities that compose the territory of this City within this metro, environmental issues, infrastructure, transportation, housing and historically valuable places or parks, natural parks, among the different municipalities. We are in a larger scale of planning and so and we have a tool which is *(speaks Italian - piano territoriale di coordinamento provinciale)*, #00:02:25-4#

R- ID38+ R1- ID38: I would like to explain the framework of the system of planning in Italy. We have the Regional level, the Provincial level and the Urban level. Presently, it has changed very quickly because in 2014, three years ago, the new Law of Reform, Institutional Level to Government in all matters involved with Urban Planning, all matters in Institutional and Government. It's a National Law of Reform where they gave more powers to the Metropolitan Cities, instead of the Provinces which were the administration at the intermediate level, between regions and municipalities. #00:04:55-5#

R1- ID38: In Italy we have 100 Provinces. With this Law, in 2015, the State Administration said, *Okay, now we don't have any more Provinces, but only 10 Great Metropolitan Cities in all of Italy*, and Milan is one of them, of course, and then we have the aggregation of more municipalities, which are not called 'Provinces' any more, but the other *(speaks Italian)*. We can give you some documents. #00:06:13-7#

R- ID38: Previously, it was the Province of Milan, and it is now the Metropolitan City of Milan and there was a change to tools of planning, the historical institution of background and of the Strategic Regional Planning. #00:06:54-7#

R1- ID38: The system has changed from 2014, and it is now changing very quickly because we are going to abandon, in some way, the previous tool, *(speaks Italian #00:07:09-0#)* and build

the Strategic Plan *(speaks Italian #00:07:21-2#)*. This is very important because it's a change of the provisional Metropolitan perspective that includes all the municipalities, it includes all the territories. And in this Strategic Plan we have divided our territory into seven homogenous areas, journals from the point of view of economic, social and infrastructural systems, and they had already worked together to plan some micro-scale infrastructure of the territory, but now it is more formal. #00:08:34-1#

R- ID38: But this is the perspective of us as planners, but really the Law was their goal of projects of the *(speaks Italian)* Law, it's very important for the situation now in Italy. Do you know? It's the same in Europe, in France, in Germany; they put the resources together to spend less, to be more efficient. At the Local Government level, local is better for the *(speaks Italian)*. #00:12:01-8#

I-EDUARDO OLIVEIRA WSL: They make these arrangements the powers being the same. You don't have more research to deal with. #00:14:09-3#

R1- ID38: That is the reason why - last month - we participated in a competition drawn by the Government, the Minister of Infrastructure, for the principal towns in Italy, and the Metropolitan Cities also, to re-generate the peripheral areas in each of these territories. This is an occasion for civility, maybe, that we have to rethink our role inside this system in evolution, to propose a planning system and organized among them, proposing to the Metropolitan City of Milan different projects. These will be different for their own peripheral areas, to design a unique and homogeneous strategy to propose for this competition, and achieve more resources to be efficient in a real way. This can be recognised by the other territories, as a municipality, as an administration, which is framing and giving direction also, in some information on the territory. #00:16:16-6#

I-EDUARDO OLIVEIRA WSL: So, it takes the Metropolitan City of Milan and the municipalities around, in a network. The ideas make up a common strategy. #00:16:32-9#

R1- ID38: The design of this strategy is exactly the design of this Metro, where different artists can aggregate and produce visions and solutions. I bring the projects and I introduce these projects, and it is important that these changes are normative over the geographical organisation in the Italian system. It works in the direction of precise and defined intervention on the

marginal areas, which means the main criterion necessitates the territory must meet the aims of the Strategic Plan. #00:17:51-5#

R- ID38: *(speaks Italian)*. #00:17:57-1#

R1- ID38: But at the moment the Strategic Plan is a general list of intentions. We have to compose the contents of the real project of the territory with subjects and with precise provision of financial funding. For example, in these proposals for the peripheral marginal areas to be converted to be regenerated, we have collected many actors from the territories. Each different homogeneous zone, which I was speaking of before, the actor is involved as a collective in either private or public subjects. The properties and category definitions, in terms of sectors, are: housing, comparatives in housing, social housing. The aim of this proposal is to regenerate the marginal areas in an inter-sector, adding an entrepreneurial perspective. This involves the environmental infrastructure for accessibility to all these marginal areas, to include in the housing system their marginal populations, different categories of marginal populations and to improve the social conditions. The Metropolitan City is centred on a theme of order, we call these projects *Metropolitan Welfare and Urban Regeneration*, to overcome emergence and build new spaces for cohesion and welcome of the population that is now arriving in these territories - like in many European territories - and we are phasing these areas with emergence tools. We want to overcome the emergence perspective and make it more central, and to structure an inter-racial system. This is planned in many different stages, interconnecting them with the housing, the social promotion and with the infrastructural accessibility in different scales, from the urban design to the co-ordination of the project by these administrations, which are the co-ordinators. #00:22:03-1#

R- ID38: Is this the first project that is implemented from the Strategic Plan? #00:22:22-7#

R1- ID38: Yes, this is the first project implemented which gives the contents of the strategic intentions. #00:22:33-7#

R- ID38: *(speaks Italian)* #00:22:40-3#

R1- ID38: We are trying, also by collaborating with other municipality areas and Smart Cities in Italy, to build a normal agenda which is important at a national level which has to become

important and crucial at the national level. It can activate a dialogue, also, with the other metropolitan cities in Europe. #00:23:21-2#

I-EDUARDO OLIVEIRA WSL: If I understand correctly, in the Metropolitan Cities you have these Strategic Plans, and is this project larger because it includes more municipalities? #00:23:34-5#

R- ID38: No, no! #00:23:38-0#

R1- ID38: It's not larger. This is a framework for all the municipalities. It isn't larger but it is (unclear #00:23:47-1# inclusive?). #00:23:45-3#

R- ID38+ R1- ID38: The Strategic Plan is a preview of the Law. The project is one detail among other details in the Plan. The project is not in the frame of Law, it's an occasion of possibility, of getting some more resources, and also the possibility to make it work in the centre, to give a structural content to make it real. The change of perspective in Italy now is not a regional plan, but you have to use this occasion to implement regeneration as a changing frame, real programmes of transformation.

I-EDUARDO OLIVEIRA WSL: You have to co-ordinate with interest groups. You have to talk to them. #00:25:58-7#

R1- ID38: Yes. They come here. I was at the meeting with other municipalities where there were the Mayor of municipalities (example of a certain municipality). They came in with their proposals to transform their territories and we have to check it is good, if it works with our main plan, from the environmental point of view, the infrastructural point of view and so on. Also, the quantity of the provision for housing, for productive activities and where the productive activities are-, #00:26:47-3#

R- ID38: The provision stays with the Urban Plan municipality land-user, with the development of housing, of public services, and is the municipality's responsibility. #00:27:19-5#

I-EDUARDO OLIVEIRA WSL: Is it the responsibilities of the municipality, the municipalities have to prepare plans in line with the interest of the metropolitan area? #00:27:34-8# Do the

municipalities still have to prepare the Land-Use plans? #00:27:40-3#

R1- ID38: Yes. I will show you. For example, I was there now (showing an example of a local/municipal plan) with the municipality and I will show you a plan. They came here with this type of map. The plan is composed by rules and they come to us, to the Metropolitan City of Milan, and show us the areas which they are planning for productive activities, this is in violet, for spatial functions, and it is this colour for commercial, and this park between-, the green area,- in agreement with the other municipalities that are on the borders. They have agriculture, rural and precious rural territories, to preserve, and they decide, for example, with either two or three other municipalities, to design a park, we call it a (speaks Italian #00:29:27-7#). It's not governed by just one municipality, so we have to say, *Okay, it fits with our global design of the green areas*, and this becomes a part of a bigger design, and it comes together and we design all of the system of the green preserved areas of the Government Metropolitan City of Milan. #00:30:06-4#

I-EDUARDO OLIVEIRA WSL: Is this communication more than just knowing these details, but is it also about the relations? Is the communication good? Dealing with the municipalities is an easy task, or do they create a lot of trouble? #00:30:12-8#

R1- ID38: It's not always easy. Sometimes they follow all our prescriptions. But our work is exactly that, to check. #00:30:43-0#

R- ID38: But it is not the power of-, but the relationship is between the same level. #00:30:51-9#

R1- ID38: For example, we have to check all the details in the map, obviously. Each map has its rules for each area; the design on the map is as each rule. We check the design on the map as it is in the rules, so we check in his document that the rules are coherent and that the rules are the measured scale, the scale of the Metropolitan City, as defined in our plan. It is the question of coherence between the eye level and the lower levels of the plan. #00:31:36-9#

R- ID38: The relationships are not about big, as normal; it's the same level of power of Law. The relationship is difficult because there is not a power, and you have to negotiate. #00:32:29-8#

R1- ID38: We have three levels in the Urban Planning system in Italy: the Regional level, the Provincial and now the Metropolitan level, and the municipalities' level. It is all of these. The Region is the only administration that could make laws, so we have to follow the Regional Law when we make our plan. And then we have to control the coherence between our plan, in our way, and, on the other hand, we have to be coherent with the Regional. #00:33:37-9#

R- ID38: In Italy, there is a Solicitor Principal, it's very difficult. The relationship is a problem between the municipalities because, for example, there is a (unclear #00:33:56-8# project?) next to the border which has a more important impact on the municipality. The relationship between the two local Governments, it's very problematic. Then we have to collaborate with these municipalities and to continue with the whole plan. #00:34:51-6#

I-EDUARDO OLIVEIRA WSL: Can you force them to change it? Will there be a dialogue between them and a consensus reached? If that plan does not fit your interests, will you try to tell them, "*Well, you have to do this in a different way*" #00:35:01-0#

R1- ID38: Yes. We always provide a "*Relation*" which is approved by our Administration Government, and they have to follow what our prescriptions are. If there is something not current, we have to right it in a Relation that is called (*speaks Italian* #00:35:34-5#) where we have to check every aspect of the development they are proposing on their territory, and if there is something that doesn't work with our aims, we have to highlight that there is a conflict and tell them. They have this Relation which is Institutional, so they have to follow this prescription. If not, if they go their own way and it is incoherent with us, the private citizen in the municipality the landowner, can go to a judge and say, *The Metropolitan City of Milan says that this and this can be built on this land, you cannot build it here.* So, the Metropolitan City of Milan goes to the judge with the Relation, which is an institutional document, and then the municipality is weaker. #00:37:26-4#

R- ID38: This is the ordinary accepted system of planning. But there are exceptions, Programme Agreements, for the bigger transformations on brownfields. Also, The Milan 2015 (Expo 2015), or the older industrial sites being transformed. The Programme Agreements are tools for determining the project. #00:41:12-6#

R1- ID38: There are many agreements to change if they are not according to plan. If there are in the interest of the main developers, with the Administration but also in different ways from the Planning Tools, which are previously defined. #00:41:35-8#

I-EDUARDO OLIVEIRA WSL: For example, if a landowner, and he's a developer, wants to build houses, a new housing settlement, does he come to say he wants to build in this area, or does he first go to the municipality?

R1- ID38: He goes to the municipality first, and the municipality will plan to include that area in this plan. #00:42:13-1#

R- ID38: The Land Use Plan. #00:42:13-1#

R1- ID38: It's the Plan-Making Phase. And then after the plan is composed by all these owner areas, public areas, brownfields and every kind of public settlements, they then come here when the Urban Plan by the municipality is composed. #00:42:40-4#

I-EDUARDO OLIVEIRA WSL: So you also expect the municipality to talk with the citizens who have a civic participation? Do you expect them to talk with private interests before they prepare the plans? #00:42:56-9#

R1- ID38: Yes. #00:43:00-4#

I-EDUARDO OLIVEIRA WSL: So the Plan Making Phase is not the work of the Metropolitan City of Milan, but more of the municipalities? #00:43:00-7#

R1- ID38: The municipalities, yes. #00:43:02-4#

I-EDUARDO OLIVEIRA WSL: Do you give some help if they need it? Maybe they have fewer resources, or less technical staff? #00:43:08-7#

R1- ID38: Yes. We give them technical resources. We have technical meetings and we try, especially, since these changes of Government, we try more and more to organize between them, among the different municipalities for financial reasons, technical resource reasons and also to be

the registered co-ordinator because we have technical resources here and we are at the disposal of the municipalities. #00:44:00-4#

R- ID38: As professionals, in your opinion, is this situation better than in the past? Is it more efficient? #00:44:12-3#

R1- ID38: I think so. We think that it could be more efficient. We think so. We are convinced; not everybody is convinced! #00:44:29-3#

I-EDUARDO OLIVEIRA WSL: On Land Use. Are land uses clear? If an area is for housing, or if it is for a green area, and it's clear they cannot change its use? Or is there still a possibility that it can be changed?

R1- ID38: This question is crucial about Land Use. It is not different from the past, basically, because it is very, very clear in the planning, a tool like that, which is the function, the destination that Land Use for a rich piece of land they are drawing, and that's the reason why they have given out all of this documentation, see how big it is? Sometimes there are two or three of these big piles, because we see in each municipality all the territory and all the little pieces, and final details which is this destination, and this destination cannot change. It cannot change, and if they decide to change it, they have to present another tool which is *(speaks Italian #00:45:53-4#)* like the Programme Agreement to explain that we have to concur this side, that they are changing the destination of this Land Use because there is a necessity to change and a reason. #00:46:13-6#

R- ID38: Another change is in the market with the Crisis. They need more houses than before because more people are coming in. #00:46:33-9#

R1- ID38: Now there are big changes. A lot of people coming in. For example, with this plan. I take this example because it is easier to understand. This is one of many plans in this last two or three years that have completely changed the perspective of transformation of their territory, completely! Due to the Crisis, because, in the last 20 years there were plans with a lot of provision of more volume of housing settlements that have been left -, a lot of intensive developments, but a lot of rural areas have been constructed on and occupied, and in this last two or three years they are decreasing, becoming less. We can speak now about the surrounding

areas, not in Milan Central City, periphery areas. These are all the municipalities of the Metropolitan City of Milan. In each of these municipalities there are shrinking areas, so in these plans they are asking us, *The land-owner is not yet interested in building or maintaining the possibility to build on that plan given him. He's asking now for the municipal government to consider redefining this area to a rural destination.* #00:49:20-5#

R- ID38: This is a fiscal question. #00:49:22-6#

R1- ID38: Yes, it's a fiscal question. #00:49:23-9#

R- ID38: The buildings are always the fiscal question because they have to pay more taxes because more land has to be -, and the rural land is not fiscal. #00:49:41-9#

I-EDUARDO OLIVEIRA WSL: How often do these municipalities have to change their plans? #00:49:53-5#

R1- ID38: Every five years. They have to change their plans every five years, but sometimes they change more frequently, for example if their political administration changes, because they want to rethink their territory with other strategies, and other ideas and make changes. #00:50:23-1#

R- ID38: The frame is in the Metropolitan City of Milan, the largest in Italy. In other parts of Italy it's happening more and more. This crisis is also more evident in other cities. #00:50:50-7#

R1- ID38: Milan, as you probably know, with the industrial areas -, #00:50:54-2#

I-EDUARDO OLIVEIRA WSL: I am aware that Milan is one of the most dynamic cities in Italy. And I'm looking for all these details. Well, you talk very clearly about these elements, and we talk about the land. And for me, to avoid any confusion, you have these plans on-going, and you have these implementation phases, and all of these compositions with the municipalities. Do you think this is the way to get more funding, more resources to implement, to make the things realized? #00:51:41-1#

R1- ID38: The way is to participate to competition European Funding or, for example, this is a

national competition for the marginal areas, and we took this possibility to try to develop an idea, a vision for the overall territorial area in this natural system that we are going to communicate.
#00:52:07-4#

R- ID38: But it's not a structural resource, but these are Extraordinary Resources. This is a big problem; this is not a structural resource for Metropolitan City. #00:52:34-7#

R1- ID38: The paradox is that the main municipalities, like Milan the central City, have much more resources than big territories like that. #00:52:54-1#

R- ID38: Another issue is in the Laws of the Government. The Council of Metropolitan Cities has made of two measure offers on municipality, #00:53:25-6#

R1- ID38: It's the same. We have two City Councils: one is for the core area, and one is for the Metropolitan area, but the Mayor is the same. In this last administration, it was already initiated last June, it started to work, and the Mayor is the same. #00:53:58-6#

I-EDUARDO OLIVEIRA WSL: But is the Mayor directly elected? #00:54:03-9#

R1- ID38: Yes, is direct election. #00:54:07-2#

R- ID38: The interest of the core is very different to the interest of all the municipalities.
#00:54:22-4#

R1- ID38: The paradox is also that we have only one Mayor for all the territories, but each of these municipalities has one Mayor #00:54:47-7#

ID38 Milan

ID39 Milan 15 november

R-ID39: I just reflected again on a paper that I worked on many years ago that has been published in DISP <http://www.tandfonline.com/loi/rdsp20> I don't know if you know it?, #00:00:18-5#

I-EDUARDO OLIVEIRA WSL: I've read it. #00:00:18-4#

R-ID39: I just used the same material, thinking the pragmatic approach from the bottom up, trying to solve the metropolitan problems and the interventions of the institutions; because of the issue of these problems, to try to see if it's possible to reconcile the pragmatic approach with an institutional approach; that is our mission. I tried to describe the story of all the attempts to solve, - because Milan has a very long history of pragmatic approaches: it has been a city which has been an innovator in planning since just after WWII. They established the **Piano Intercomunale per l'area Milanese** then they tried to create the inter-communal level of governance; then they tried to establish the metropolitan authority, and now they are doing something that I, - and now I've told the entire story.

I've been co-ordinating a research project where you can find some interesting information, in particular, we have produced an atlas, which is on the website, and the title of the atlas is - <http://www.postmetropoli.it/atlante/> . This is the atlas, and you have all the information. This is the area, here; we took an area of 100km x 100km and you have all the information, **morphology, land use, socio-demographic, residential and economic processes**. Just to show you an example; if you take the population density – this is 2010 – and, of course, you can choose an area and a number of information. For example, this is the population density in 2010 in that core area, and the centres which are becoming very dense. There is also information about political organisations, and if you wanted to describe what is happening in the urban region of Milan this will give you a number of indications.

My point in this paper is that the Institutional approach has always been very rigid; they tried to define boundaries, which are increasingly impossible, and to establish a traditional type of authority for managing the planning activity in this area. During the experience we did between 2004 and 2009, with a Strategic Plan for the province of Milan, the one on which you wrote a book; it has been a very long experience and we tried to break this rigidity with the idea of

developing an informal strategical planning activity, using a number of different means and instruments. We first published a white paper on that; on the development of the region, underlining all the weaknesses and the problems to be addressed. Then we launched a competition for good practices and new projects, for working under the two most important themes, being: the habitability of the urban region, and the sustainability and the availability. We gathered over **250 entries and some proposals** by associations of entrepreneurs, to incorporate this to scientists, perhaps to aggregation of municipalities; and this has been the second step. We had been inspired, at that time, by the **Park approach in Germany**, are you familiar with that? At that time, with such a strong response, we should have just developed interaction between the province and the number of normative actors, but it was almost impossible because of the idea that the institution was to keep track with tradition; so we used that, but not as much as we could have done. Then we developed an atlas of the provincial policies for the liability; the idea was to match the internal policies with the proposals coming from the **Civic Society**. We then developed a number of pilot projects, and then we organised a very important exhibition on *Triennale di Milano* <http://www.triennale.org/en/>, about the change in the metropolitan region, and this had been transformed into an itinerant exhibition in the urban region of Milan; and finally we produced the strategic document, The Strategic Plan. If you've read the book?

I-EDUARDO OLIVEIRA WSL: Yes, I have the book in our library.

R-ID39: We produced four or five volumes out of this, and every step described to you has been documented in one of these volumes.

What I am underlining is that, when you take an informal approach, you gain a lot of advantages because you work on the consensus-building and involvement of the stakeholders, and working with them; but there is a fragility of not being binding. It is true that, as a perspective, probably the most important issue is to sustain the informal processes with some kind of institutional support, particularly in metropolitan governance; this is really the most important programme for the future, because if you just remain on the informal side the problem is, after a period of great attention, it then goes down; and so this is a problem. But if you just remain with the institutional approach which creates a boundary of authorities etc., it becomes too rigid and it you cannot really work with it. Because of the temptation to use the authority, particularly for regional governments to the level of the metropolitan or whatever, there is a strong temptation to use this power not to *enable* the co-operation of municipalities among themselves - if you

remember, the title of this Strategic Plan, is City of Cities, because the idea was to help the aggregation of municipalities to work together, in order to develop parts and services. The most important message is that the boundary of the municipalities, nowadays, is less and less important, particularly in metropolitan areas. While, if you take ten municipalities working together, you get 250,000 people, and so you have a “late” to also develop important aspects.

To give a very rapid overview of my reflection on that:

We still have, in the entire paradigm in approaching these problems, the development of the urban regions is impossible to be constrained into a new boundary. Co-operation among existing institutions is even better. If you have a Central Institution which is able not to impose something to favour the co-operation among institutions, it's much better. And you have to abandon the traditional ways about thinking of planning, which are: Instruments with an analytical dimension lasting for a long time, and for developing the analysis, postponing every kind of action to the final phase, and so on. This doesn't work because it isn't possible to define a boundary; and because it is the scale of the programme where problems become so relevant, it is very difficult to manage as if it was a municipality because, ultimately, the underlining idea of the Regional Government is something similar to what the traditional planning activity was, maybe just bigger.

So this is not good. #00:13:02-8#

I-EDUARDO OLIVEIRA WSL: Despite that, it's worth reflecting on that book *The City of Cities*. It seems that Milan did not draw the right lessons from your insights, as it seems they still develop a more formal, rigid, long-term planning approach. #00:13:24-9#

R-ID39: On the one hand, it is a problem which is quite common to many metropolitan authorities. I cannot list many positive experiences in metropolitan planning because they all face the same kind of difficulties; and, so, Milan has not taken the right lesson, as you said. Even after 2009, when we were at the end of this process of the elections, the coalition changed and they just decided on our work. Being the cultural manifest of new ways of doing planning, remember, I have also been the Deputy Mayor of Urban Planning in the City of Milan, for one year, last year; and the local administration of Milan has taken inspiration from that reflection. So, the idea of habitability, of working in co-operation with cities, has done

something.

In terms of the institutionalisation of these, I think there is still an issue, and this is the theme of my paper that I will be presenting in Amsterdam, as you may see, the Provincial Government, which is now the Authority, is completely insufficient, if you take into consideration the urban region. (sound of pen on paper) The provincial government, Milan, is down like this, because this is Monza and it is another province; it doesn't make any sense because Monza is 20 minutes from the centre of Milan. But this is another province. The current province of Milan is down like this, and every consideration says that, if you want to consider the *real* urban region of Milan, from OECD to any kind of study, they say they have to consider, at least, ten provinces; two of them belong to different regions because this is Piacenza and Emilia Romana and this is in Piedmont, and even going towards Switzerland, because if you consider Lugano and Ticino is very much in relation with Milan. We should have a Regional Government which, at least, should be able to favour this kind of co-operation among these institutions. #00:16:40-6#

I-EDUARDO OLIVEIRA WSL: And currently, it does not respond to this. #00:16:41-9#

R-ID39: And this hasn't happened, no. #00:16:45-1#

I-EDUARDO OLIVEIRA WSL: Not the Metropolitan Plan, because there's much focus on Milan? #00:16:51-4#

R-ID39: The Metropolitan Planning activity is fairly recent, so it was established in the Metropolitan Authority last year. For the first year, they have been fighting with the budget problems; and they started to develop this Strategic Plan in a very light way, but, of course, they are working only on this part, which is just Milan and some municipalities; which is not at all representing the Metropolitan *real* City of Milan. At least, you should have these, (sound of pen on paper) but, in reality, if you look in the maps of the Post metropolis - we called it Post metropolis because of the idea that the metropolitan area is unable to represent what is happening in Milan - because we have a network of centres which work; it is really a Mega City Region. Like a capital area. #00:18:13-7#

I-EDUARDO OLIVEIRA WSL: And you advocate if I am right, a new governance approach to cope with these issues to extend the vision, as the metropolitan area is much more than Milan

and the core city; the core area and the surroundings? #00:18:21-1#

R-ID39: Yes. There is a process, and we have to be patient, because they started only last year. They have now divided the City of Milan into nine municipalities, in order to have a Metropolitan Authority, which is also working with the different municipalities outside the City of Milan; this has been quite an important process. And, of course, they first established this very simple strategy plan as something belonging entirely to this new system. I think in the future, they, at least, have to include the entire *real* city which is around it, and start with the different kind of planning, co-operating with the other areas of the urban region; and in this sense, the Regione Lombardia could play an important role, while now, the Regione Lombardia just fears that the Città Metropolitana di Milana can become too strong an actor, and there's a conflict with the region.

But I think that, looking at the fact that it is just a recent institution, the abolishment of the Province is right; the big institution of Città Metropolitana di Milana <http://www.cittametropolitana.mi.it/> is also interesting, but, now, since there is a great freedom in defining the statu of Città Metropolitana di Milana, they must evolve in the direction of creating a more innovative governance arrangement, which is also important to consider all these different aspects. #00:20:49-6#

I-EDUARDO OLIVEIRA WSL: And for that, the communication with Regione Lombardia <http://www.regione.lombardia.it/> ? #00:20:52-2#

R-ID39: Of course. #00:20:53-9#

I-EDUARDO OLIVEIRA WSL: Because, at the moment, there is no regional plan in Italy. #00:20:59-2#

R-ID39: There are regional plans at the level of the Regione Lombardia, but they're not so effective. For many years there were not, now we have; but the relevance for these kinds of issues, for example, they usually don't consider the central area of Milan and they mostly work on (place name), the areas around, the mountains, the minor cities in the region, while I think the most important issue is to play a role in this governance structure. #00:21:52-3#

I-EDUARDO OLIVEIRA WSL: In your perspective, is the current Strategic Plan able to provide answers to the on-going problems of Milan, as an urban region, as a metropolitan area, for instance, housing, transportation and so on? The competitiveness? #00:22:08-1#

R-ID39: Yes. There is a list of interesting and not so innovative streams of policy which are okay. As I mentioned, it is too soon and they just approved this Strategic Plan just before the election, and then there is a new-, all the political personnel of Città Metropolitana di Milana has changed after the elections held last June. It is too soon to say something about it. You know, the first year of life of the Città Metropolitana di Milana has been completely absorbed by the budgetary problems, because the idea of this instituting in the Città Metropolitana di Milana was, together with the abolishment of the provinces and in cutting the public finances to the province. So, this Città Metropolitana di Milana has inherited all the personnel and the buildings and some of their **activities of the province** with a cut in money, a very relevant cut in money. So, they had new functions, plus the old functions with less money. This has been something which is in their political agenda at National level also. It started as a way of cutting money rather than as a way of reforming the Metropolitan governance.

Now they are trying to assign with the National Government different budgetary policies, and, at the same time, concentrate a little bit more on positive aspects of having an institutional **like this**. So, the interesting thing is that they have a great freedom in establishing what to do, so there are four or five most important things that they have to do: the Strategic Plan, the Territorial Plan, the Mobility Plan and the Economic Development Plan. But beyond that, it is just a Strategic actor, so they may innovate there and are able to go in that direction. #00:25:13-6#

I-EDUARDO OLIVEIRA WSL: If we think on Land Use, which is the main core of the project, and if you talk about land use in the City at the metropolitan area of Milan, the effectiveness of planning in land use comes more from the municipal plans, rather than the strategic one? Am I right? #00:25:33-3#

R-ID39: Absolutely. But, of course, the Strategic Plan can have an important role in trying to create a consensus about, for example, one innovation nowadays is to stop land consumption; to brownfields **rather than greenfield**, re-use of the abandoned buildings and activities. This is something that has to be done at a wider level to let people understand about the consequences of an individual decision about a new development, and so on. The Strategic Plan can say

something about that, assign some level of development opportunities, and in this sense they may be important in the process. But the Land User Regulations are completely now in all the municipalities. So, for this reason, it must be about creating a consensus around some important environmental issues, rather than imposing to the municipalities. #00:27:03-3#

I-EDUARDO OLIVEIRA WSL: Is this more in a way of a negotiation, or telling them that this is the way to solve the problems?

Due to your experience with planning practice last year, are the relations with the municipalities easy-going, or is it difficult to convince them that they should follow a way that is better for the metropolitan area, as a whole? And what mechanisms happen between the regulation of the Strategic Plan and the Local Plans? #00:27:38-0#

R-ID39: When we did our experience in 2004 – 2009, the mechanisms were very much based upon the involvement of municipalities, with a very strong reflection on the consequences; but as I told you, it has been quite fragile because after that it has been set aside. Now, it is too soon to say, because the plan has just been issued, so we don't know if it will remain just paper, or if it will become effective. Because, then, strategic is informal, even if it has been approved by the Metropolitan Council, but then they have to do also the Territorial Plan, which is much more effective on Land User Regulations, and this was done by the Province in the past, and now is done by the Città Metropolitana di Milana. #00:28:43-4#

I-EDUARDO OLIVEIRA WSL: They were trying to explain the Territorial Plan to me, but they couldn't tell me the right name, because they were focussing on the Strategic Plan and the Local Plan, but I tried to ask, 'What's that Plan that you bring together the Strategic and the Local?' #00:29:01-6#

R-ID39: I-EDUARDO OLIVEIRA WSL: It's the Territorial Plan. #00:29:03-5#

R-ID39: And if you look at the Law of Institution of Città Metropolitana di Milana, it is really one of the most important activities of the-, #00:29:21-7#

I-EDUARDO OLIVEIRA WSL: It creates more impact on land use. It comprises housing settlements, your green areas. #00:29:31-2#

R-ID39: If you consider that Milan has always been, since 1950s - I will send you this paper - a very interesting area of experimentation of this, because it has been one of the first Metropolitan areas in Europe; and there has always been this attempt to really create the opportunity of planning at the relevant level, because even in 1950s, they realized that the order of the municipalities was insufficient to manage the most important issues. It has been very interesting the kind of experimentation that they did; they have been obsessed by the idea of creating a big authority because of the fragility of the informal activities that they manage. Even this informal activity has been very important because, for example, in the history of the (Italian words) they proposed that the railway junction (name) they proposed the Parc Au Noord and Parc Au Sud, Northern and Southern Park, as a kind of interesting greenbelt. They proposed a number of initiatives for social housing, so, they have been able to. And they did a consultation for the small municipalities, which had no experience or no technical staff, to manage the planning activities. Then they concentrated all their effort in making a plan approved by an Institution; this has been diverting a lot of energy in that direction and this also hasn't been so interesting.

Then there's been another story of the Strategic Plan done by the Province, which has been stopped; and now there is an institutional Città Metropolitana di Milana. So, there is a process of continuous experimentation, and looking for a better governance arrangement able to reconcile this institutional aspect, with experimental necessity for an urban region like this; because, of course, the dimension is so big with many players. #00:32:30-0#

I-EDUARDO OLIVEIRA WSL: With these changes from the past to the present, in your perspective, is there a question of a weak leadership, to have a stronger voice; not to impose, but to convince if the project is needed? #00:32:48-1#

R-ID39: So, the Provincial Governments have always been without a strong leadership; because the Provinces were very old institutions, and nowadays, when the Mayor became the Mayor of Città Metropolitana di Milana, Mayor Pisapia, who was an excellent Mayor, was not interested in developing his role as the Mayor of the Città Metropolitana di Milana. It suffered then, because it was so oppressed by the problems of the city, and in fact they are working for having a direct election of the Mayor of the citta metropolitana, rather than having the same mayor. The problem of the leadership is really a problem, and it's a long story. And the provincial governments change every five years and there has not been any re-election on the same-, it's

been a very long story. And the Provincial Government is quite a weak institution.

The Regional Government has always been quite strong and important, but it's recent because it has been established after 1970; and while the Central City has always been the centre of energy for development, Milan has always been quite inward looking, rather than outward looking. They were involved in this experiment, so they have contributed to these, but there was not a Mayor that said, 'This is our issue, our most important problem.' Of course, to have a strong leadership you should have a strong institution also, to attract strong leaders. In Italy, after 1992 we have had the direct election of Mayors, and mayors have always been very important because of this direct election. While, for example, the Città Metropolitana di Milana is now not directly elected. So, we have all these kinds of issues. #00:35:41-6#

I-EDUARDO OLIVEIRA WSL: Just a question on the power, or the capacity, of the municipalities. Do they hold strong decision-making capacity, regarding planning? Can they do whatever they want, or do they have to comply with this Città Metropolitana di Milana? #00:36:04-2#

R-ID39: No, they have to comply. But, of course, the strength of the Central City is so important that it's a matter of negotiation. Well, the Città Metropolitana di Milana has inherited the powers of the Provincial Government allowing for a certain type of development. The relations in the Planning Department of the Municipality of Milan where there are 400 staff, and in the Città Metropolitana di Milana Planning Department there are, maybe, 20. Usually, it is the City who is leading in the negotiations; even if informally. #00:37:10-2#

I-EDUARDO OLIVEIRA WSL: Just a final question, you mention that Milan has been a source of inspiration for other Metropolitan areas, but with your experience, for example, in line with this new book *Situated Practice of Strategic Planning*, could you identify a good case in Europe, or in the world where Milan could get some inspiration for these institutional rearrangements? #00:37:35-6#

R-ID39: The most innovative experiences in that book are: the experience of the **Parks in Germany**, this idea of creating a small authority to promote strategic changes in the area. The Flanders Strategic Plan which has been led by Louis Albrechts which was also a strategic approach, rather than **territorial planning approach**. We also edited, together with Jean Hillier,

an issue of Company Review, commenting on this innovative strategy planning activities across the world. So there was an experience in Montreal in Canada, they implemented the experience in Flanders, and something in the Netherlands. So you may find in my personal website you can find the list. It is a special issue that we did in Company Review, and then we also did a special issue in DISP Planning Review quite recently together with Louis Albrecht. Those are my experiences where I have been in dialogue with the experience of Milan; we meet also with the potential as if we are able to push a little bit more the innovative approach #00:39:41-0#

I-EDUARDO OLIVEIRA WSL: Very final one, to keep the time. In your opinion, thinking Strategic Spatial Planning, is Strategic Spatial Planning still an instrument, an approach to cope with the ongoing challenge faced by urban regions in Europe? #00:39:59-8#

R-ID39: Absolutely, yes. I think it is the only way, I would say. But, of course, they need to have some kind of institutional soundness, otherwise it becomes exposed too much to the change of the governance, the political cycles; and in this sense I think it is the only way, and we still need to experiment in the way we do that. In that sense, the book we edited with Albert and Jenelia is quite interesting. #00:40:39-5#

I-EDUARDO OLIVEIRA WSL: About the many cases around the world. #00:40:43-7#

R-ID39: But also in our interactions, and an idea of Strategic Planning which is not the Barcelona model, but something more open. #00:40:57-7#

I-EDUARDO OLIVEIRA WSL: Yes, and bringing more into the discussion of Land Use Planning, that Strategic Planning is not only to exclude these more traditional ways of doing planning. Yes, I have read it, and wrote this book review for the European Planning Studies. #00:41:13-7#

R-ID39: Okay, Okay. #00:41:18-6#

I-EDUARDO OLIVEIRA WSL: Well, thank-you so much for your time. #00:41:18-6#

R-ID39: Thank-you. #00:41:20-0#

ID39 Milan 15 november

ID40 Milan 16 november

I-EDUARDO OLIVEIRA WSL: The main outcomes will be academic publications, mainly articles, so I'm working on the first one and next week I'm travelling to Barcelona then it will be the last case. I'm working on the publication and already making a comparison between the cases with some main focus on the plan making. I have lots of information to cover for the journal of environment and planning A so with my coordinator and the other outcomes will be academic articles targeting European planning studies. Eventually if we focus more on the landscape side, on the land use which is the specific topic of the project, we may aim to reach the journal on landscape and urban planning but because of my background, I am strategic spatial planning and I think governance fits better these journals on planning we are familiar with. So, my personal target and also our coordinator agrees with our journals on planning, and then I'm working for now 11 months and then I will stay working on this project for the next year and then someone will come in future to work on our findings to try and build a theoretical model to support land change modelling. The final aim is to contribute more to the land change modelling rather than strategic spatial planning. Also in between the aim is to contribute to the literature by bringing to what extent is, for instance, an idea proposed by an interest group impacting the plan and therefore impacts the land use.
#00:01:49.8#

R-ID40: Yes. Thank you very much for thinking about me, first of all. I will very, very shortly introduce my profile so you better understand the perspective I adopt in discussing these issues. I'm an urban planner and I've been working in this department since my PhD. I did my PhD here working on the relationship between planning and in particular the role of planners and environmental or local conflicts, so understanding planning also as a mediation. I did part of my PhD in the US studying this type of mediation perspective, and since then I have always been working on governance issues in a twofold level. One is the understanding of governance at the larger scale and in particular looking at stakeholder involvement patterns or experiments. The other one is looking more at grassroots and in particular in the last few years, I've been working a lot on grassroots organisations and their transformative potential vis a vis territorial transformation, urban transformation, etc. so obviously I'm not a sociologist so I'm not interested in grassroots initiatives per se or in political movements but rather understanding how these initiatives tend to transform the territory and to contribute to territorial transformation, either as very cooperative initiatives with

local authorities or as conflictual opposition, etc. We know that in European cities, we have both ranges, let's say. So, this is a bit of perspective I've been working from. I've been working a lot on Milan and in particular, I will mention some more professional works that we have been doing with the department. Obviously you are well aware having spoken with **Professor Alessandro Balducci** on strategy plan and there was an EU funded project which also would be useful to understand a bit the topics we are discussing. There's research we've been doing, in this case, on the master plan of the city of Milan together with **Gabriele Pasqui** a few years ago which has been published and is available. The question was exactly trying to understand the governance arrangements that led to this particular plan. In this case, it concerned the municipality and not the whole urban region but the mechanisms are more or less the same. So, this is more or less the perspective I will adopt so I'm less expert in the institutional arrangements and how these arrangements have been changing, in particular the most recent ones concerning the Citta Metropolitana but on this, I understand you have good information. The first element not going too much back in time but I think that some elements have to be fixed is the first real effort and metropolitan planning in **Milan which was the Piano Intercomunale per l'area Milanese - <http://www.pim.mi.it/storia/> which was proposed by a very articulated working group chaired by di G. De Carlo**, the Italian architect and planner, and I think it was published in 1962. That was the first real consistent attempt at thinking about the development of Milan in a comprehensive regional scale. It's very interesting because in 1962, we did not have neither the regional governments which entered into force in Italy in the 1970's, so everything that has to do with plans were either at the municipal level or at the level of the ministry of public works in Rome. So, we didn't have regional governments and we did not have any type of sub-regional governments. Of course the provinces did exist already. The provinces were the local branches of the central government of course so they were different entities. This effort was the first consistent cultural effort at reading the development of Milan as the development of an urban region, not the development of the city itself and there was this very famous design proposed by (? #00:06:29.0#) which was the Turbine Model, so the idea that Milan should not develop as a large urban sprawl. They saw that urban sprawl but there was a distinctive spatial... the specialization of a strategy which was a sort of turbine. So, the center and then there were axes like that. The idea was that Milan can develop along its axes but then with some... #00:06:53.1#

I-EDUARDO OLIVEIRA WSL: Links. #00:06:54.2#

R-ID40: Yes, links like that leaving green areas in between. So, it was a very strong physical model, spatial model that specialized an idea which **was anticipatory in 1962** so the idea the city should not just... in Italy at least, of course in other parts of Europe it's different but in Italy, **it was clearly anticipatory**. This panel was based on a voluntary consortium of municipalities that obviously did not work for political reasons and because, as every... you know this much better than me, the relationship between the central municipality and all the others were impossible to manage to a certain extent. Milan is a city that, as far as I know, has always had enormous difficulties in coordinating with the neighboring municipalities. So, the central city which is not very large, 185 square kilometers, 1.2 million inhabitants today. In the 1970's, there were more but now 1.2-1.3 million, so it's rather small in being a global center. It's rather small. #00:08:05.5#

I-EDUARDO OLIVEIRA WSL: And compact. #00:08:06.6#

R-ID40: Very compact. #00:08:07.9#

I-EDUARDO OLIVEIRA WSL: It's very possible to see just out there. #00:08:11.8#

R-ID40: Very dense and compact city. It has always had difficulties in dealing with both the first ring of neighboring municipalities; Sesto San Giovanni, San Donato, etc. Some of them are very large. Sesto has almost 100,000 inhabitants. Cinisello has 80,000, so large municipalities, not small. San Donato has 35,000. Both with these municipalities with whom the relationship is immediate because the underground lines cross the boundaries because there's hundreds of thousands of people entering the city every day, etc. and there's no whatsoever, let's say, stop gap in the urbanization. With a larger urban region, this has been one of the standing points of our work on Citta de Citta; how large is this urban region, of course from the point... from the administrative point of view, now we speak of the Citta Metropolitana which was the former province so 139 municipalities, three point something million inhabitants, but in fact **according to Balducci and others**, the real Milan urban region is much larger. So, the area in which there's... on the one hand, it's a variable definition of functional urban region, let's say, so commuting. It's much larger. It goes far beyond the boundaries of the province of Milan. **It goes to the provinces of Varese, of Como or Bergamo, but to a certain extent it stretches also beyond the borders of the region because, for instance**, Piacenza in the Emilia-Romagna region or Novara are typically commuting centers to

Milan. So, if we define it from a territorial point of view, from a geographical point of view, certainly the region is much larger so a very small municipality, a first ring of quite dense and large municipalities and very spread out urban region. When we speak about the urban region today of course we make immediate reference to the planning authority, let's say, which is the Citta Metropolitana. As you may know, the law establishing the Citta Metropolitana in Italy is a very bad law, not for the idea of the Citta Metropolitana itself but how they were designed. In fact, it was a simple transposition of the territory of the former provinces into Citta Metropolitana. #00:10:38.6#

I-EDUARDO OLIVEIRA WSL: Which is this law 56/2014 right? #00:10:40.9#

R-ID40: Yes. It's considered a largely incomplete law in the sense that it doesn't give real directions on how these bodies should work. There are many problems. Some of them are administrative problems which I will not be going in depth into but from a territorial point of view, they simply used the former province as the territory for the Citta Metropolitana which in Milan does work to a certain extent even if maybe it's larger. In other cases, it's completely wrong, for instance in the case of Turin. The province of Turin is very large from a geographical point of view and it includes also the mountain areas so places that obviously are not metropolitan. So, according to the law, we do not learn much about what a Citta Metropolitana is. In Milan, it corresponded to the old province and since quite many years, the province had a territorial planning instrument so the **province had the piano territoriale di coordinamento provinciale**. So, the entity that now is Citta Metropolitana even if it's different from the province, to a certain extent, **corresponds to a planning entity that already existed and that had elaborated these piano territoriale di coordinamento provinciale. piano territoriale di coordinamento provincial you should imagine that, at this point, we had quite many planning levels; municipalities, provinces, regions**. We do not have national planning in Italy apart from large infrastructures, large platforms but there's no national territorial planning or strategic spatial planning but these three levels. So, the provincial level was mainly, as the name said, a coordination level, first because the province had competence over different sectors; roads and infrastructure, schools, certain parts of mobility, and environment particularly. So, one question was to try to homogenize and to coordinate sectorial planning in these areas then they had other competencies like mining and excavation, waste, etc. so the question was to coordinate horizontally but at the same time to also coordinate vertically because there was the regional planning which was an economic development strategic plan, and then the municipalities with the land use plans.

Obviously in Italy, land use plans are conformance so they conform property so they are not strategic. They tell exactly what you have to do. So, the provincial plan had also this need to coordinate. I'm talking about the provincial plan in part because I know them quite well and in part because I think they have been particularly relevant as far as the governance question is concerned. In Milan, I'm talking now about the central city of Milan, the municipality, just always being a very, very active civil society. It's a city that has been characterized throughout the decades by a very autonomous civil society compared to other Italian cities in which the role of government in general and in particular of local government has been paramount, obviously in cities like Rome but I'm thinking about cities like Bologna or Turin in which there's been a very strong level of public intervention; high quality ability to integrate policies, etc. Milan traditionally has always been a polyarchic city so a city governed by a variety of different actors; some of them economic interest, some of them large foundations, charities, non-profit sector, universities, higher education institutions, chamber of commerce. All of these actors to a certain extent have been very, very crucial in shaping the urban agenda so not just in finding specific solutions to specific problems through projects but also contributing to shape the urban agenda. The role of the municipality has not been so central as in other European cities so there's always been a dynamic between the role of the municipality and the role of these actors, and the same thing to a certain extent even if on lesser grade is true at the larger scale. Obviously the central city has a much wider variety in density and concentration of these actors than the other municipalities but if you look into the other municipalities, you can still find some activity. #00:15:26.0#

I-EDUARDO OLIVEIRA WSL: You were seeing some pressure or influencing of the process of the urban agenda? #00:15:31.6#

R-ID40: The urban agenda, this has always been very, very relevant largely in a consensual way so the basic type of governance interaction was not conflict but rather consensus with the idea that it was possible to do things consensually either together so working with the local authorities or independently but not in opposition with. So, there's a lot of projects that have a distinctive urban dimension that were independently promoted by other actors also because of course... #00:16:02.1#

I-EDUARDO OLIVEIRA WSL: The result of agreement between entities? #00:16:05.1#

R-ID40: Yes, with what can be called Bruno Dent was a policy analyst who has been scoring the school. He just retired but has been working a lot on governance arrangements in Italy called the private production of public goods. So, Milan has always been a place characterized by the private production of public goods. Public goods can be seen as traditional, social public goods so charities, volunteering, etc. which has been always very strong but also other kinds of public goods, for instance, the environmental sector and the importance of the environmental voice. This is relevant because in Milan, this has always defined a sort of very open decision making arena, not open in the sense of completely open of course because there's a threshold effect. There is someone who always has the ability to enter into this arena and others who do not but open in a sense of very differentiated with many different voices. To a certain extent, this can be extended also to the urban region even if some of the territories in the urban region of course are less dynamic or are dynamic on a smaller scale. This is quite important. This traditional form of activism results significantly from this threshold effect, for instance, a question which is an absolutely crucial, crucial question in the Milan urban region and in the central city in particular which is housing. There's a dramatic housing shortage in Milan at all levels and particularly of course on the lowest levels of society. It has huge difficulties in fully entering the urban agenda as a real priority. Why? To a certain extent, from a technical point of view if you would technically analyze the city, this is certainly the first thing about it. In fact, activism on housing has become more and more marginal throughout the years being, on the one hand, concentrated on philanthropy, charity, let's say social innovation actors working on an idea of social housing or affordable housing which are schemes that normally do not cater for the real, real poor level of the population, or to very oppositional, radical, violent and, in the end, highly marginalized groups like squatters, occupiers, etc. So, you see how this question, this particular question is a good example while other themes which are much nearer to the interests of this variety of actors who participate actively to shape the agenda, enter the agenda much more. Certain issues, very strong issues like housing or certain environmental problems, think about air pollution. Air pollution is another major problem of not just the city of Milan but of the urban region for climate reasons, we are on "planalto". There's a number of issues, and then obviously we produce a lot of pollution and in particular metric matter levels are always beyond the European thresholds. Nevertheless, again, this is never a topic which is at the top of the agenda. #00:19:51.5#

I-EDUARDO OLIVEIRA WSL: Never in the core of the discussions. #00:19:53.8#

R-ID40: It's not in the core of the discussion and there's groups who are very vocal. There's grassroots groups both environmentalists, groups of parents, so people who are citizens who are vocal but overall it's not seen apparently as a priority even if it's a public health problem to a certain extent. This is not to say that, let's say, the interaction between private profit and non-profit actors and the municipality does not produce good public effects but obviously it's highly selective in the sense that it selects certain themes over others. #00:20:38.1#

I-EDUARDO OLIVEIRA WSL: Gives priority to some themes rather than others. #00:20:39.7#

R-ID40: Yes. It prioritizes certain issues over others and obviously the actors who have the ability, not just by, let's say, voicing or claiming but also through action. This is another typical Milanese way. There are actors contributing to shaping the agenda directly acting in the direction of what they're interested in so there's a lot of production of services, of cultural elaboration but also of specific actual concrete projects obviously contribute to shape the agenda in certain directions but not in others. #00:21:15.4#

I-EDUARDO OLIVEIRA WSL: Gain some more power to make that voice a bit higher than the others. #00:21:20.0#

R-ID40: Yes. This is normal to a certain extent but this threshold effect is visible so the interaction is very open but to a certain extent, let's say. There's no openly exclusive decision making arenas but in fact it's not so easy. Coupled with that, we have the fact that urban planning and strategic planning within this is always perceived as very far from the daily life of... #00:21:49.4#

I-EDUARDO OLIVEIRA WSL: From reality, mhm. #00:21:51.3#

R-ID40: It's never the first thing that private actors, citizens, NGOs, other groups feel as the first thing they want to devote some time or attention to because it's felt as very detached, very abstract, very detached from their daily life and exercise the consequences of which maybe can be seen in 20 years if ever because in some cases probably there's no effect whatsoever. In this sense, a good example is the planning process at the level of the province. When the province existed, they

produced **these piano territoriale di coordinamento provincial** that were perceived as absolutely detached from the life of inhabitants. They did an interesting exercise which I think is completely confirmed by Citta Metropolitana of dividing the urban region into sub-areas which is a very interesting exercise also in territorial and geographical terms because the sub-areas, to a certain extent, have to be balanced in terms of number of inhabitants, number of municipalities, and the region is very diverse so there are areas which are very dense, areas which are still agricultural, rural so very low density but they have to have a certain equilibrium and then of course they are characterized by some physical connections and distinctive elements. For instance, there's areas that gather around the canal like **the Navigli District area which is in north-west of Milan, others that have a very strong agricultural characterization, for instance, where the Agriculture park of Milano is located which is a very, very important question in the strategic development of the city, etc.** So, **this sub-areas have been very interesting exercises also to enhance forms of local governance of horizontal coordination among the different municipalities because not necessarily neighboring municipalities work together especially because they have petty conflicts about the political color or small things like that.** So, it was not just an exercise in territory realizing the strategy but also in building occasions for local governance that could express local views or perspectives of the plan in general. #00:24:27.8#

I-EDUARDO OLIVEIRA WSL: To reflect more the local needs or...? #00:24:29.9#

R-ID40: Yes, and this is something that I think the Citta Metropolitana has confirmed, so they are still working with these sub-groups. #00:24:37.9#

I-EDUARDO OLIVEIRA WSL: They mentioned to me that they divided the metropolitan area in nine areas. #00:24:44.3#

R-ID40: Yes, in some cases there have been 12, in others 9. #00:24:48.9# I think this is a very important issue in terms of governance because it also gives a local identity to places which are not exclusively seen as the outskirts of the city so the back to a certain extent of the city, but rather as places with a distinct identity that normally derives from a shared history. Maybe there has been an industrial history and now post-industrial, maybe they have an agricultural history. #00:25:20.2# There are some significant links. Of course in some cases, they are put here, there according to

political arrangements but mostly the idea is to identify these and also to think about possibilities of **considering this unites as places** for service provision, so the services are probably... it's not reasonable that each municipality works, I think for instance, to the library systems. There's very interesting networks of library systems which, to a certain extent, give also a structure to the cultural activities of this particular district or area. So, I think that these are quite relevant even if both in the provincial plan exercise and I'm afraid I do not know because it's still on the course in the Citta Metropolitana. In fact, the result would not be visible at this level. The result remains a bit at the level of general strategies especially as far as there's no possibilities of funding projects, funding emerging strategies, etc. but more in general I would say these coordination instruments that remain quite weak in the face of local planning instruments which obviously are still in the hand of municipalities. In the case of the last provision coordination plan, all plans in Europe were subject to strategic environmental assessment and through the strategic environmental assessment, they in fact involved a lot of actors but the actors interested at the provincial level are already a selection of the actors, I mean even in a city, in an urban region, very rich in grassroots initiatives and civil society activism. Those who are interested in issues at the provincial level are obviously a sub-set so there should be an organisation which has the territorial distribution or structure, maybe some paid staff, so some staff that technically masters the complexity of certain questions and issues. In fact, for instance, environmental NGOs have been very active, especially because this provincial plan had a very specific environmental aspect and environmental sight from the very different points of view; one of them, very important, is the parks, regional and other parks that are located in this urban region with the most important one **being Agriculture Park in the Southern part of Milan**. So, there's been quite some activism even in the face of a certain mistrust that was discussed and decided would have specific tangible effects. While if you are involved in, let's say, participatory process offered by the local authorities or requested from below on, let's say, infrastructure, you see the results either as a success or failure depending on your position but it's very clear the infrastructure is built, it's not built, it's built with certain changes, so there's a very clear issue at stake. In this case, it's very difficult for actors to imagine which is the issue at stake, the issue that, to a certain extent, justifies their involvement, their devoting time, resources, knowledge resources, sharing their piece of knowledge, etc. So, this is something that I see a bit as a barrier to very open and engaged governance schemes at, let's say, the level of the urban region. I imagine but in this case, we have been doing a long case study and some research with interviews, etc. on most recent developments. I do not have direct knowledge but I suspect that this might be similar for what the

Citta Metropolitana is doing, so potentially a good space for interaction, the local sub-areas working from below with the Mayors, etc. but a bit of a difficulty in understanding the real issue. #00:29:47.4#

I-EDUARDO OLIVEIRA WSL: Is this because of a weak leadership at the metropolitan level or can we talk about weak leadership or regional capacity or urban regional capacity, a weak regional capacity? #00:30:03.8#

R-ID40: On the one hand, there's some formal elements. The law instituting the Citta Metropolitana gives to the Mayor of the central city, the former leadership for the Citta Metropolitana and obviously the Mayor of the central city in fact is concentrating on being Mayor of... #00:30:20.8#

I-EDUARDO OLIVEIRA WSL: The central city, yes. #00:30:23.0#

R-ID40: Which is normal, I think. #00:30:25.2#

I-EDUARDO OLIVEIRA WSL: Understandable. #00:30:25.6#

R-ID40: These are two different roles. As you know, the Citta Metropolitana is the second level of authority so it's not elected directly by citizens so there's no particular visibility, I have to say, of this entity. #00:30:41.9#

I-EDUARDO OLIVEIRA WSL: So, the Mayor of... maybe the population see it like this - the Mayor of the core city of Milan and then the other Mayors of the municipalities around? #00:30:51.3#

R-ID40: Yes. So, it's very difficult to think of a leadership of the whole because there's no one who is directly elected by citizens and some of the councilors who are also deputy Mayors, they are responsible for certain sectors, are themselves Mayors so obviously they are very recognizable as local political characters rather than working sectorial at the level of the metropolitan city. There's been a lot of inter-institutional problems because their competences have not been transferred and

certain remain with the regional level. I'm not absolutely aware of this type but I understand that this can be also an obstacle. #00:31:44.9#

I-EDUARDO OLIVEIRA WSL: Yesterday at the Citta Metropolitana, they complained about the... they receive a lot of powers from the provincial level but not resources so they have to do a lot of tasks with the same amount of resources. #00:32:12.4#

R-ID40: Yes, they're in a very, very strict situation as far as resources are concerned and so obviously it becomes very difficult especially in a phase in which they should establish this new level of government. Establish does not mean only institutionally but also in the mind of the people culturally the fact that this entity exists and that it has certain powers and that it is responsible for certain issues. Honestly, I do not know but I imagine that a lot of people do not even know that this entity exists. I don't mean people working on this but... #00:32:48.1#

I-EDUARDO OLIVEIRA WSL: Working on the identity side as well. #00:32:48.6#

R-ID40: Yes, yes. #00:32:49.6#

I-EDUARDO OLIVEIRA WSL: Making them visible. #00:32:50.4#

R-ID40: Yes. I have the impression that this is... and also there's been a lot of confusion in the public debate because at some point the central government said, "We will abolish all the provinces because it's a superfluous administrative level and we have to save money because Europe austerity, etc." but then the metropolitan province says, "We're turning into Citta Metropolitana", but the others, people do not know if they still exist, they do not exist. Some competence has been recentralizing the regions, the 20 regional governments. Others, people do not know, so they have the impression that there is a bit of confusion on that. This was, let's say, the type of governance arrangements and relationships connected to these large scale plans, this was certainly true for the provincial plan. I suspect that similar things might happen for the actual Citta Metropolitana plan but, as I tell you, I do not have any empirical evidence because I've not been doing research on that. The effort we've been doing with the Citta de Citta, the strategic plan which was also promoted by the province of Milan when it existed was a sort of parallel strategic activity. So, there was a

territorial plan which was not particularly strategic because it was a coordination rather and then in parallel promoted by another department, there was this Citta de Citta and this of course recognizes the plurality, a city of cities, the plurality of this territory, and the idea that to a certain extent each of these territories could contribute from the grassroots to the transformations of the overall territory. Citta de Citta was in the first part of analyzing this territory and proposing a new and distinctive reading of this territory, what was emerging from contemporary research which was more than 10 years ago so now it's a bit old but I think there was a distinctive attempt at elaborating a new image of this urban region and how this urban region works and then identifying the incredible plurality of these territories and of the communities that were living and using these territories. So, communities of places but also communities of practice, for instance, and we identified six themes that were to a certain extent transversal and all of them had to be taken into account like moving, producing culture, housing, quality of the environment, etc. There, there's been a lot of experimentation, I would say. The fact that it was not a compulsory plan made this a bit weak on the one hand because it was not compulsory but at the same time gave room to a lot of experimentation. So, for instance, the plan was implemented through some calls, a call for projects and ideas. So, type of tools, not necessarily the same that I used in urban planning or in strategic planning so the idea was the strategy came to a certain extent emerged from below. It's not a Unitarian strategy a spatial strategy like the Turbine Model, but we will activate actors in this urban region and try to work on a strategy from below which was a very interesting attempt but to a certain extent weak because it didn't have any compulsory dimension. #00:36:39.4#

I-EDUARDO OLIVEIRA WSL: This project, Citta de Citta, was a voluntary one but I believe that the working group puts a lot of effort to make it happen or to make it work by engaging with stakeholders, players and so forth. #00:36:55.4#

R-ID40: Yes. Both the working group here in this department, a technical consultancy, but also within the structure of the province. The idea, for instance, of attempting at inter-sectorial working with different sectors which is always very difficult with public administration, activating continuous interaction between what happened within the public administration and what happened beyond the borders and, again, specializing a lot, going to the territories and saying 'We want projects that are recognizably local, local here in Milan, in a group of municipalities', so there was this very strong activation and I think there was a lot of experimentation. From a governance point of view, it was

very interesting also because it had the possibility to experiment more than other instruments that you have there, institutionalized. If you have the strategic environmental assessment, you have more or less to comply. #00:37:53.3#

I-EDUARDO OLIVEIRA WSL: To comply with the rules, yes. #00:37:55.2#

R-ID40: Yes, the rules, the number of meetings, the type of actors, etc. In this case, there was a lot of room for... #00:38:01.6#

I-EDUARDO OLIVEIRA WSL: To explore different things. #00:38:03.1#

R-ID40: To explore and to experiment. I have the impression that this Citta de Citta plan even if it was not implemented as such, also because it was not a plan in the strict sense, has influenced significantly what has happened next, so to a certain extent has given input in concentrating attention to what was happening from the grassroots. Grassroots does not mean small necessarily but let's say what was happening in society, not necessarily within the local administration. Society means also very consolidated actors, large firms, foundations, universities, etc. so not just cities and groups but also cities and groups. What happened after the Citta de Citta is in fact, in particular in Milan but in the urban region in general, there's been a lot of civic involvement, grassroots involvement, projects, very transverse projects funded maybe by a bank foundation than involving social cooperatives, associations of inhabitants, maybe some local firms or schools, so really, really different perimeters. I think this is the richness of this region. #00:39:24.0#

I-EDUARDO OLIVEIRA WSL: Across the boundaries of municipalities, you mean? #00:39:27.2#

R-ID40: Especially in the outer municipalities, so in the outer municipalities, certainly yes across the boundaries, also because in many cases you need a certain critical mass or a minimum scale, and the outer municipalities work a lot on networks. Much less so if the core municipality is concerned, they tend to be within the municipality. There's very few projects that have the ability to move across the boundary. This boundary seems to be harder than the others. Many of these initiatives in projects in fact have a distinct territorial dimension not just because they are localized here or there but

because they offer new ways and perspective of looking at what a territory like the Milan territory should be so they have not urban planning effects but urban effects in the general sense. So, they do not influence directly planning decisions but they tend to influence the image of the city and the further possible strategies. I think they are very, very relevant. In 2010-2011, the municipality of Milan produced a new master plan, an urban plan. This was confined to the central municipality and this was a proceeding political majority so we voted in 2011 and in 2016. In the last two elections more or less we confirmed the same majority but before there was a different political majority. They had governed with different people but more or less the same majority for 20 years so from 1993 to 2011, there was a center right majority that's changed many times but more or less this was. This majority expressed this plan and this plan was drafted according to the new regional law which is very, very different from traditional Italian planning so there was land use zoning whatsoever. There were equalization mechanisms distributed across the whole city with the idea of opening up a sort of trading space of building rights, very, very high densities, potentially very high densities because obviously this depends on market mechanism and then the market had very important slow down but potentially very high densities. The idea of bringing back not just activities but also people to the central city, so the idea of increasing significantly the population. This plan didn't have a proper public participation process so there were face to face discussions with some actors, interests, etc. but this was not an extensive public participation process. To this problem, this city responded itself. It's very interesting because, again, a master plan is not let's say remold as a regional provincial plan but it's not certainly one of the first questions in daily life also because it's highly technical. It's very difficult for the people also to express their concerns in planning terms, but the city... this is very, very interesting in terms of governance. The city itself responded so the municipality didn't offer spaces for participation and the city itself, the civic society in particular through four organisations that work together offered spaces for participation, **very institutionalized, one in each of the nine districts with a very strong aim at helping people submit written comments.**
#00:43:26.9#

I-EDUARDO OLIVEIRA WSL: So, they show that we are here and we can participate.
#00:43:29.8#

R-ID40: We can participate, so they hired... not hired, contracting, but they involved technical experts, many of my colleagues from this department went to explain the plan even if they were not

the holders of the plan or they were not those working with the municipality but they explained the plan to the population, to the association, to local organisations, etc. with the aim of building opportunities for participation that were not present and at the same time with the aim of activating the population to submit comments to the plan because if there was no participation, at least the traditional way that always exists, submit the plans public for say two months. #00:44:13.4#

I-EDUARDO OLIVEIRA WSL: For consultation. #00:44:16.3#

R-ID40: More than 4,000 written comments were submitted which is very, very interesting and these were the most diverse. Some of them were the private land owner who asked why but others were fairly general. They were strategic, we might say, and the municipality decided not to discuss them. For formal reasons, they discarded them, and they went on with the plan as it was then in 2011 there was the election. There was a change of political majority and the new majority faced this dilemma; what shall we do? Shall we start from scratch completely discarding the plan that we have, or we take the plan as it is, or an intermediate, and they chose obviously whatever they did was highly criticized, as you can imagine, but in the end, **they chose middle way**. So, they went back to the observations and they did a participation re-involving the people who had presented them and trying to, especially at the local level in the nine districts, re-elaborating them and using them as a starting point to redraft the plan. So, basically the plan was the same in structure but there were a few changes, in particular densities diminished drastically and there were other choices. So, this is a good example of innovations in governance arrangements, so the municipality does not offer any space for participation. Local society activates and self-activates in order to do this participation. #00:45:52.1#

I-EDUARDO OLIVEIRA WSL: Self-organization. #00:45:52.5#

R-ID40: And produces some knowledge in the form of the written comments. Not all of them were interesting or had public value but many of them had. So, this idea that it was the society itself that engaged the municipality and when the political majority changed, of course for political reasons, they had to show that they were different from the others and also I think that in the program, they genuinely believed that the plan had to be changed and so there was this modification. Obviously, as you can imagine, many say the changes have not been enough. In fact, it's the old

plan with some minor... others said we should not have changed anything because this has stopped the process for another two years, as you might imagine, but from a governance point of view, I think that this is very, very interesting as a mechanism and it shows, to a certain extent, how the city has been able to mobilize, not conflictual because this is not a particularly conflictual city apart from specific episodes or very radical groups, etc. but overall it's not a particularly conflictual city, but a city which certainly dares the idea of it's possible to get active and to a certain extent to make your voice heard on a platform, I would say, that's not the most immediate one because, again, an urban plan is something which has a certain technical complexity and understanding which is the relationship between a certain density expressing square meter of a square meter today and what would happen in my neighborhood in 10 years is not exactly immediate. So, this case, this is the one on which I wrote this paper with Gabriele Pasqui is confined to the central municipality so it does not concern the planning of the whole region but I think it's interesting in terms of possible innovation, so why are there instruments like the provincial plan had very formalized means of participation. In this case, accidentally I would say... #00:48:02.9#

I-EDUARDO OLIVEIRA WSL: This self-organization of the civic societies... #00:48:06.3#

R-ID40: Was very visible and very relevant, I would say. #00:48:09.6#

I-EDUARDO OLIVEIRA WSL: And effective. So, if I'm understanding or interpreting your words, you advocate or you agree on more of this self-organization towards a plan. I think this participation not necessarily formal can actually impact a plan in the city. #00:48:34.4#

R-ID40: Yes. Subsequently, the majority that was elected in 2011 in Milan has also tried to formalize instruments for participation but I think this effort has not been completely convincing. So, they are not in the regulation for participation in urban planning, last year I think, but I don't think that this was the most interesting part, so the idea of formalizing and very precisely regulating the way people could participate. I don't think the effort had very satisfactory results. #00:49:15.5#

I-EDUARDO OLIVEIRA WSL: In this process of engaging with grassroots as you are very familiar, are there stronger voices or leaders? I believe that to get people to participate like in this process central on the city, maybe someone came with the idea, 'Okay, let's participate. I will talk

with these, with them, and call that organisation'. Is there a group of people that are the leaders and they could manage to put the people together? #00:49:46.5#

R-ID40: Yes. In this particular story, there's been the involvement of four very different network associations, associations of civil society with very different origins, some of them political, some of them more environmentalist, some of them religious. Each of them had an important story of local embeddedness. So, initially there was a recognizable person or group of people who were well known, trusted, had a reputation and when they said, "It's an important issue", to a certain extent they were able to activate. So, the question was not so much the plan is important but rather if there's an activation of these people and these groups which are certainly rooted here, are well intentioned, etc. this triggers a further participation and this was what happened, I think, yes. #00:50:48.5#

I-EDUARDO OLIVEIRA WSL: Can you provide some examples? They proposed these 4,000 ideas and some of them not necessarily valid but did they propose, for example, a change in zones for certain land use, did they propose an urban space, a new green area in the district? #00:51:07.2#

R-ID40: I think a very good example is... it's quite a technical question but this is also very interesting, the idea that, let's say, not necessarily technical actors work on this technical question. The basic idea of the plan was that each surface in Milan generates some building rights; high, low, generally high and in some cases a bit lower, but this is extended to the whole surface of the land, of the municipality. Some of these areas are parks so they are protected so obviously you cannot build there but if you generate building rights, you can sell them and densify in another part of the city. Some said, "This mechanism is not legitimate", because if this is a regional park, obviously we cannot build there but it should not generate any building rights. A regional park is an area which is protected. It should not... it's an environmental protection area. It should not generate building rights, densities that you can build elsewhere. So, this was a question which I think is highly technical but it's very interesting because it's really strategic so the whole southern part of the city is agricultural and is protected under a regional park. Is it correct that the regional park produces densities or is it wrong? This was one of the observations which I think is incredibly interesting and this was accepted so in the re-elaboration of the plan, this was changed. So, this is the type of things and then there were also localized issues which was to transform public spaces and... #00:52:43.3#

I-EDUARDO OLIVEIRA WSL: Small things. #00:52:44.1#

R-ID40: Yes, and there were smaller things and there was in general a very strong attempt at reducing densities, for instance, because the cities were very high and potentially there was no upper limit to the cities in the sense that each square meter of the city generated a square meter of building rights. You would not be able to build there for some reasons. You could buy and pile up on the meters in principle with no limits to the density. So, if you buy a lot of building rights in parts of the city in which you cannot build, you can pile them up to increase enormously the density. This was something that of course you should have the operators, you should have the market that works but potentially this may have happened. This was another observation. It's too much. We have to have some caps. So, yes, we trade building rights but there are some caps because otherwise... and the other question connected to this one was that if we do not give caps to building rights differentiated in the city, it will not be a strategic design that will tell we will densify here or there but it will be left exclusively to market mechanisms which in some cases are rational but maybe they produce externalities so this was one of the ideas. So, you see that the level of debate was rather complex. #00:54:15.1#

I-EDUARDO OLIVEIRA WSL: Yes, rather complex, and if we jump to today's situation, I see a lot of interventional cooperation **with the Politecnico di Milano**, for instance, a lot of good examples that could give the authority to draw lessons for their daily activity. Citta de Citta, this particular case, do you think at the current time today, on the current governance structure, what are your expectations towards the future and towards urban planning and strategic planning in Milan? #00:54:54.7# Are they doing something interesting? Are they relying on these good examples from the past or not really? #00:55:02.3#

R-ID40: Yes. At the moment, I have the impression that let's say the... at the general level, at the municipal level, the plan is the one we go on with the one that was redrafted and reapproved. I think it was finally adopted in 2013 if I'm not wrong. There are some very important urban planning issues like the reuse of the former railway areas which is a highly controversial issue in part because they are owned by the railway company so in principle it's public but in fact they think, they behave like market operators of course. #00:55:46.0#

I-EDUARDO OLIVEIRA WSL: For example, also in other European cities. #00:55:50.9#

R-ID40: Okay. #00:55:52.6#

I-EDUARDO OLIVEIRA WSL: In Vienna, it's also the same case. I may write about this in one of the articles. The railway station also owns a lot of land mainly in Vienna core area and they have a huge area that can be used to cope with the housing issues so they are trying to negotiate but also as it's a public entity, they also think in a more private way, so they try to integrate these potential projects into the plan to try to fix the housing needs. #00:56:27.0#

R-ID40: Yes, and I have the impression that this is the real issue at stake at the moment in Milan. There's a huge network of former railway areas and the municipality attempted a, let's say, framework agreement with the national railway company which, after very complex political discussions, was rejected by the city council a few months ago so they now have to redraft it. Of course depending on the site, some accuse the municipality of being speculators and just wanting to build high densities on these areas. The municipality says, "Yes, we would be happy to have parks but they have to be managed and maintained", and there is a huge discussion also with the railway company. So, I have the impression that this is the question at the moment but my impression is that it's very complex because there's some participation on that also because they're very near to **where citizens live and is different** from other issues that obviously people see that they're among them and something might happen so they understand very well the influence they might have so there's been some participation, also coordinated by some colleagues here in the department but at the same time it's very difficult because the level of **negotiation is trans-scalar** so you have to negotiate with the national operator which is the railway company but at the same time you have to work on the local effects. So, it's a very interesting process but I think highly controversial one. As far as the, let's say, overall urban region is concerned, I do not know much about the process itself, of the drafting of the plan. I can imagine that it's very, very difficult to engage people and actors in this plan because it's felt as secondary level so not immediately influencing what people do on their daily basis but rather a framework of frameworks so it might be quite difficult, I imagine, but I'm not particularly an expert. #00:58:50.9#

I-EDUARDO OLIVEIRA WSL: It's also a new process. Yesterday, Nauzicca left a meeting with municipalities to come and talk with me and they were discussing local plans and to what extent they feel the Citta Metropolitana plan, so a lot of challenges also on the table for the coming months. #00:59:16.4#

R-ID40: Yes. This type of discussion tends to be inter-institutional so between the municipalities who prepare their local plans and the general plan, so it's more difficult to imagine how to involve a more diverse, let's say, type of stakeholder. #00:59:32.3#

I-EDUARDO OLIVEIRA WSL: These municipal plans are those that generate more impact upon land use changes as far as I understood it as well. #00:59:39.7#

R-ID40: Of course they do, even if there's some limits, some constraints in the regional legislation, in particular as far as the agricultural areas are concerned, so there's a preservation of agricultural areas so it's very difficult for municipalities to actually expand on agricultural areas. Nevertheless, of course, there's a lot of activity ongoing and therefore this is the activity that has the major impact on the life of inhabitants. #01:00:11.3#

I-EDUARDO OLIVEIRA WSL: One final last question to keep the time. As a citizen, what are the main issues in Milan and more related with the transportation, the housing, security issues? In the spatial level as well, and you are an expert, what are the main issues posed to Milan as a city and as urban region? #01:00:36.1#

R-ID40: I would say that as a citizen, of course my point of view comes down one scale because as a citizen, you have a view that is more connected to your daily life. So, I have the impression that the question of pollution is absolutely overlooked. It still exists. It's very important, in particular in winter time when there's heating systems on, etc. but it's largely overlooked. As a citizen, I do not feel particularly protected from this point of view. There's been a lot of discussion about the presence of immigrants and the question of security, etc. which I live in I think the most multi-ethnic neighborhood in the city and I do not think that this is really a priority but this is part of the more general political discourse. While the question of housing, I have the impression it's a very central question obviously for the central city but to a certain extent, obviously it's easier to find

cheap housing in the surroundings but as time moves on, it's not necessarily so cheap because a lot of Milanese have moved out and therefore prices have been rising also in the neighboring municipalities. So, I have the impression that this is still a largely crucial question to which probably not much attention has been devoted. Obviously there's no easy solution. It's a weak problem but I have the impression that this is highly affected by Milanese, yes. #01:02:21.6#

I-EDUARDO OLIVEIRA WSL: Is it a general problem also faced by other urban regions that mention the housing as a key issue? #01:02:30.7#

R-ID40: Yes. Particularly in the last years, Milan in part has been rebranded and depicted as a very innovative of successful, vibrant city, etc. in part **connected to EXPO 2015** but this is in part a hype but it is still a place in which a lot of young people move because compared to other parts of Italy which are stagnating, of course people come here. SO, in the face of students first but not just students, young people who remain here for work, etc. I understand that this is a huge problem and people find makeshift arrangements. There's professionals, 35 year old professional that still share an apartment as if they were students because they have to cope with this. #01:03:13.2#

I-EDUARDO OLIVEIRA WSL: Yes, on one side the city wants to attract people and position the city as innovative but then they have all these issues. #01:03:22.2#

R-ID40: Yes, so this housing question does not concern exclusively, let's say, the most disadvantaged of society which of course feel this very strongly but also other tiers of society which is worrying of course, so yes, I would say as a citizen, I probably feel this too as the most compelling one, yes. #01:03:46.0#

I-EDUARDO OLIVEIRA WSL: Well, I'll say thank you for your time. We've covered a lot of things, very interesting discussions on the civic side which definitely fills the gap on Milan as a case study. #01:03:58.9#

R-ID40: I hope this was useful for you and there were some elements useful for your research. #01:04:05.7#

I-EDUARDO OLIVEIRA WSL: Very interesting this Turbine Model. #01:04:10.6#

ID40 Milan 16 november

ID41 Barcelona 25 November

R-ID41: The interest group and key players are different in different situations of the process of approving the plans and because I think it's good for explaining that I explain a brief introduction about the planning system in Catalonia and in Barcelona. There are two levels of political powers in relation to the process of approbations urban plans. One power is the local power, the municipalities, and the Barcelona metropolitan area is in this level. Another power in relation to local power is the regional power that is in charge of Catalonia. This is the government about regional planning in Catalonia. The state has powers in organizing the territory except some items like highways, trains, not all the trains but some networks of trains, ports but not all the ports. The port of Barcelona, for example, is competence to the state but with these exceptions, the rest of the competence or power to organise the territory is in generally Catalonia and the regional government and with the local **govern**. This is a **previous** thing. There are other things that is how the plans... how many approbations have the plans. Usually, the urban plans have three kinds of approbations; initial approbations, approbation that is approved by the municipality. After the initial approbation, there is a period of participation that is more or less one month. During that month, all the people can send suggestions or proposals of the plan. There is, after this period, a provisional approbation and finally, in this provisional approbation, it's necessary to analyze the proposals that people sent to the municipality. Finally, the definite approbation is in charge of the **Regional Government of Catalonia**, the regional government. Usually, the master plans follow this procedure.
#00:05:57.7#

I-EDUARDO OLIVEIRA WSL: Let me ask a question here; all the municipalities in Catalonia, they have to do/follow this process? #00:06:03.5#

R-ID41: Yes. #00:06:04.7#

I-EDUARDO OLIVEIRA WSL: Including Barcelona? #00:06:08.2#

R-ID41: Barcelona is different. Barcelona have some specific things. **Barcelona Metropolitan Area** have an institution, a political institution, have the power to approve initially the provisional... the modifications of plans that cover a territory as far as the one municipality. When a plan covers part of more than one municipality. In this case, the **Barcelona Metropolitan Area** have the power to approve initially and provisional. #00:07:38.4#

I-EDUARDO OLIVEIRA WSL: Alright. #00:07:39.2#

R-ID41: Substitute the power of the municipality because it's a thing that... #00:07:51.7#

I-EDUARDO OLIVEIRA WSL: Ah, the border. #00:07:54.4#

R-ID41: That the border or the share between two, three or four municipalities. #00:08:04.6#

I-EDUARDO OLIVEIRA WSL: But this is in the case of a specific project with one municipality or another, it's specific of a project, for example a new housing development or a new industrial area, some specific situations or the plan in general with all of these elements; housing, land for housing, land for industry? #00:08:29.7#

R-ID41: Yes. I have explaining only about urban planning. That is a kind of planification with that contain constraints. #00:09:10.3#

R2-ID41: When the plan constrains some obligations or some things to do. #00:09:19.4# When the plan is implied, it has legal consequence. This is urban planning but you can do planifications or dealings or promotion, industrial promotion that does not have legal consequence because you can do process of #00:10:28.3# You know the different levels of powers and different kinds of approbations, it's possible to answer better the questions about territory. When you... it could be better to return to the list and more or less answer about the strategic plan or the regional plan. The last regional plan was approved in this area is the plan territorial, the territorial plan about that cover region more over the Barcelona metropolitan, more or less (map rustling) the region of Barcelona is this territory. This territory has 141-142 municipalities but Barcelona metropolitan area is a smaller area with 36 municipalities. For example, this book analyzes the occupation of land in the Barcelona region. This is the Barcelona region and this line is the territory of Barcelona metropolitan area. This is a part which is more concentrated. In the region, there are the plan territorial of the region of Barcelona. #00:15:01.6# The main aspects about infrastructure, big protections of territory. #00:15:28.3#

I-EDUARDO OLIVEIRA WSL: Protected areas? #00:15:30.7#

R-ID41: Protected areas and some indications about capability of **transportation** in different

municipalities. #00:15:45.5#

I-EDUARDO OLIVEIRA WSL: I'm sorry for interrupting but this plan is legally binding? Is it compulsory or just to provide suggestions? #00:15:55.9#

R-ID41: No, this is obligatory. #00:15:59.1#

I-EDUARDO OLIVEIRA WSL: Alright, that is important. #00:16:01.1#

R-ID41: The determinations of the plan... #00:16:05.5#

I-EDUARDO OLIVEIRA WSL: For a longer period of years, five years? #00:16:10.7#

R-ID41: 20 years, but 20 years is... #00:16:19.3#

I-EDUARDO OLIVEIRA WSL: With the revisions in between? #00:16:21.2#

R-ID41: The real time of the plans is the time that when the plan is approved, for example, the metropolitan plan that I will explain now has 40 years. It is 40 years old but in the summary of plan, this is a plan for 50 years. The time past for the plan is not renewable but in theory, this plan is foreseen for 20 years. #00:17:53.6#

I-EDUARDO OLIVEIRA WSL: Okay. #00:17:55.2#

R-ID41: It was approved in 2010 and the other plan in the Barcelona metropolitan area is the Barcelona metropolitan plan. This plan was approved 40 years ago and this 40 years is to adapt to new requirements and situations that it was... have approved more than 1,200 modifications of the plan. Some modifications are with the change of model of the plan. The results (map rustling) about this process is... this is the... (map rustling)... here is better to see what is the territory of the metropolitan. Each of these divisions is one municipality. #00:19:55.8#

I-EDUARDO OLIVEIRA WSL: One municipality, that's clear. #00:19:59.0#

R-ID41: This is the result about the plan, the regional plan with this 1,200 modifications. This is the plan result. Here, there are a lot of kinds of plans, development plans, or detailed plans from

the original plan, or plans changing the original plan. Each one of these plans have one kind of stakeholders or interest groups or key players. #00:21:05.9#

I-EDUARDO OLIVEIRA WSL: I understand what you said in the beginning. #00:21:09.0#

R-ID41: Because here is, for example, there is a plan of protection for the agricultural land in the delta of **River Llobregat**. In this plan that covers 11 municipalities, in this plan the main interest group was the farmers union because it's logic. #00:21:59.6#

I-EDUARDO OLIVEIRA WSL: Interesting. #00:22:02.0#

R-ID41: They impose the plan. They... #00:22:18.3#

I-EDUARDO OLIVEIRA WSL: Force you to do something. #00:22:21.0#

R-ID41: Exactly, force is the word. They force doing the plan and we had a lot of appointments with him to debate how... #00:22:50.3#

I-EDUARDO OLIVEIRA WSL: How to prepare better, okay. #00:22:52.6#

R-ID41: There was the legal regulation that the plan implied and there was another interest group, for example, here there is an industry in the middle of the land. #00:23:37.5#

I-EDUARDO OLIVEIRA WSL: So, they were also interested. #00:23:39.4#

R-ID41: This industry is not clear and that in the future could follow existing and the plan considers that this land is better to be agricultural land. The company is disagreeing with the proposal. There is a conflict in the court. #00:24:35.3#

I-EDUARDO OLIVEIRA WSL: The second part of my question is these conflict interests. The farmer union want the land to be devoted to agriculture, to be producing but not just to remain as a protected area. So, it's for agricultural purpose too? #00:24:56.4#

R-ID41: Yes. The first goal of the plan is to protect the agricultural as an economic motive. At the same time, there are three goals in this plan. First of all, the protected area, the economic

system of agricultural. Secondly, the protection of natural areas, that these areas along the river, and another area that is here (showing on map, I have the map with me at WSL). In certain time, the third goal is to regulate the social uses for people. These are three activities that can be conflictive between these. The plan regulates all the system so the co-existence will be better. #00:27:02.9#

I-EDUARDO OLIVEIRA WSL: I understand. #00:27:04.6#

R-ID41: More or less, there are the interest groups protecting other kinds of ecological issues and there are the cycling groups that want to use that area. There are the farmers and there are the companies of construction that... #00:27:54.2#

I-EDUARDO OLIVEIRA WSL: May want to develop something? #00:27:55.4#

R-ID41: They want to develop something here but in this plan, the main thing that this plan does is exclude activities of building in this land. #00:28:19.6#

I-EDUARDO OLIVEIRA WSL: Sorry, a question; these interest groups talk with your office or with the municipalities then the municipalities come to talk to you and your office? How is this relation? This is something that I am curious and to understand also when comes a conflict or not, who comes first to talk; an interest group, the farmer comes to talk with **the Barcelona Metropolitan Area** or first they go to talk with the municipality here and then the municipality mayor comes to talk with you or with other people? #00:28:52.4#

R2-ID41: All of them. #00:28:57.6# It depends on the situation. It's impossible to manage. #00:29:15.1#

(Talking over each other).

R-ID41: The life is very complex and the territory, the use of territory is the same. You can plan some matters or some ways to organise the conflicts but there is a system of planning, etc. and so on, but to manage the complexity of relationships between hundreds of actors in the territory, you can see the problem with the most intelligence. Each situation is different. #00:30:54.7#

I-EDUARDO OLIVEIRA WSL: I understand. #00:30:55.8#

R-ID41: There are situations which are very difficult to manage and there are other situations that are relatively easy to manage. This is the difference. #00:31:17.2#

I-EDUARDO OLIVEIRA WSL: The municipality including the metropolitan area of Barcelona, are they powerful? The municipalities have power to decide? There are examples in Europe where the municipalities have a strong power to say they can come to the metropolitan area and say, "I will do what I want". These municipalities, they have powers to decide or they always have to comply to the metropolitan area? #00:31:47.0#

R-ID41: This is one of the complexities in this area because we have competence or we have powers to do some kinds of... to approve some kinds of plans, plans that cover more than one municipality but when the plan is all the system of planning is in site of one municipality, only one municipality, the power to approve is the municipality and not the Barcelona metropolitan area. At the same time, the Barcelona metropolitan area has one very important power in urban planning. That is the draft and approval the **Director** plan of the area metropolitan. That is the plan that will substitute this plan - this urbanistic metropolitan plan approved in 1976. We are drafting this **Master** plan. #00:33:37.2#

I-EDUARDO OLIVEIRA WSL: Yes. I understand it. You are currently preparing the Pla director urbanístic metropolità. #00:33:54.4#

R-ID41: Yes. #00:33:55.9#

R2-ID41: The new one, yes. #00:33:59.5#

I-EDUARDO OLIVEIRA WSL: So, you are preparing that plan and that will become the most important plan in the area? #00:34:08.4#

R-ID41: Yes. #00:34:10.9#

I-EDUARDO OLIVEIRA WSL: The curious thing, the first one was approved in '76. #00:34:21.7#

R-ID41: It's obsolete, this plan in 1976. All the goals that this plan had are completed with two

or three exceptions due that these **terminations** now is not politically correct with the... for example, to pass through the “**Natural park of Collserola**” in the center of Barcelona metropolitan area, the plan established three tunnels #00:36:02.2#

I-EDUARDO OLIVEIRA WSL: To connect to these (showing on map)... #00:36:04.2#

R-ID41: To connect to these. This tunnel is over and these other two tunnels are not executed. The goals of political... the politicians don't want to execute these other two tunnels and **the upcoming PDU- Pla director urbanística metropolità** - will eliminate these other two but with this exception. These are other highways. It's now eliminated. The rest of the determinations in general are completed and the conception or the requirements that now the society want to the city are different and we need to do another kind of plan. #00:37:58.7#

I-EDUARDO OLIVEIRA WSL: Yes. These colors, can you tell me a bit about these colors, one brown and one orange represent the land use? #00:38:12.6#

R-ID41: It's like zoning. #00:38:18.9#

I-EDUARDO OLIVEIRA WSL: The zones are for development? #00:38:29.8#

R-ID41: This is synthesis reduction of the zones. In this color, there are some kinds of zones in the same color. #00:38:43.2#

I-EDUARDO OLIVEIRA WSL: It goes more into the detailing. #00:38:45.5#

R-ID41: To do this plan, that is a synthesis plan, this is not a plan of determinations. The colors... #00:39:04.3#

I-EDUARDO OLIVEIRA WSL: They come together, they are together? #00:39:05.1#

R-ID41: Yes, they come together some kinds of examples #00:39:50.0#

I-EDUARDO OLIVEIRA WSL: Yes. I understand already when I ask the driving force is the reason you decide to prepare a new plan because the other one was obsolete and there are a lot of changes that you want to address now. That's also clear. The entities involved is what I ask

here, so you have a lot of interest groups and you have the municipalities as well. Going into more detail, I am curious whether you have an emptier area, who decides if that area becomes an area for a new development of housing or it remains a protected area? You listen to everybody and you come to a decision? #00:40:44.7#

R-ID41: When the plan, the metropolitan plan in 1976 was working, the problems are... the difference not the problems are what was... which was the principle actors. There were a lot of neighbor associations, very active, put on pressure to change the city and the uses of the city. These kind of actors demand/ask for more facilities, more urban parks, more services, and less speculation... building speculation. This is pressure. At the same time, it's not very good but it existed. The banks, the lobby of banks have one problem with this tunnel, had one problem because they lost very high quantities of money in the open... in the works to open this tunnel. This tunnel in 1976 is open but not finished. There were very high losses of the banks. The banks in that time offset their losses. That is speculation but possibly growing in the other site of the **“Natural park of Collserola”** because there were major land owners of properties of these and we can summarize the situation with one government that still was a dictatorship because **Franco** died in 1975 and the plan was approved in July of 1976. The dictatorship system was still alive. This plan was a revolutionary plan in terms of the usual planning #00:46:02.6# At the same time, the banks that have interest in approving the plan to open the possibility and I think this combination was the explanation to understand how one plan of these characteristics can be approved in a dictatorship system. The banks, the lobby of banks I think was very important to the approbation of plan and the dictatorship system, it was in the last time more weak than 10 years before. More or less this is an explanation. #00:47:44.8#

I-EDUARDO OLIVEIRA WSL: In recent times then, there was the creation of the **Area Metropolitana de Barcelona** and in your opinion, because we at universities and research institutes like where I am, Barcelona, when we are studying metropolitan planning, strategic planning, metropolitan governance is always given as a good example. So, you think that this current situation of having the area metropolitan Barcelona is more effective because you have the experience of not so far in the past, not referring to the dictatorship, but in recent years it's now more effective in terms of planning having this metropolitan area as a formal entity then you have the Catalonia government, the municipalities, area metropolitan Barcelona. Is it more effective in your opinion or are things still a bit lost? #00:48:43.2#

R-ID41: I think now we believe that we will be effective but it's not possible to confirm this

because the Barcelona metropolitan area institution have six years. It was approved six years ago but in reality, four years ago because the two first years are necessary to organise the institution. It was after the approbation of the plan. The plan in this 40 years, it was essential to maintain, to keep one structural system. This structural system, for example, in the works to do the **Olympic games**, we can execute the **road ring** of Barcelona because the Barcelona metropolitan plan was preserved without buildings this area because if the plan without plan, this traffic ring would not be possible because there would be a lot of buildings in the middle. #00:51:39.8#

I-EDUARDO OLIVEIRA WSL: I'm getting the idea. #00:51:40.6#

R-ID41: This is one of the strong points of this (talking over). #00:51:56.1#

I-EDUARDO OLIVEIRA WSL: Is this a part of thinking about the future, and that is what strategic planning is about is thinking about... #00:52:05.7#

R-ID41: And keep this because this is a legal determination. #00:52:12.3#

I-EDUARDO OLIVEIRA WSL: Indeed. #00:52:14.6#

R-ID41: This is the scenario of planning but at the same time, the period after the dictatorship is very interesting to analyze because in the first years after the dictatorship was finished, there was a social and political energy that was constrained during decades after the democracy because the dictatorship (talking over). This energy exploded when the dictatorship finished. In Barcelona, the first decade, the decade of 80's, it was a decade of a lot of experiments, urban experiments and in different kinds of execution. This is an explanation to understand because Barcelona transformed absolutely, completely the image of the city from 1978 to 1992. That is the Olympic games. **After 1992**, this energy went down. After this experience, the energy and the experimentation was lower but there is a certain **inactivity** and we follow doing transformations but the big transformation is this period with this concentration of efforts. Now, we must do the **PDU- Pla director urbanística metropolità** and we must expand the stronger of the experience in the Barcelona metropolitan into more centralized, expand to the... #00:56:53.8#

I-EDUARDO OLIVEIRA WSL: Surrounding areas. #00:56:55.2#

R-ID41: The surrounding areas. There is a process with similarities with the process in

Barcelona but with 36 municipalities, it is more complex. Barcelona before the nomination of the Olympic games, in this period between 1976 to 1986, Barcelona did a lot of small interventions with only changing the urbanization and to recover public spaces to people. #00:58:29.8#

I-EDUARDO OLIVEIRA WSL: Okay, give them back to people. #00:58:31.8#

R-ID41: There are... I have a map with a lot of small interventions, small and cheap interventions...Introduced in the system another way to **perceive/understand**. When the nomination of the Olympic games arrived, these kind of interventions get another scale and the most important intervention, that is the ring, the traffic ring of Barcelona is paid with this money of the Olympic games, the state government put money in for this and there was the possibility to recover investments. This combination of small interventions with big projects with a conception to contribute to improve the city, these are the reasons why Barcelona was a good example (a miracle). #01:00:49.9# In this moment, in the Barcelona metropolitan area do different interventions similar to the interventions in Barcelona in the 80's. We have some on the website that's possible to see. These projects of facilities and parks and other kinds of urbanizations introduced in this territory a quality that is not usual in these municipalities, smaller with few services and resources in general. The objective I think it will be introduced this change of scale that in Barcelona was introduced in the Olympics. #01:02:40.4#

I-EDUARDO OLIVEIRA WSL: I understand. Well, I think I understand the idea. #01:02:44.2#

R-ID41: This is the... I think the main goal that the plan will be. #01:03:01.7#

I-EDUARDO OLIVEIRA WSL: A lot of these individual projects in smaller municipalities that they are not used to having them but they see this as a good intervention and you aim for them to grow and to provide quality of life for the people and so on. It's to try and bring again this energy to the city? #01:03:30.2#

R-ID41: Yes, but the problem of this way of intervention is that with these interventions, you can improve the quality of cities, okay, but you can't introduce a structure around the relationship in the different... #01:04:15.7#

I-EDUARDO OLIVEIRA WSL: Yes, I understand. That's good. #01:04:21.6#

R-ID41: The objective of the **PDU- Pla director urbanística metropolità** was to transform one big concentration of fabrics and people, etc. in Barcelona and municipalities inside, and other peripheral assessment transformed this into a new city with relationships between different centers. #01:05:16.7#

I-EDUARDO OLIVEIRA WSL: A multi... polycentric. #01:05:17.6#

R-ID41: Very big connected and at the same time with a system more balanced between the center of Barcelona and the rest. #01:05:43.4#

I-EDUARDO OLIVEIRA WSL: So, you are telling me that the **PDU- Pla director urbanística metropolità** aims to bring these together in a more relevant, harmonized or the word we like to use is cohesive, a region with some cohesion. #01:05:58.0#

R-ID41: Yes, cohesion. #01:06:03.6#

I-EDUARDO OLIVEIRA WSL: The focus of the **PDU- Pla director urbanística metropolità** is to bring... #01:06:05.5#

R2-ID41: To understand the system, no? #01:06:07.3#

I-EDUARDO OLIVEIRA WSL: To understand the system, right, to bring these different centers so thinking of polycentric and trying to bring them together in a more balanced way with people, with the fabrics or the factories. #01:06:25.3#

R2-ID41: Assisting at all levels, the connection, mobility, open spaces. #01:06:33.3#

I-EDUARDO OLIVEIRA WSL: Open spaces but then the transportation, facilitating the mobility. #01:06:36.0#

R2-ID41: The waste management, the water resources. #01:06:39.5#

I-EDUARDO OLIVEIRA WSL: Everything that's part of the daily life. #01:06:41.2#

R-ID41: Mhm, the density, the quality of the different neighborhoods also, the quality of them. The buildings also. #01:06:55.9#

I-EDUARDO OLIVEIRA WSL: Then you hope the municipalities help you to achieve this. #01:07:01.0#

R-ID41: This is a complexity. We would say this is a problem. This is the complexity. #01:07:24.2#

I-EDUARDO OLIVEIRA WSL: For the purpose, we don't have to go to that detail. I understand that for launching of the plan, the idea is this will be developed further so I have a lot of details and we covered some one hour 10 minutes. Unless you have something you would like to clarify, we can conclude, or I will ask when this **PDU- Pla director urbanística metropolità** will be absolutely ready or... #01:07:55.0#

R-ID41: I think we can have one first version of the **PDU- Pla director urbanística metropolità** in February or March of 2018. We need all of 2017 to prepare it. We have prepared different task forces and roundtables around different issues and in February, we will finish the most of these tables and we can design a draft of the plan after this. #01:09:16.4#

I-EDUARDO OLIVEIRA WSL: You have also civil participation? #01:09:19.7#

R-ID41: In this phase, we foresee to collaborate with the technical services of different municipalities to do this first version and after we will open the process of participation with more actors and stakeholders. #01:10:15.3#

I-EDUARDO OLIVEIRA WSL: So, you intend to do this in 2017, next year? #01:10:18.4#

R-ID41: Yes, more or less. It is a very short time. The objective is this. #01:10:33.1#

I-EDUARDO OLIVEIRA WSL: On the leadership question, are these municipalities interested in the **PDU- Pla director urbanística metropolità**, if you talk with mayors, with the residency? #01:10:43.7#

R-ID41: In general... #01:10:46.6#

I-EDUARDO OLIVEIRA WSL: Are they excited? #01:10:51.0#

R-ID41: In general, the political level say that we must do the plan but they have an attitude of expecting. They will wait and see. At the technical level, we have a lot of work to do to introduce the illusion. We are working in different municipalities on problems that are very focal that into the political level and the managers of these municipalities are very interested. We want to use these kind of works to change the scale and convince the managers that the **PDU- Pla director urbanístic metropolità** is important for him because the **PDU- Pla director urbanístic metropolità** has precisely these kinds of things that it has interest in. #01:13:05.8#

I-EDUARDO OLIVEIRA WSL: Would be interesting for them. #01:13:07.7#

R-ID41: This work and the law by top. This is a strategy to imply it... to convince and to work on it. This is complex because there are 36 municipalities and there are a lot of parties, groups, political parties in the world, not only here. #01:14:12.8#

I-EDUARDO OLIVEIRA WSL: Yes, it's other examples. #01:14:14.3#

R-ID41: It's difficult to have consensus but it is possible. #01:14:25.5#

R2-ID41: It is a challenge. #01:14:28.8#

R-ID41: This is a challenge. #01:14:32.7#

I-EDUARDO OLIVEIRA WSL: Well, thank you so much for your time. I'm satisfied. If something comes to my mind when I'm preparing my work so I will then take care of these interviews and write academic articles and altogether contribute to a model for land use change then I will write you an email if it comes. Thank you for your time. #01:15:01.8#

ID41 Barcelona 25 November

ID42 Barcelona 25 November

R-ID42: I work for a unit in the Catalan Regional Government which is called The Observatory for Strategic Development in Catalonia where we had an aim and there were several plans. Barcelona and its region has its own Strategic Planning, but there are also many other cities within the Barcelona metropolitan area, and Catalonia is a region with its own Strategic Planning. From a Governmental perspective, I was asked to map and get another view of our Strategic Planning processes that were going on. One of the things we realised at the time, talking about 2002 / 2003, was the super position of all these different planning instruments, planning authorities and planning perspectives that made it difficult to follow on the objectives set for development; in economic terms, in transport terms, on any social issue, location and so on. It was difficult from an environmental point of view just because of the myriad of plannings, different plans, different objectives, different perspectives that were going on. I was in charge of making this map of Strategic Plans. #00:01:47-4#

I-EDUARDO OLIVEIRA WSL: Trying to bring them together and -, #00:01:49-4#

R-ID42: Sharing objectives and setting common perspectives, because there were so many contradictory views setting up; for example, one city sets a plan for Strategic Development which is at complete odds with the neighbourhood cities, for Strategic Development. So, **its** okay, let's share some objectives, some guidelines, large guidelines so everybody can set up and follow the objectives. #00:02:22-1#

I-EDUARDO OLIVEIRA WSL: That's because many entities were involved in the Planning Process, making the strategy. I mean, municipalities develop their own strategies, and other institutions-, #00:02:36-9#

R-ID42: Yes, of course, Government have their own plans; you have to imagine that each Government **department** has its own Strategic Planning for developing, say, schools, security, police; and for all of these there are different planning perspectives. Also at the territorial level, all the municipalities, every major municipality in Catalonia, was setting its own Planning Perspectives and this was mostly obvious in the Barcelona metropolitan area, because this is where a large part of the population is located, the major cities are based here, and it was difficult to grasp what the plan -, #00:03:25-1#

I-EDUARDO OLIVEIRA WSL: You mention that this was around 2002? #00:03:32-4#

R-ID42: Yes, that was then. But since then there's been a more careful approach at Metropolitan Strategic Planning, meaning that Barcelona has a long tradition of Strategic Planning, of setting its own strategies for developments; a tradition that goes back to the 1980s, especially when the city won the Olympic bid in 1986. From there on the first Strategic Plan for the development of the city came out, and then it was successive Strategic Plans up to early 2000s. The first Strategic Plan, the second Strategic Plan, the third Strategic Plan, and each time it was more difficult to evaluate the success of these plans; meaning that many of the objectives set were beyond the cities' own administrative limits. It affected the whole of the metropolitan area, the whole of the metropolitan region, and so it was in 2003/2004 that the first metropolitan Strategic Plan was enacted. It was a successful idea, but they still have to see whether the **goals** were achieved or not. It was an excellent initiative. #00:05:34-8#

I-EDUARDO OLIVEIRA WSL: In terms of recording, it's busy! For me to understand a little better in the past, or during this period where a lot of Strategic Plans were developed, and within the current situation now, also you're role in the process - but if I am correct, and you will correct me if I am wrong - currently, there is one Strategic Plan mainly focused on the economical side, and there are other plans, physical planning, coming from the Institution. Are there other plans? Can we call these plans coming from the metropolitan area strategic as well? Or do they just focus more on the urban side, and urban developments? And is there a sort of 'bridge' with other more sectoral plans; being strategic, but focusing on specific areas? Is that correct? #00:06:50-5#

R-ID42: It is this way, meaning that the territorial plan that is developed by the area metropolitana, it affects the territorial development of the region, of course it affects the terms of transport, infrastructure, housing, urban elements; and I think it has to be bridged with all the strategic plans which I already mentioned, Strategic Plan for the metropolitan area, and also other sectoral plans which are there. I think that the metropolitan area issue is more of a strategic thinking document on how the plan has to be developed-, #00:07:43-9#

I-EDUARDO OLIVEIRA WSL: Yes, sort of a strategic reflection. #00:07:44-2#

R-ID42: Yes, it was called that two or three years ago when it was published, and I think that this

document tries to bridge all the different planning situations, of the planning instruments and all the different strategic elements at play in the development of the territorial plan. #00:08:07-9#

I-EDUARDO OLIVEIRA WSL: And are you aware of all the processes of making these strategic plans? Also, I'm interested in knowing the relations with the interest groups. Who can participate and if everybody can participate? And to what extent the ideas can be integrated in these Strategic Plans? #00:08:28-9#

R-ID42: I'm not fully aware of the process of how it's conducted. I know that the development of this Territorial Plan comes from new legislation that gives more planning authority to the metropolitan level, and this legislation says that a new plan for territorial development of the metropolitan urban Barcelona has to be developed, and that's what's being done at the moment. I haven't followed closely how it has been developed; I know of public information - I remember the previous stages for gathering information and research on the current territorial situation, I think, was published in a document - I'm not sure about that. I think it was a list which was the object of a large public exhibition so that everybody who was interested could find out about the studies that were being developed, and the current situation of the territorial metropolitan area persona compared with other metropolitan areas worldwide. It was an interesting research, conducted in the way of opening public information.

I don't know about the local level and how it was conducted there, if there were meetings with the different city councils, and whether the mayors were involved in the process, I'm not aware of this matter. #00:10:13-7#

I-EDUARDO OLIVEIRA WSL: I also want him to understand the role of the company and the role of Maria in this process, because I've been informed that she participates in the process, but you participate as an interest group, as you deal also with the urban scale. How is the relation of the company and their staff towards the plan? #00:10:37-3#

R-ID42: The Company has no relation at all with this process, but Maria and I were involved, as experts and professionals, in the previous-, Maria was the director of one of the City of Barcelona until two years ago. So she's been involved in the main transformation of the City, meaning the physical transformation. I'm sure she was consulted on any issues affecting urban planning in Barcelona. I don't know those details. I'm talking about my experience of being involved in the

previous Mayor's office where I had all the information about the different processes going on, because he was also President of the metropolitan area. The Mayor of Barcelona is also the President of the metropolitan area by law. It's an agreement that the Mayor of the largest city in the metropolitan area has the presidency of the metropolitan area also. But I was not personally involved in the process, other than following the developments and being informed. #00:12:05-0#

I-EDUARDO OLIVEIRA WSL: For me to understand, how does planning proposals for a new urban development or a new neighbourhood or an industrial site work? How does the process work, and the relation with the plan? If a private group, or a landowner, wants to devote some parts of a piece of land for new developments, how does this work? Does he propose to an office? Are you experienced in these relations? #00:12:45-3#

R-ID42: No, I haven't any experience in this field, but I guess it has to do with every single municipality. So, each municipality which receives the proposal and, according with the laws and the existing planning, legislation and so on, they proceed accordingly. #00:13:08-3#

I-EDUARDO OLIVEIRA WSL: I'm not fully aware about the activity of this Company in particular, but do you deal with plans? #00:13:17-6#

R-ID42: No. We're not related with the planning process or the developing of plans. We're more of a strategic advisor to cities all over the world; so if it's not internationally, we're not involved in these planning processes in Barcelona. #00:13:44-1#

I-EDUARDO OLIVEIRA WSL: Is your main focus in Barcelona or other cities? #00:13:49-8#

R-ID42: It's all other cities. Yes. Internationally. #00:13:54-5#

I-EDUARDO OLIVEIRA WSL: I'm trying to understand why Barcelona – those cities see Barcelona as as an example, or do the other cities you work for tend to get more from your experience in dealing with the Barcelona cases? #00:14:16-0#

R-ID42: We are very experienced in dealing with Barcelona; we also have experience with being urbanists for a long time, as experts. And we are developing projects based on this expertise. #00:14:35-9#

I-EDUARDO OLIVEIRA WSL: So you develop urban projects in other cities rather than -, #00:14:42-2#

R-ID42: We work on a consulting basis. We don't develop projects, we advise; make studies and research, which is more based on these studies. It's not developing projects, it's advising. But it has nothing to do with the metropolitan plans; it's completely separate fields. #00:15:15-4#

I-EDUARDO OLIVEIRA WSL: So you deal less with Barcelona, and I wanted to understand the current situation, comparing it with the past. Are having these metropolitan areas in Barcelona more effective? Are they more certain with what's going to happen in certain parts of the city in terms of development, and with the current governance arrangements, compared with the past? Even as a citizen can you characterize this? #00:15:48-4#

R-ID42: Talking about Barcelona from a large regional level, Barcelona *needs* Barcelona and its metropolitan areas. Barcelona's citizens, and some of its authorities as well, have to realize the metropolitan scale of the territory; there are plans, there are Government structures, there are institutes, and there are many people dealing with the organization of the metropolitan territory, and there still has to be a realization of the whole metropolitan vision of the territory. People are not fully aware, sometimes authorities aren't fully aware either and each tends to see its municipality from their own point of view, which is understandable, and it could also be normal; but you need to combine these with a large metropolitan vision.

Dealing with issues: mainly economic development, for sure; housing - there is a need for a metropolitan housing approach; the housing problems cannot be solved by a single city. It's working well in terms of environment policies; it doesn't matter what areas, we have a job in terms of environmental policies and transportation and the issues that traditionally have been managed by them. But there is a need, and they have powers in this sense - the Government's structure has to provide better metropolitan-wide solutions to things like, as I said, housing, economic development and so on; and more co-ordinated policies within the municipalities. #00:17:45-7#

I-EDUARDO OLIVEIRA WSL: Do you think the inhabitants of Barcelona are now becoming aware of these metropolitan areas in Barcelona, rather than the arrendamentos, rather than a single municipality? Or do you feel that the question of identity still-? #00:18:02-4#

R-ID42: The identity will always be there, and one of the key successes of Barcelona as a region, and Catalonia as a country, is maintaining this. These are strong local identities, and these identities have to be combined with a more co-ordinated governance structure in the sense of providing better services to seek these ends, providing solutions to issues and challenges that are here to stay; the housing challenge and many others. But I don't think it's not bad to maintain the strong local identity. I can understand perfectly that somebody living in Cornellà de Llobregat, which is one of the cities nearby to where I live, wants to maintain an identity separate from that of the people living in Barcelona, or the people living in Badalona. But it's not a matter of identity; we all have differing identities, but the Government's arrangement could all be on the municipal borders. #00:19:17-7#

I-EDUARDO OLIVEIRA WSL: Yes, because the aim is to solve issues, not to-, #00:19:22-2#

R-ID42: Yes, I think so. It's the same region and the same country. #00:19:30-1#

I-EDUARDO OLIVEIRA WSL: And trying to build up also on your day-to-day work with other cities, can you share some good examples from around the world where cities, or core cities, are trying to work with other centres around in a polycentric way? It doesn't matter if it's Europe, or if it's South America, or another geography. Which good examples can you share? #00:19:49-5#

R-ID42: I don't know. I think you will have to ask an expert on these issues, and you know many cases. You know that it's not simple, the Government's arrangement for metropolitan areas. It has never been. #00:20:08-7#

I-EDUARDO OLIVEIRA WSL: Definitely. #00:20:09-6#

R-ID42: It has never been. I can't think of a good example of a right arrangement. You mentioned different German cities, and you analysed the process with the case where they have some good arrangements on the salaries issue and managing different services. But I think the best solutions are these more city states like Singapore, Hamburg or Berlin all these cities have a coincidental regional and municipal governance body. #00:21:15-6#

I-EDUARDO OLIVEIRA WSL: They are also trying to build a bridge from Barcelona strategic

planning and other cases. Is Strategic Planning an instrument that cities would like to develop, or are they currently looking for something out of-? #00:21:32-7#

R-ID42: That's an interesting question. #00:21:36-8#

I-EDUARDO OLIVEIRA WSL: Because on my side, the academic side, we have written books on Strategic Spatial Planning with examples from around the world, and use only examples from Europe. So then I started coming up with the idea that Strategic Planning has been implemented a bit all around the world, but is that really the reality? Are your clients, without going into details, interested in Strategic Developments or-? #00:22:04-4#

R-ID42: I think everybody is interested in Strategic Development of their own territory, be it a city or a region or a state or whatever, but it's not that clear to Strategic Planners; they say it has all the benefits, all the legitimacy, for delivering the correct development strategy. So, I think Strategic Planning is more of a process than an instrument; meaning that the Strategic Plan allows you to bring together all the people involved in the development, and accomplish a shared vision, or a shared objective for development, and making it work. This has worked in Barcelona very well, before and right after the Olympics - I don't know if it has been so successful afterwards - but it worked at the time because it was a common vision shared by the main stakeholders, be it public bodies or private developers, or whatever, they shared some objectives and made it work. But not because it was a Strategic Plan; it helped, but it was not only because of this. If you have a Strategic Plan but you don't have this set of objectives you are not going to go anywhere. #00:23:43-7#

I-EDUARDO OLIVEIRA WSL: Cohesion. #00:23:47-9#

R-ID42: And share a vision on that. #00:23:50-5#

I-EDUARDO OLIVEIRA WSL: Yes, because Barcelona is given as an example-, #00:23:52-5#

R-ID42: You always need a vision and share it with actors that can help realize this vision. And by using Barcelona as an example, it is, of course, as I said, this is the due long planning tradition. It's not something that happens overnight, its having a long planning tradition. And the challenge now with this new Territorial Plan is to update this planning tradition to a territorial level. Even

Barcelona as a city growing in the 19th Century urbanisation, it used a very large plan for enlarging the city, which was the Cerda plan. It gives us the sense that you need a plan in order to **grow** to organize a territory and organize the services of the City, organize the transport, organize the facilities, the schools, and hospitals and so on. But, now this has to be updated to the 21st Century, to a metropolitan regional scale. #00:25:24-1#

I-EDUARDO OLIVEIRA WSL: And you see with good advice, the developments of the new cities are making cities that already exist stronger in the surrounding areas of Barcelona, in connecting them. In your personal opinion, will this make Barcelona stronger or more competitive, and with a better quality of life? #00:25:42-3#

R-ID42: Yes. In the sense of developing a Strategic Development framework, of collaboration with all these cities, and a new one - an updated Territorial Plan - setting up the development of these cities is the way to go. #00:26:03-7#

I-EDUARDO OLIVEIRA WSL: In your perspective as a citizen, what are the main issues of Barcelona these days? You mention the housing, which is an issue all around Europe, and other European regions as well from the same dimension in Barcelona. Are there any other issues that you strongly believe could all be solved towards better planning, or some other intervention? #00:26:31-9#

R-ID42: Yes, of course, but it's the main economic competitiveness of the city in Barcelona; it's made - not a bad - transition from being an industrial city to a service city, and now it's trying to do the same with all of the technological challenges, all the current transformation, the Smart City, the advanced manufacturing, the new green thing, all the different elements in technology; and they are going to set the stage for the future for economic development all around the world. Barcelona has the opportunity to become one of the leading actors in this transformation which is going to be affecting all of Europe, the United States - it's going to have an effect all around the world. And I think solving housing issues, the ability to provide jobs and provide adequate services to all different sectors in society - the aging population and also give opportunities to the youth - I think it's going to be discourse within this economic transformation that is affecting right now. #00:28:17-2#

I-EDUARDO OLIVEIRA WSL: Well, from the questions I wanted to ask, I have asked all of

them, and then we covered some elements, and well, would you like to point out any other questions that you may have? #00:28:26-4#

R-ID42: I think it's very interesting that you are doing this comparative approach. I don't know how the Barcelona case is; if it's regional or singular within the European context? Most places are shared by different metropolitan areas. #00:28:54-9#

I-EDUARDO OLIVEIRA WSL: In one of my case studies for this planning tradition, I was curious to understand, to some extent, the impact of the Olympic Games and the current scenario after many years, and this morning I gained some insight on that. #00:29:21-0#

R-ID42: The challenge of the City right now is to continue this transition from being an industrial town for most of the 19th and 20th Centuries. The right transformation was an opportunity, thanks to the Olympic Games that opened the City up to internationalization and had to locate itself in the warm-up; and now the challenge is to keep pace with this transformation that's going on, from being a service City to being able to be involved in the technological transformation of society that's happening in the 21st Century, and also giving the right opportunities. Another issue that Barcelona has, compared with many other cities in either Europe or around the world has also to do with liveability and the way the City is set up for the citizens to develop their activities within the City; for leisure, for work for studying. And it's something Barcelona has to strongly preserve as a value for its health, for itself: the overall quality of urban life. It has developed a way of living that, when they move to other cities around the world, especially outside Europe, they have a need for strongly developed, similar approaches to urban liveability. #00:31:11-1#

I-EDUARDO OLIVEIRA WSL: Understanding how it feels living in Barcelona with this urban life. I am also aware that Barcelona is an example on metropolitan governance - one point - because you also mentioned the shared vision among interest groups, and this morning, I'll share with you they mentioned to me that the relation with interests groups is not bad, the more complex challenge is to balance the political side with interest groups. And another side, this one is also given as an example of this 'urban life', which is a curious expression, with relation to the place-making #00:32:05-1#

R-ID42: Here's a picture. #00:32:09-4#

I-EDUARDO OLIVEIRA WSL: Yes, I think I saw that one! I liked them very much as well; it's not the core of the discussion, but-, #00:32:22-1#

R-ID42: It's not the core of this discussion, but its view, because all of the area around Plaça de les Glòries used to be a large highway flyover, which has been demolished, and it's now going to be a central park, a large green park, and all the elements you see its going to take four or five years to make it, because there's a tunnel being built, and different things. And all the lemons you saw, they are meanwhile structures that are located there so that people can start using the place as a park where there was once a highway, and now they can start using it as a park although the park will not be ready for a few years. This idea behind the place-making is in there, yes. #00:33:23-3#

I-EDUARDO OLIVEIRA WSL: From my case studies, another example is Copenhagen. They rely a lot on, also because of the weather, Barcelona is different, it has more covered sites, like food markets and so on, and I will take some photos of these places, different elements that, to some extent, attach people to the place-, #00:33:50-2#

R-ID42: And make them utilize their place, and feel they you are, in part, owner of this public space, as a citizen, or as a resident, or as a user. And I think it's very important as a development of city-making around the world; it doesn't matter, a city's not only about buildings or just about only parks, and highways or whatever; it's the right combination of all these elements that make a city great. So it's a delicate balance. #00:34:28-4# We can certainly have some ideas connected to that in a sense that-, there's a lot of talk about tactical urbanism and some issues related with this place-making, but we think to start talking more about the strategic urbanism in the sense that it's not only a matter of making all the strategic planning, but when you think the City, even the place-making, you have to realize there's a strategic side to what you are doing. What I mean, all this elements of place making, they are just for fun with a purpose, of making people aware of the transformation and allowing them to start using it. But the real thing behind that is that it's going to be a real transformation that's going to transform a large and central area of this City. But when you put these elements, you're going to say, 'Okay, is this tactical urbanism?' 'Y-- yes-, but not, because they have a strategic purpose, which is the actual transformation of the City.' It's also important that sometimes you have to see the place-making as a very punctual intervention, we're going to do this park today, or today we're going to cover the streets, and do the biking. But if you don't work with a perspective for actually changing things, because, okay, it's not only going to be

happening on Saturday, but we're going to do it -, [crosstalk] #00:36:21-1#

I-EDUARDO OLIVEIRA WSL: Yes, yes, I've got the idea. #00:36:25-4#

R-ID42: - on a permanent basis. I think that's one of the challenges of urban planning, strategic planning, urbanism, and architecture, whatever, and that is to make this understanding that we will only be able to change things if we take on a site radical approach, and also making durable or sustainable transformations of the cities. #00:36:52-2#

I-EDUARDO OLIVEIRA WSL: Definitely, I absolutely agree with you, thinking strategically, even on the small interventions is pretty much, as far as I understood in the conversation this morning, what happened here between the '86 and '92 in Barcelona, they started doing a lot of small projects-, #00:37:07-7#

R-ID42: Exactly the same, but they had a purpose. #00:37:10-5#

I-EDUARDO OLIVEIRA WSL: Yes, with a purpose, #00:37:11-8#

R-ID42: They had a purpose. You can start doing a small project, but if you don't have a vision, or a shared vision by the authorities, by the people, urbanised groups, social groups, and so on, if it's not a shared vision then you're not going to go anywhere. That's why it's important sometimes -, you think you-, #00:37:25-9#

I-EDUARDO OLIVEIRA WSL: Strategic thinking. A shared vision. Common goals. #00:37:34-3#

R-ID42: Is it easy to plan, or is it, whatever? #00:37:42-6#

ID42 Barcelona 25 November

ID43 Stuttgart

Interview was conducted in Cardiff on 28/09/2016

Notes taken on 28/09/2016 by hand and typed here on 06.12.2016, WSL:

- The success of Verband Region Stuttgart is a result of years of constant improvements on the relation between entities (municipalities). The experience in dealing with issues at the regional level is perhaps the key to success of VRS;
- The main issues with the Nature Park – Die Landschaftsparks in der Region Stuttgart is on the conservation side. This means that is not clear if the regeneration projects are fitting the agenda of biodiversity on ecology or only for recreational purposes;
- The challenges for the region as well as for regional planning are related with the areas (rural areas) where growth/development is not allowed to some extent;
- Municipalities would like to develop their areas but there are no alternatives often there is not enough financial resources to keep a business running or to secure infra-structures provisions (schools, e.g.)
- VR Stuttgart must find alternatives to support the development of certain areas. Tourism (Nature tourism or related) could be a possible way to boost the economy of the country side of the region in a sustainable manner.
- In Andrea's opinion is a good project that has been communicated in an effective way;
- On Stuttgart 21 - There will be constrains but the benefits will be various. It will improve connectivity as well as quality of life. In 8 minutes to the airport + being close by train to Paris and other cities is attractive. In addition, would allow the city to develop inner city projects as large inner city areas. They will be available for development;
- Stuttgart 21 will improve quality of life of the people living in Stuttgart;
- The relations between private interests and VRS are neutral as the primary contact are the municipalities when comes to plan-making. Only after the ideas of interests groups will be integrated (eventually) on the regional plan (legally binding);
- Another key challenge is to deal with uncertainty, is unclear how the governance arrangements would be developed in future as the evolution of the governance structure could be affected by arriving factors; the relations between municipalities as well as regional entities are also to be analysed in light of the possible transformations of governance structures;
- The energy issues (energy supply and manufacturing) is crucial in and for Stuttgart region; it still unclear from where the energy will come to support the manufacturing industry in the region;
- Andrea underlines that one issue should be addressed at local level, while other issues should addressed at the state or national levels; this implies that the regional plan must be flexible enough to cope with upcoming challenges as well as responsive to issues that really matter for improving the quality of life of citizens or attract new residents; local issues should be kept at local level;
- Despite being a successful case in terms of governance arrangements at regional level, a good number of challenges remain to be tackled for the future of VRS;

- VRS keep doing good and effective actions and planning with the preoccupation of improving the quality of life of citizens;
- Andrea argues that letting the market to do the implementation is not healthy, authorities must also do the “fine-balance” of the multiple interests of private entities, the planned regional plan and improve quality of life;

ID43 Stuttgart