

Munich's experience in regional cooperation

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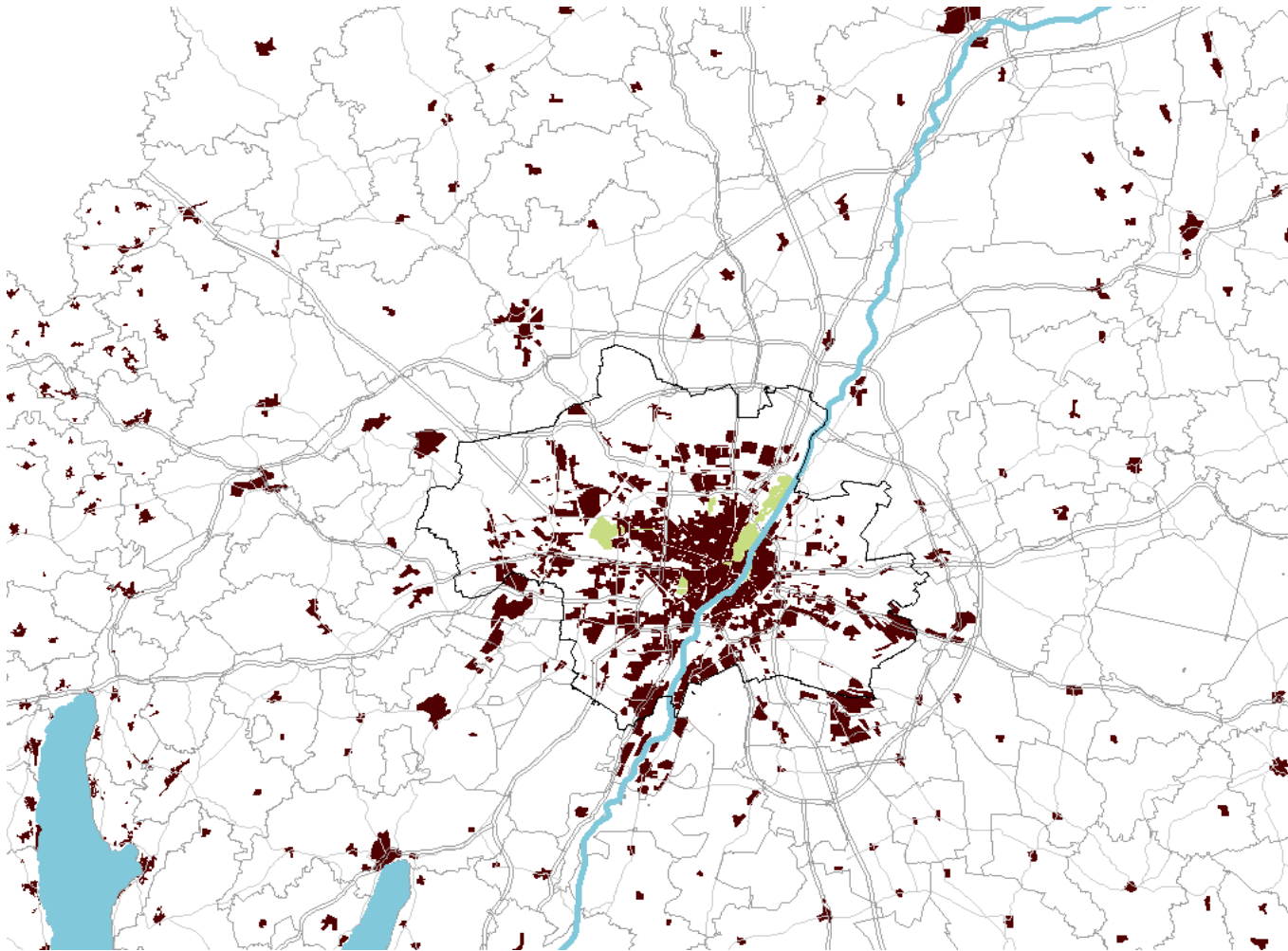


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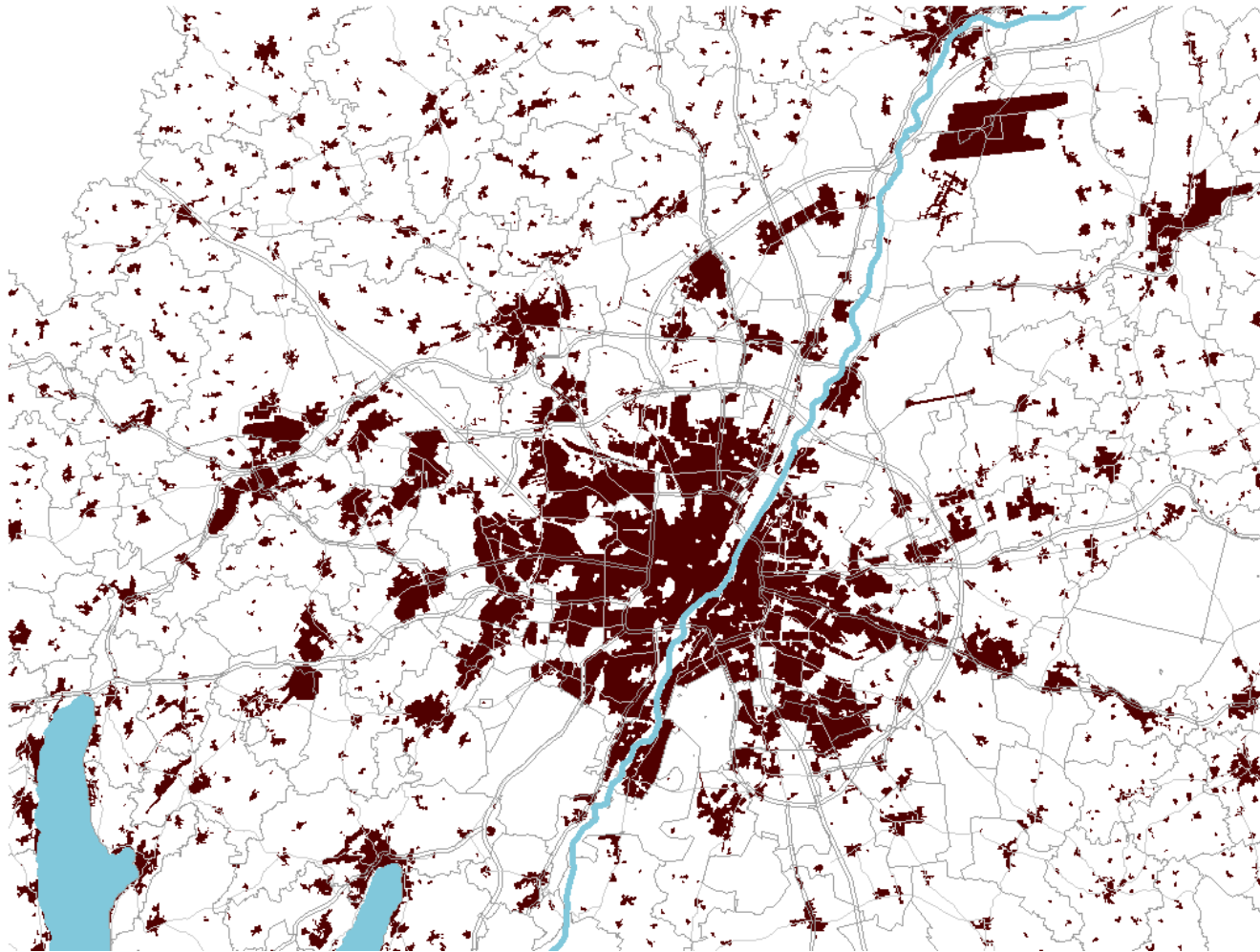


1. What is the task? 1950



1. What is the task?

2000



1. What is the task?

The City of Munich and its hinterland are still considerably growing

Urban sprawl should be especially addressed on a regional level

Precondition for a successful strategy against urban sprawl is a long-term vision, which is based on the principle of decentralized concentration (= limited no. of central places)



2. Approach of the City of Munich

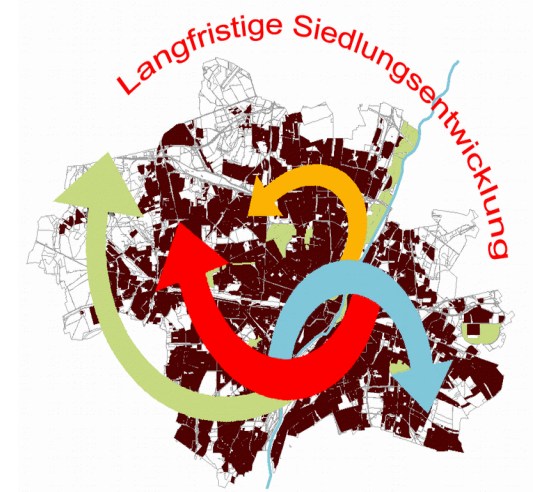
PERSPECTIVE MUNICH – Urban Development Planning Concept

includes the cooperation with the adjacent municipalities



Project „Langfristige Siedlungsentwicklung“ = Long-term settlement development

Voluntary initiative to complement the official regional planning authorities
Respects the independency of all municipalities in planning issues



2. Approach of the City of Munich

- **Different associations of communes**
e.g. a joint sewage management authority,
association of water supply,
association of schools
- **Strategic initiatives, meetings and documents**
e.g. regional conferences on housebuilding,
regional initiatives on transport tasks like „Busse nach Berlin“,
regional conferences on transport matters



There is still a lot to do!



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3. Regional organisational structure

- Bavaria has 18 planning regions
- Each planning region draws up a regional plan
- Munich region (5.500 km²) is composed of the City of Munich (1.4 million people) and 185 municipalities (1.3 million people) in 8 counties
- Munich's regional plan contains goals and principles of the intended spatial development
- To avoid urban sprawl there is an integrated map with „areas suited for settlement“ and „regional green belts“



(see <http://www.region-muenchen.com/regplan/rplan.htm>)

CONFERENCE ON COOPERATION IN FUNCTIONAL AREAS

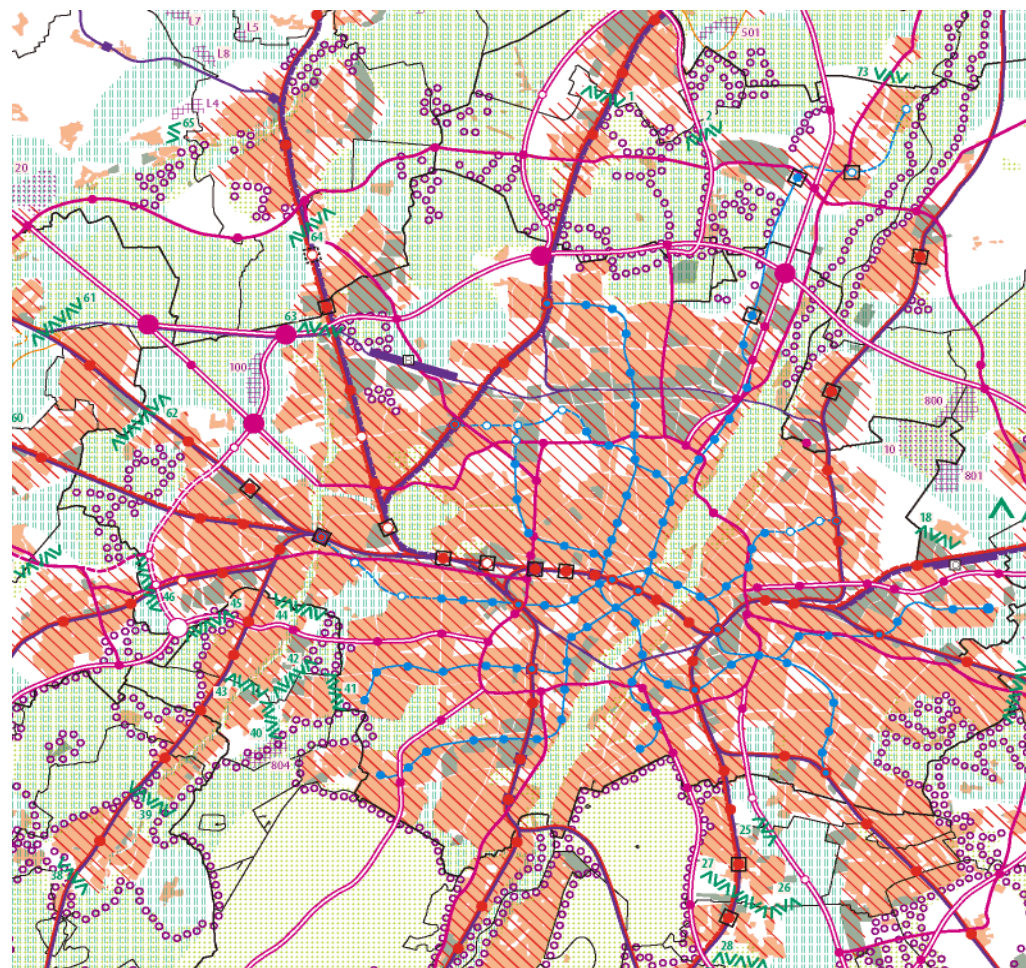
3. Regional organisational structure

red hatched area:
„areas suited for settlement“

green dotted area:
„regional green belt“

source:

Regional Plan Munich



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3. Regional organisational structure

MVV – Munich Transport and Tariff Association



This is, what we have to avoid!



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4. Voluntary initiatives

PV

- **Planungsverband Äußerer Wirtschaftsraum München**
Planning Association of Greater Munich, founded in 1950, expert on spatial development, cooperation of the City of Munich, 8 counties and 150 municipalities in the Greater Munich Area, independent of private economic interests, financed by memberships and fees for planning assignments
- **Europäische Metropolregion München**
Munich Metropolitan Region

MITGLIED IM VEREIN



EUROPÄISCHE
METROPOLREGION
MÜNCHEN



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4. Voluntary initiatives cont.

- **Inzell-Initiative**

An Initiative by BMW and the City of Munich
(Solving Traffic Problems Together)



- **Erholungsflächenverein**

Association of Recreational Areas,
founded in 1965



- **Associations of Nature Conservation**

Heideflächenverein
Dachauer Moos Verein
Isartalverein



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4. Voluntary initiatives



Suitable for (growing) metropolitan areas:

MORO-Working Group of Mayors for Sustainable Regional Development

- Founded in 2003 to participate in a federal competition, an initiative of Munich`s planning department
- Two leaders: head of Munich's planning department and a mayor of a municipality in the hinterland
- Enhance regional sustainable development
- Strengthen the „sense of urgency/opportunity“ of the regional stakeholders that we can fight urban sprawl by awareness building



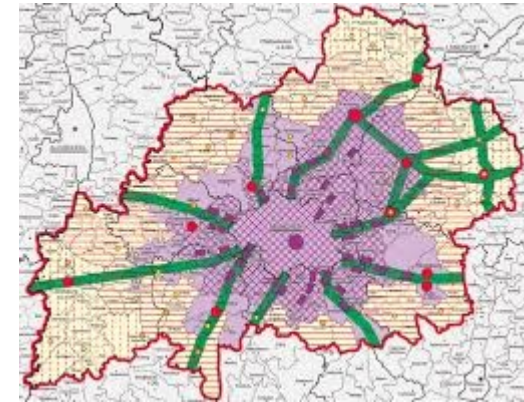
We have better options!

5. Recommendations

- Compile a survey/an inventory of already existing regional cooperations
- Evaluate what works, what should be improved and what should be founded
- Publish your results in a way intelligible to all
- Develop a long-term vision of the future regional structure, involving all persons concerned (regional players) from the outset
- Include in your regional development concept areas suited for settlement and protected areas (open spaces) at the same time
- Treat urban sprawl as a comprehensive problem, mainly caused by uncoordinated new settlement areas, mobility and infrastructural needs; avoid a sectoral point of view with sectoral decisions



5. Recommendations



- Transform the long-term common development vision into concrete goals of a binding regional plan
- Define accomplishable goals, milestones and concrete measures and establish a monitoring system, avoid technical terms
- Show the advantages of less urban sprawl, e.g. better accessibility of infrastructure, less traffic, lower costs, well structured landscape
- Raise the awareness of the stakeholders and the general public
- Celebrate improvements, award prizes to good practices, make successful cooperation a public showcase

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