Belgian contact point

ESPON

EUROPEAN UNION

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Report roundtables

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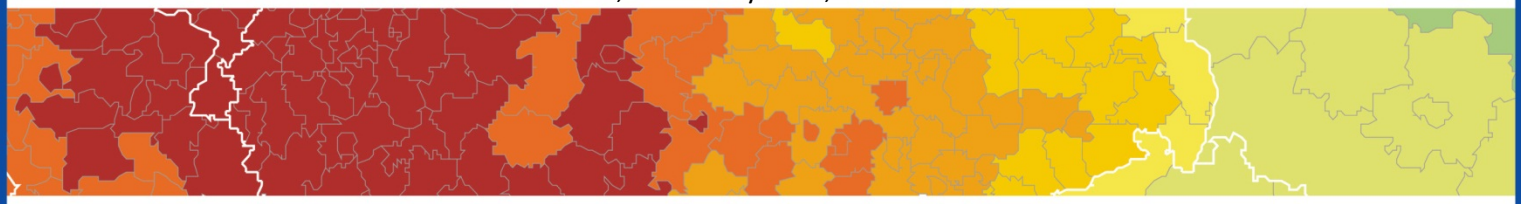

The purpose of the workshop is the exploration of possible entries for the call for targeted analyses by ESPON EGTC, for which the next cut-off date is 23 June 2017. The workshops were focused on the theme of mobility, economy and climate change.

Mobility

Chair and report
Kobe Boussauw, Vrije Universiteit Brussel - Cosmopolis & Belgian ESPON Contact Point

Participants
Hans Bonnarens, Mobiliteitsraad Vlaanderen, Flemish Government
Ann-Alexandra Fournier, Université Saint-Louis, Brussels
Frans De Keyser, BECI Chamber of Commerce, Brussels
Joris Beckers, Department of Transport and Regional Economics, Antwerp University
Sven De Bruycker, Perspectives Brussels, Brussels Government
Jacques Teller, LEMA, Université de Liège & Belgian ESPON Contact Point
Olivier Heuskin, Liège Métropole
Inge Pennincx, Departement Ruimte Vlaanderen, Flemish Government

Discussion and outcomes
Only four of the nine workshop participants work for an organization that in the context of ESPON targeted analysis can be considered a stakeholder (namely, the Brussels Region, the Flemish Region and Liège Métropole). Nevertheless, other attendees could also supply inspiration for proposals. The discussion led to the identification of three themes that were considered promising by the participants in order to qualify for a targeted analysis, because of their topicality and possible importance for partners in other Member States. This involves the processing and application of big data in mobility planning policy, the role of regional airports, and the governance of metropolitan public transport networks. Below, we provide a brief discussion by theme.

(1) Big data and mobility policy
"Big data" is in vogue. There are today many systems that produce data on travel patterns, such as electronic public transport passes, toll booths, paid parking systems, cameras, and smartphones. Many of these systems are managed or controlled by governments, who however do not have the capacity to process this data or to use information derived from it in order to supply a basis for mobility planning and even land use planning.

(2) Regional airports and urban development
Regional airports entail rather particular problems. On the one hand the presence of a regional airports results in increasing international accessibility and in strengthened regional tourism. On the other hand, some regional airports may pull development away from adjacent cities to peripheral

highway locations, and may cause local environmental nuisance. There is no standardized method to assess the pros and cons of supporting or possibly restrict regional airport development, and this is the case in many places in Europe.

(3) Governing metropolitan public transport networks
The alignment of various public transport networks that cross-administrative boundaries remains a challenge in many metropolitan areas in Europe. In Brussels, there are at least four public transport companies operating buses, trams, metros and trains, the alignment of which in terms of service level and pricing requires sustained attention. Also, establishing and operating public transport links between metropolitan areas and smaller hinterland towns is often not obvious.

Economy

Chair and report
Luuk Boelens, Ghent University - AMRP & Belgian ESPON Contact Point

Participants
Sophie de Mulder, Ruimte Vlaanderen, Flemish Government
Nicola Francesco Dotti, Université libre de Bruxelles
Camille Lepinay, Brulocalis
Alfredo Corbalan, Perspective Brussels
Ellen Cardoen, provincie West-Vlaanderen
Leen Ervinck, provincie West-Vlaanderen
Tom Mockett, Airport Masterplanning Manager - Brussels Airport

Discussion and outcomes
After a short round of introductions we discussed possible targeted analysis around the following 6 themes:

(1) Clustering/networking urban economy
Clusters and above all networks of several leading business in innovative sectors in major urban areas are needed in order to sustain the leading economic role of Europe. There is a need of a local buzz in global networks; in order to enhance the exchange of tacit and codified knowledge. But who could exchange with whom and how to enhance this; a more detailed desk/data/interview research on the DNA and supporting industries of the Top 100 leading firms (the biggest or most innovative) is needed.

(2) Local Business Centres
Throughout Europe several years ago Local Business Centres where introduced in order to stimulate the urban economy in deprived areas. But how have they done so far and which kind of jobs have been developed in the central business districts of the major European Cities in reference to the ongoing migration and rise of low-educated urban population. What is going on in the Edge Cities. Is there a need for a reverse migration or the facilitation of a reverse mobility of the urban core and its fringes?

(3) Cross-border services
Due to the more or less free flowing within the internal market of Europe, also cross-border mobility is on the rise. Nevertheless the national borders still exist. Due to specific national policies or historical peculiarities, some border regions are declining, while others (even neighbouring) are not. This results in an unbalance of criss-cross economic, demographic, purchase, amenity…. mobility flows with an unbalanced pressure on financial budgets. How big are these unbalances throughout Europe and where does it lead to problematic situations?

(4) Costs of Urban Sprawl
Throughout Europe and next to or despite of the ongoing urbanisation, lots of areas are struggling with the impact of suburbanisation, which took place from the 1970's onwards. This is especially the case, because of the ongoing ageing, misfits with regard to mobilization, climate change, … and the expensive decentralized amenities and home-based services (like care, postal services, food, public transport etc.). There is a need to get more insight in the socio-economic costs of urban sprawl (direct and indirect), not only in reference to compact urbanisation, but also to understand where sprawl will become problematic and where (possibly) not.

(5) Air/Seaports
Although air/seaports have different features, they both struggle with the effects of the ongoing globalization, economies of scale, internationalisation of their carriers, liberalisation of constraints, resulting in the separation of the regional and port authorities, ongoing (air/noise/traffic) pollution, etc. and therewith and especially for the maritime and aviation mainports the preservation of a local/regional license to operate. Herewith a number of new targeted analyses/focussed regional visions occur:

- The (economic/ecologic) resilient governance of mainports
- The just/sound balance between OD and Hub traffic
- The possibilities for networked mainports with regional ports or other mainports
- The reconnection of the urban and the (air/sea)port economy
- The implementation of spin off and added value
- Etc.

(6) Economic Effects of Multilevel Governance
With Europe and the ongoing regionalization extra government levels have been introduced, next to the traditional ones (municipality-province-national government). What are the costs of these extended governments and what are the (expected/realized revenues); as well direct and indirect; on the short and long run?

Climate Change

Chair and report
Barbara Tempels, Ghent University - AMRP, Vrije Universiteit Brussel - Cosmopolis & Belgian ESPON Contact Point

Participants
Filip Lefebre, VITO (Vlaamse Instelling voor Technologisch Onderzoek)
Geert Stichelbaut, Ruimte Vlaanderen
Alex Verachtert, departement Leefmilieu, Natuur & Energie
Anneloes van Noordt, Ruimte Vlaanderen
Benjamin Beaumont, Institute Scientist Public Service / Université libre de Bruxelles
Peter Vleugels, Vlaamse Landmaatschappij

Discussion and outcomes
After a short round of introductions, indicating the interests in the ESPON programme of the different participants, possible targeted analyses were discussed. This led to the following four themes.

(1) Mapping blue green networks in urban areas
Detailed insights on small-scale green infrastructure in urban areas and their impact on moderating (the effects of) climate change is still missing. High-resolution primary data mapping green in urban

areas is needed, including information on the specific types of green (such as green on rooftops), the quality of green, the accessibility of green (e.g. private green) and the green network (i.e. a systems approach looking at not only absolute amounts of green but also the connections and its functions). Citizens can play an important role in collecting some of this high-resolution data through crowd sourcing. Citizens can be used to sample data, for example through smartphones.

(2) Benefits and potentials for blue green network development in the context of densification
Insights on the effects of green on urban climates are necessary to understand how much green is needed to moderate climate change effects. Solutions are very specific, tailor-made and local (low-scale); what is the right type of green in the right place? On the other side, there are some restrictions for the development of green, for example due to subsoil conditions or a lack of citizen support. Based on both elements, potentials could be estimated of which areas should be 'greenified'.
Considering the overall need to densify urban areas for example by intensifying urban uses around mobility nodes, how should the green space be provided? Does densification also mean less green? This issue not only plays in the cities, but also in the urban sprawl around it.

(3) Active mobility and urban green/design for mitigation climate change
Active mobility (e.g. walking, cycling) is not only healthy, but can also help mitigating climate change. Therefore, insights are needed into how urban design and green infrastructure can promote and guide active mobility by creating comfortable conditions. In relation to pollution peak for example, tools are needed to make decisions on what is the best route. To develop these tools, more precise information and high-resolution maps on pollution peak are needed. This new model for mobility as such links mobility to climate change mitigation in a design-oriented approach.

(4) Involving stakeholders in climate change processes and integrated climate change plans on the local scale
The local level is crucial for both climate change adaptation and mitigation. However, while policy-makers on the regional level are often aware of the need for climate change mitigation and adaptation, this awareness dissipates on the local level and is often lacking among societal stakeholders and local policy-makers. Therefore, the question is how stakeholders can be involved in climate change processes and how they can be made responsible for climate change adaptation and mitigation. For example building promoters might profit from the development of green in residential areas, people also profit from nature so forest managers might also be responsible for climate change adaptation, and big consultancy firms for spatial planning should also be aware of climate change insights. On the policy-making level, the questions is how municipalities can integrate adaptive and mitigative policies in one plan? To what extent are both strategies (adaptation and mitigation) mutually enforcing or interfering with each other? An integrated plan should also be less technical. The covenant of majors is an important initiative to change this; while it originally only included mitigation, there is now also an adaptation component.

The four topics discussed above often entail high-resolution maps and insights on local conditions. This might seem contrary to the European outline of the ESPON program. However, the workshop members believe that these issues are relevant in most EU member states and are most urgent for climate change policymaking. As such, they are relevant to be analysed in the context of the ESPON programme.