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Developing Smart, Sustainable
and Inclusive Places

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have been reluctant to serve intermediate stations more frequently because additional stops increase headline times and this is seen as unacceptable to inter-city passengers. Nevertheless, there is now emerging evidence that, once the infrastructure has been provided, high-speed rail can be used to provide shorter distance services of up to 200km which can have a more significant impact on patterns of commuting and hence on regional development. This paper first examines the way in which the growth of high-speed rail in the London-Paris-Brussels-Amsterdam network has had differential effects on the various intermediate places served. These regions are not amongst the best performing economically in their respective countries and could be argued to continue to suffer from border region effects despite the progress towards greater integration and generally high-standards of transport infrastructure. The general finding is that in the absence of clear accompanying policies on land use and local connecting services there will be little long-term impacts. However, the development of more local regional services on the high-speed lines is having an impact on patterns of commuting. The paper then goes on to look at high-speed rail services in the cross-border context and whether services can be developed across borders which would serve to achieve greater integration between neighbouring regions. So far most high-speed rail services have been developed with relatively homogeneous types of service. Since the developments discussed here imply the mixing of different types of service to exploit the capacity available, this raises further questions of how far the regulatory framework is best suited to achieving such objectives and how to develop partnerships with train operators to ensure the development of services which can assist regional development.

Gateway M2

COORDINATION OF TERRITORIAL AND SECTOR PLANNING IN LATVIA

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Key societal challenges are cross-sectoral and do not correspond to administrative structures. A promising solution is to decentralise planning to the regional and local levels. It is proposed that being closer to the actual people and businesses enables them to act in a more coherent, flexible and focused manner. Latvia as small transition economy in a globalised world faces a challenge to make its government small and efficient. Strengthening policy coordination between the levels of public administration and decentralisation of decision making is one of the ways to achieve this. Currently Latvia has 109 local municipalities and 5 planning regions. Planning regions ensure planning of their territory as well as the coordination of national and local level policies. Their functions are only advisory as they do not have any financial instruments to implement their planning documents. The goal of this paper is to analyse the current trends and future prospects of the coordination of territorial and sector planning in Latvia. The methods used are document analysis (research papers, policy papers), a survey of professionals in sectoral ministries on the cross-sectoral and multi-level policy coordination in Latvia, as well as a participant observation of the regional policy planning from 2008 to 2010. Since Latvia joined the EU in 2004 new trends in territorial planning have emerged. Top-down approach with subsidies as the main tool is gradually replaced by a more bottom-up version that supports local initiative. European Regional Development Funds' priority for 2007-2013 "Polycentric development" supports the implementation of integrated development programmes of 17 cities and towns as most important growth poles, and 18 largest (in number of inhabitants) municipalities. Additionally, European Social Fund supports planning capacity of regions and local municipalities through funding to attract specialists and draft or update planning documents. Also the Leader initiative within the funds of common agriculture and fishery policies adds support to the bottom-up planning approach. However, further expansion of bottom-up planning presents a threat to sectors and their stakeholders which have attained and reproduced a specific balance of power. At the same time, Latvian municipalities with the support of the responsible ministry insist on moving forward with this cause. This would mean, firstly, allocating the majority of EU funding to municipalities by using objective criteria, secondly, allowing the municipalities to use the funding according to their own development programmes. In January 2011 we surveyed 40 officials in sectoral ministries to find out their views. The majority of the officials agreed that the involvement of the regional and local levels in sector policy planning is very (50% and 53%) or rather (43% and 35%) important. However, currently the importance of regional and local policy documents in sector policy making is rather low. Only 45% of respondents agreed that territorial policy documents have some effect on their sector's policy. The gap between the desirable and the actual situation can be explained with the very sceptical attitude towards the capacity of regions and municipalities to make the right decisions for their development. Thus almost a half of the respondents assessed the capacity of local municipalities to participate in sector policy planning as rather insufficient (46%). The capacity of planning regions was assessed higher – 38% evaluated it as rather insufficient and 33% as rather sufficient. Still

the majority of the officials (72%) agreed that the decentralisation of policy planning to regional level would increase the level of cross-sectoral policy coordination. At the same time the decentralisation to local level is perceived sceptically as the majority of the respondents (69%) do not agree that it would increase the level of sector policy integration. Taking into account the results of our research, we suggest that a further promotion of bottom-up planning approach could be attained through strengthening the role of regional development programmes. First of all, the responsible bodies in close cooperation with regions and municipalities should identify fields in which EU funds could be managed more effectively in the regional and local levels. Secondly, the regions in close cooperation with sectoral ministries and local actors should focus their development programmes on the action in these fields. Last but not least, a significant part of the EU funds should be allocated to the implementation of these programmes. The funding should be allocated according to a mix of objective criteria, e.g. the number of inhabitants, the territory of the municipality and the previous growth trends (to evaluate the growth potential). This work has been supported by the European Social Fund within the project «Support for the implementation of doctoral studies at Riga Technical University.

Gateway J1

THE GOVERNANCE OF THE DEVELOPMENT OF HIGH-TECH PARKS IN THE PEARL RIVER DELTA, CHINA: COMPARING GUANGZHOU SCIENCE CITY WITH GUANGZHOU KNOWLEDGE CITY

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China's transition on the road to an increasingly market-oriented economy has reduced the role of the Socialist state in direct resource allocation and therefore led to a shift towards a multi-player-arena in urban affairs. Innovative components such as strategic urban planning and the growing inclusion of non-state actors in development processes indicate a change in the direction of more market-oriented modes of urban governance. These modes seem to allow municipal governments to adopt a higher degree of flexibility and to implement a pro-growth-regime within a highly competitive urban environment. It is assumed that increasing inter-city competition requires urban development and redevelopment strategies aimed at advancement along the value chain to be constantly adapted. To enhance economic strength and competitiveness, a shift from labour-intensive manufacturing towards modern service and high-tech industries is currently encouraged in the mega-urban region of the Pearl River Delta (PRD). Based on urban governance as an analytical framework, we want to comparatively describe the actors behind the development of two high-tech parks in Guangzhou: Guangzhou Science City and Guangzhou Knowledge. Both aim to attract investments from the knowledge- and innovation-based economy; however, their modes of governances in terms of development contrast significantly. Whereas Guangzhou Science City is a mostly government-led economic entity, Guangzhou Knowledge City is currently being built by an investor from Singapore. This semi-state Singaporean enterprise has previously set up similar economic entities in Suzhou and Tianjin. Finally, our paper analyses the decision-making behind the specific development policy of these two science parks and concludes with some reflections as to which kind of approach is more successful.

Gateway G1

SMALL TOWNS, NARROW SPACE, AND ASPIRING GOALS AN AUSTRIAN CASE STUDY ON HOW TO INTEGRATE DRIVING FORCES FOR A 'SMART REGION' INTO A REGIONAL DEVELOPMENT PROCESS

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The region Walgau has experienced a massive change over the past 50 years and doubled its population between 1951 and 2010. The small-scale structured settlement generates bottlenecks for example in infrastructure, administrative power, and land use patterns. The regional development process 'Im Walgau' is aimed at handling this situation by increasing the cooperation between the 14 local municipalities. The process is characterized by a systemic approach. After a three years pilot phase funded by the Federal State level a new association was created and started its work in 2012 to deepen the regional development process. With respect to the idea of a 'smart region' a few components of the development process should be emphasized: