



Purple

*Peri-Urban Regions Platform Europe*

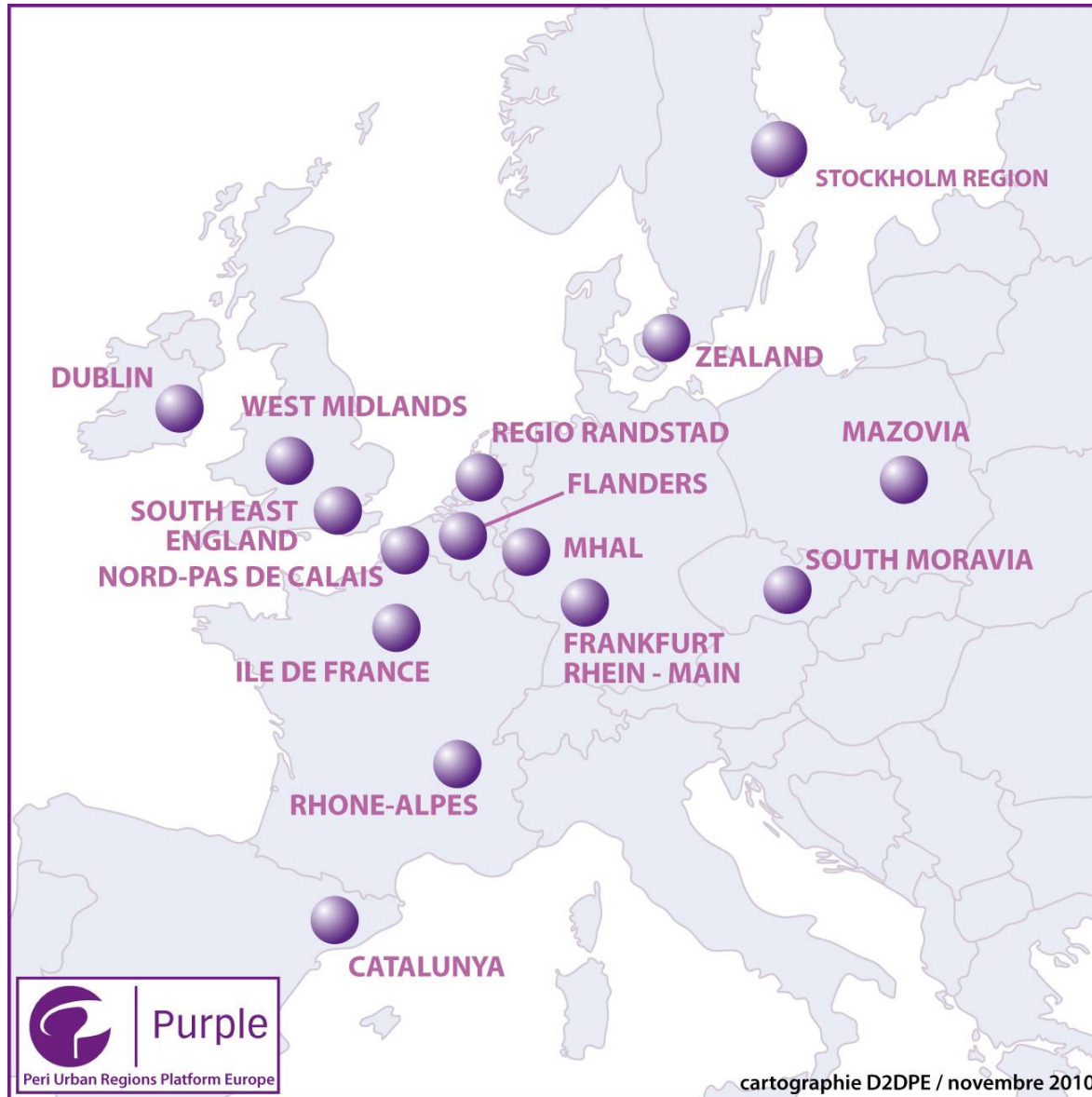
# The PURPLE network – a voice for peri-urban regions

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# PURPLE members





# PURPLE network focus

## Understanding peri-urban

*....linking to relevant research, mapping, comparing, collecting data and examples*

## Knowledge exchange on peri-urban

*....sharing project experience, conferences and study visits, linking to other expert networks and organisations*

## Recognition for peri-urban

*....in policy instruments at all levels*

# Using peri-urban space and resources more wisely

- Develop a long term vision for long term challenges
- Better policy integration needed – and this means working with other governance tiers, as well as ‘neighbours’

*Next, some examples from peri-urban regions....*

# Frankfurt Regionalverband – the Regional Park Rein-Main



Open space made accessible  
mentally and physically  
on a regional scale



Regional Authority  
FrankfurtRheinMain



Purple

Peri-Urban Regions Platform Europe

# A rapidly growing network – 20 years of success. A 190km ring route opens in 2011

- **peri-urban** (implemented within some 25 km from Frankfurt and originally excluding Frankfurt),
- **multi-functional** using existing publicly accessible field paths and integrating leisure use and agriculture, nature protection, arts and culture),
- **a planning instrument** (an advanced version of the Green Belts idea),
- **place making** (making open space accessible, mentally and physically),
- **part of a long term strategy** (and open for further development),
- **a multi stakeholder partnership** (public bodies from various tiers of government from Land to local, farmers, enterprises including the Frankfurt airport company as a main sponsor),
- **a good example of regional governance** managed by a two-tier quango system, the "umbrella" company for strategic projects and co-financing, plus a set of sub-regional companies with between 3 and 12 shareholders, all of them public bodies.

[www.regionalpark-rheinmain.de](http://www.regionalpark-rheinmain.de)

[www.klimaroute.de](http://www.klimaroute.de)

# Governance in the Surrey Hills Area of Outstanding Natural Beauty

- Proximity to a large capital city (London) is a key factor in **complex governance arrangements that have developed over time**
- A particular focus is the management of roads in an area at a further edge of a metropolitan region
- Important to balance the needs of a number of different groups and interests to arrive at an integrated policy for road management that works for all.





## ...quite a challenge

### **Those involved in governance include:**

- Public authorities with legal responsibility for road safety and signage
- Public planning authorities - including those which work across the London/Surrey borders
- Regional development bodies with an interest in promoting local economies and environmental sustainability
- Municipalities who want to preserve local quality of life
- Environmental protection agencies

### **They in turn all need to take account of the needs and wishes of:**

- Local residents
- Visitors
- Interest groups concerned with particular leisure or sporting activities
- Local cultural preservation groups

<http://www.surreyhills.org/Home.aspx>

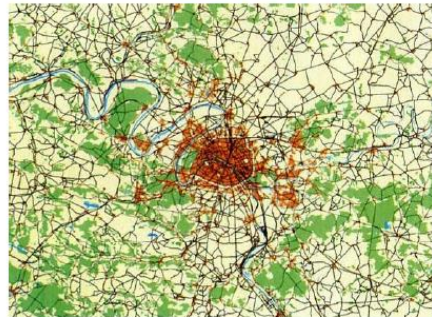


# The Ile-de-France regional programme 2008-2013 for peri-urban agriculture

1830



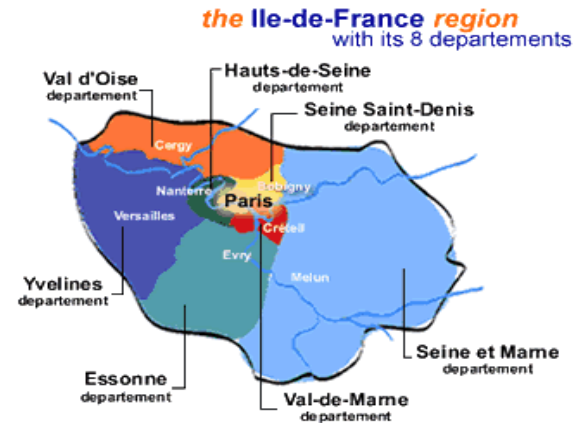
1900



1960

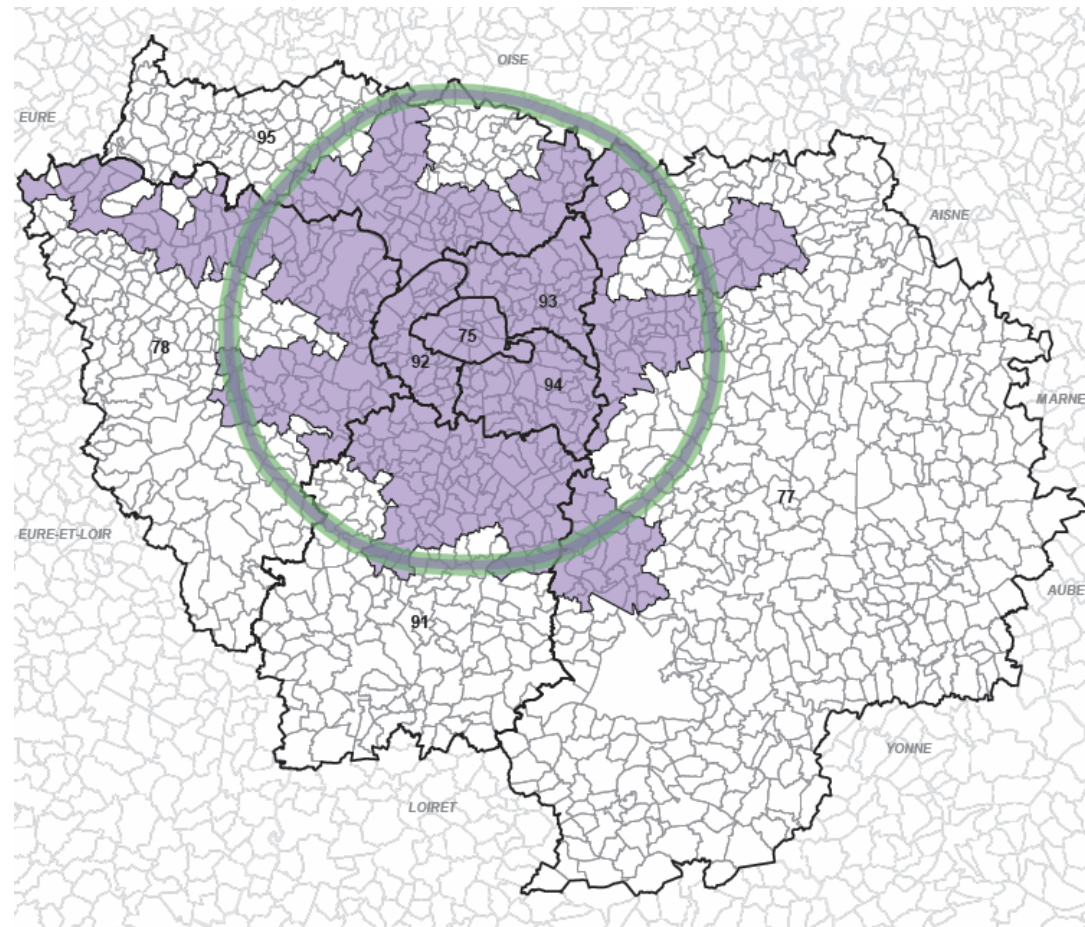


2000



# The Ile-de-France regional programme 2008-2013 for peri-urban agriculture

**Territories  
eligible for  
regional  
financial  
support**



# Policy to stimulate, develop and maintain peri-urban agriculture in the region

Between 10 and 30 km around Paris in its 'green belt', 40% of the land is agricultural. These areas are under pressure from urbanisation and should be preserved because they fulfil several important functions for urban and peri-urban inhabitants:

- **economic:**

- very fertile and productive
- opportunities to implement short food supply chains

- **environmental:**

- management of key resources (soil, water, biodiversity, landscapes...)
- management of natural risks like floods

- **social:**

- tourism and leisure

# South Moravia - Integrated regional and local public transport linked to trans-European transport corridors and nodes

## There are three TEN-T corridors crossing South Moravia

- **TEN-T 22**

Railway axis Athens–Sofia–Budapest–Vienna–Prague–Nuremberg/Dresden

- **TEN-T 23**

Railway axis Gdansk–Warsaw–Brno/Bratislava–Vienna\*

*\* The South Moravian Region supports with other regions from PL, CZ, A, IT the extension of this corridor to Adriatic sea ports*

- **TEN-T 25**

Motorway axis Gdansk–Brno/ Bratislava–Vienna

**They present an opportunity to bring economic, environmental, social benefits to a wide urban and peri-urban area**

# South Moravia: an integrated public transport system (IDS-JMK) a long term strategy, operating from 2004

Meanwhile at the regional and local level, the IDS system is:

- Connecting all the existing transport modes in the whole South Moravian Region as well as in its capital City of Brno and border towns with neighbouring regions in Czech Republic, Austria and Slovakia.
- Same conditions (tickets, prices etc) for travelling in local trains, regional buses, public city transport of Brno and city transport in some other cities
- Simplification/rationalisation and more regular services have increased the number of people using public transport. The aim is to reduce car journeys for environmental benefit and improve social cohesion.

..... but the IDS will not function to its full potential until missing trans-European TEN-T corridors and transport nodes are completed.

So, when planning and realising the TEN-T corridors – keep in mind the impact on regional and local transport networks and the additional financial burden on local and regional budgets.





# BIPS - Ecological management of peri-urban natural areas and biodiversity

- Setting up a transnational platform for exchange, demonstration and evaluation of methods for ecological management and organisation of natural and agricultural zones in peri-urban areas
- Governance - 7 Belgian and French partners (municipality, city, province, region, a development agency, and a land agency)
- Bilingual actions in education and awareness raising with the public, + involvement of nature lovers, volunteers and policymakers from Northern-France, Province of Hainaut and South-West-Flanders
- Thematic approach: the ecological garden, developing new management systems, and habitats
- Funded by the Interreg IVA (cross-border) programme

<http://www.bipsweb.eu/fr/default.aspx>



# More examples...

- In North-East **Mazovia** an example of synergy between a big city and its peri-urban areas. A range of initiatives to promote organic farming, agricultural biodiversity, small food processing and ecotourism that are helping to give a vitality and economic focus to peri-urban areas, allowing sustainable local development to become a reality, whilst meeting the growing demand of city consumers of Warsaw for quality products.
- Multifunctional land use development projects such as those in **Flanders** for managing the fragmented open space on the **Plateau van Moorsel** between Brussels and Leuven, or the creation of a **green belt around Bruges** which aims to bring benefits for the local economy and environment and nearby urban populations.





## ...and more

- In **Randstad** in the Netherlands, is the new Leiden BioScience Park ; the result of a joint collaboration between the university, the business community and the government. A package of measures including investment in the road system, public transport and adequate business accommodation along with high quality housing to attract highly educated knowledge workers. *A region will only attract knowledge institutions and knowledge workers if it offers an appealing work/life environment!*
- **Dublin Regional Authority** – is busy enabling sustainable communities with a range of initiatives on green infrastructure, sustainable energy, a carbon social credit scheme – all the subject of a recent PURPLE conference in the Dublin region.

# Conclusions from PURPLE - good practices into actions

- ❑ *Look for better policy integration, linked to a longer term vision*
- ❑ *Build relationships - urban/peri-urban/rural governance and the various stakeholders to avoid conflicts and develop mutually beneficial policies*
- ❑ *Use good networking to avoid re-inventing the wheel – look at existing experience in different sectors and different countries*

**Fit peri-urban into your thinking!**



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