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INTERREG IV B Project  
InnoCité – How to Improve the Competitiveness of Small and Medium Sized  
Cities under the Influence of Alpine Great Urban Centres

**Transnational Comparison of the Pilot Sites**

- Work Package:** WP 4 - Analysis and Diagnosis
- Action:** 4.4. Analysis and Cross-Country Comparison
- Task:** Report of the Results of the Cross-Country Comparison
- Practical Test of the Diagnosis Grid and Conclusions
  - Comparison of Prominent Challenges of the Pilot Sites

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List of Abbreviations:

<b>LP</b>	<b>Lead Partner</b>
<b>GDP</b>	<b>Gross Domestic Product</b>
<b>GVA</b>	<b>Gross Value Added</b>
<b>PP</b>	<b>Project Partner</b>
<b>NUTS</b>	<b>Nomenclature des unités territoriales statistiques</b>



## 1. Introduction

The Alpine Space is one of the most competitive cooperation areas in Central Europe. It can be characterised by a surpassing GDP, a low unemployment rate and a high volume of investments in research and development activities. Nevertheless, there is an increase of regional disparities. Against the background of the development to knowledge based society, rural areas are compromised to lose more and more functions in favour of agglomerations. This affects especially small and medium sized cities which are influenced by great urban centres, or which are located in the draw area of agglomerations.

A sustainable and successful development of small and medium sized cities needs innovative and new strategies to improve the quality of life and attractiveness as self-developed locations.

### 1.1. The InnoCité Project

During the runtime of the InnoCité project from June 2008 till June 2011, eight project partners from five countries (France, Italy, Slovenia, Germany and Austria) work together to develop strategies to improve the competitiveness of small and medium sized cities in the Alpine Space which are influenced by great urban centres.

Each project partner cooperates with one or two pilot sites. This cooperation should guarantee that the results of the InnoCité project are verified. Equally, the pilot sites are working and test areas. Through the involvement of local stakeholders, the project partner develops strategies to enhance the quality of life. Under the following goals:

- Improving the competitiveness and attractiveness of small and medium sized cities under the influence of great urban centres,
- Implementing sustainable spatial planning for territorial development,
- Establishing economic clusters,
- Establishing SME (small and medium sized enterprises), support and networking,
- Enhancing the quality of life,

Each project partner is encouraged to work out a specific implementation orientated concept with local key actors and stakeholders concerning individual needs of action in the pilot site.

The project is divided into different work packages and actions.

In work package 4 “Analysis and Diagnosis”, the identification of general and specific challenges in the pilot site are the main tasks. This means on the one hand side, a pointed diagnosis of the status quo of the city and on the other hand side, the analysis of main fields of action for the future development.

Generally, the relationship between small and medium sized cities and agglomerations is ambivalent: While small and medium sized cities generally appreciate the social and cultural offers, the diverse job offers which are used by their inhabitants as well (if the traffic connection is well), and “score” with much lower real estate prices than the agglomeration which attract especially well-off families to settle there, coincident they complain for example their loss of multifunctional city centres (run off of purchasing power, more and more use just as bedroom town) and their loss of young people leaving small an medium sized cities for their education and jobs.



And vice-versa usually from the point of view of the agglomeration, they complain about the lower real estate prices in their surroundings which result in a higher percentage of lower income in the agglomeration, but advertise with their surroundings as nearby recreational areas.

But in times of large economical, social and value changes, this short and stereotype description of the ambivalent relationship of small and medium sized cities and agglomerations is too narrowly considered. For an innovative positioning of small and medium sized towns, it is necessary to have a sound and specific data basis to be able to elaborate adapted development strategies and concepts.

The InnoCité partnership jointly developed a draft version of a diagnosis for the description of the current situation of a small or medium sized town (pilot sites) influenced by a larger Alpine agglomeration. This diagnosis consists of data collected first for the agglomeration and second for the pilot sites. This diagnosis grid was practically tested by the partner of the InnoCité project (compare also the published “Fact Sheets” of the pilot sites as result of this practical test). In action 4.4, which implies in this document a transnational comparison of the data, should be conducted and these practical tests should be analysed concerning modification needs of the diagnosis grid.

This comparison should reveal specific problems of small and mediums sized cities in the Alpine Space under the influence of great urban centres using the example of the InnoCité pilot sites. Ensuing specific development approaches can be exemplarily elaborated and go as good examples for other cities.

Figure 1 presents an overview of the project partner with the cooperating pilot sites and the agglomeration which influences the pilot sites. Furthermore, figure 2 shows a map of all pilot sites and the corresponding agglomerations which are in the focus of this transnational comparison.

Work packages 5 and 6 deal with a detailed analysis of every pilot site and focus the needs of action. Afterwards, local projects will be founded and implemented. These local projects will be evaluated during the runtime of InnoCité. Finally, the project partner will develop a toolkit for local stakeholders of small and medium sized cities in the Alpine Space which are influenced by great urban centres. The toolkit is based on the results of the InnoCité project and the developed local strategies.



Figure 1: Overview of the InnoCité-Project Partner, Pilot Sites and Agglomerations

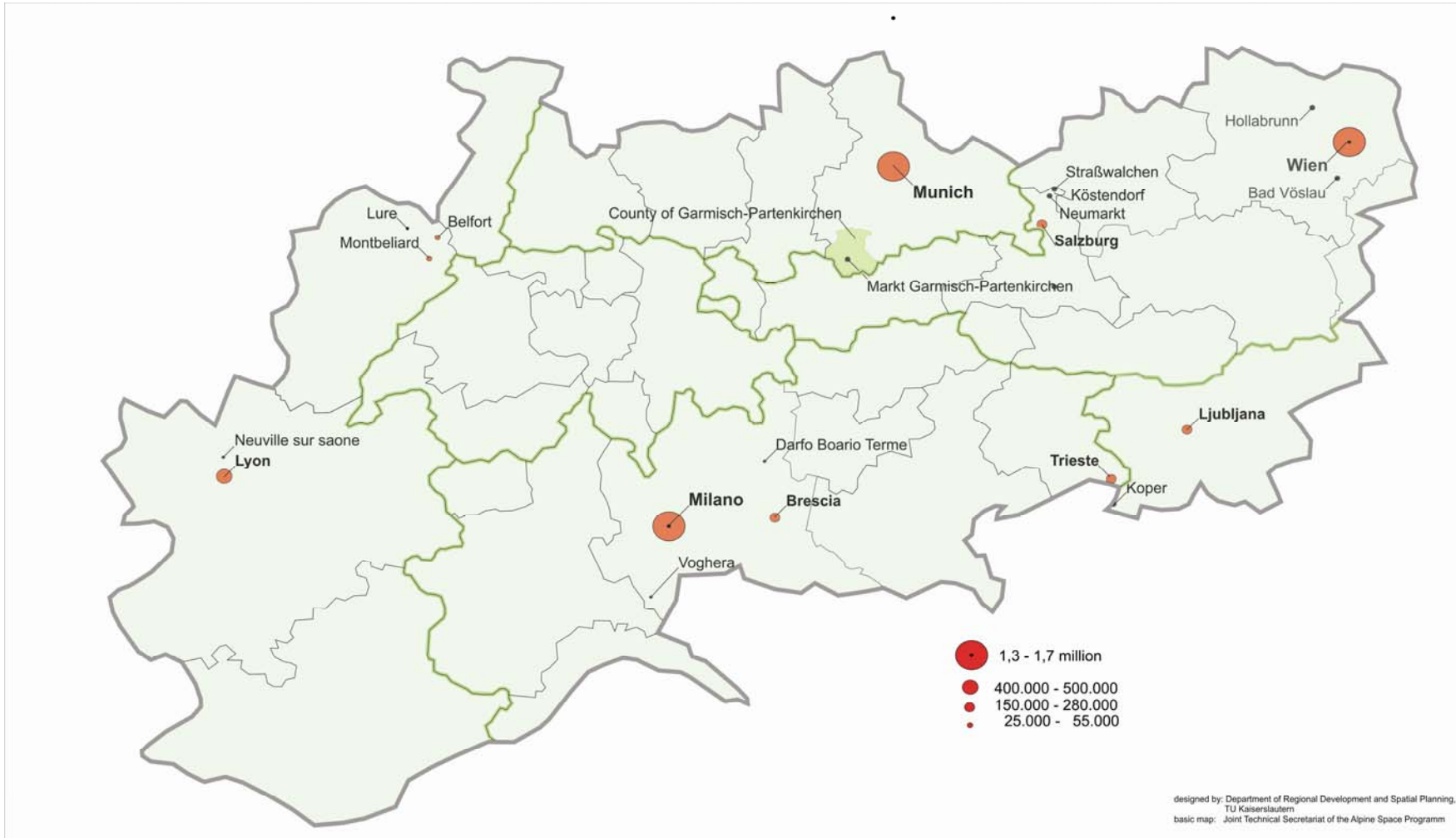
<b>Project Partner</b>	<b>Pilot site</b>	<b>Agglomeration which influences the Pilot Site</b>
LP: Chamber of Commerce and Industry of Lyon, Department of Commerce, Services, for the Individual and Tourism	Neuville sur Saône	Greater Lyon
PP1: Franche-Comté Regional Council	Lure	Region Belfort-Montbeliard
PP2: Lombardy Region – Trade Fairs and Markets Department	Darfo Boario Terme	Province Brescia
	Voghera	Province Milano
PP3: Bavarian State Ministry of Economic Affairs, Infrastructure, Transport and Technology	City of Garmisch-Partenkirchen (GAP)	Upper Bavaria/Munich
	County of GAP	Upper Bavaria/Munich
PP4: Salzburg Institute for Regional Planning and Housing, Department of Community Development	Plusregion	Flachgau
PP5: Office of the provincial government of Lower-Austria	Hollabrunn	Vienna
	Bad Vöslau	Vienna
PP6: Regional Development Centre Koper	Koper	Obalno-krška
PP7: City of Lure	Lure	Region Belfort-Montbeliard

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009



Figure 2 : Map of the Alpine Space with all Pilot Sites and The Great Urban Centres





## 1.2. Methodology

In order to assess the situation of the pilot sites, a standardised questionnaire (= Fact Sheet) was developed by the partners of the InnoCité project. This fact sheet is divided into two parts. The first part collects data about the agglomeration which influences the pilot site. Primarily, it is interesting what the interrelation between agglomerations and pilot sites is. This chapter is structured into:

- Basic Data of the Agglomeration,
- Population and the Development,
- Economy,
- Traffic Connection from / to the Pilot Site.

The second part comprises detailed information about the pilot site concerning the following themes:

- Population,
- Economy,
- Tourism,
- Commercial offer,
- Accessibility,
- Services offer / Social infrastructure (health, cultural, public and private offer),
- Urban situation,
- Environment.

The structure should help to assess the main fields of quality of life. In order to get more detailed insights about the situation of the agglomerations and pilot sites, qualitative data were also collected. In therefore designed fields for comments and description of the main challenges or to remark and explain unobvious developments.

In a time period of four months, every project partner was encouraged to complete the fact sheet with the data of the cooperating pilot site and the concerning agglomeration.

After the completion of the fact sheets by the project partner, the transnational comparison started. Looking at the summary of the quantitative data, it can be noticed that there are a lot of differences between the ten pilot sites. The data differs on their:

- Availability,
- Reference parameter,
- Way and Background of data collection,
- Quality.

For the analysis and comparison, it was necessary to use different forms of comparison. There is the classical way to proportion the data to each other. It could be used if all data have the same reference parameter. If the reference parameters are different, it is necessary to consider the data in relation to the agglomeration and compare these results under the point of view: "What is the position of the pilot site in relation to the great urban centres?". Furthermore, it is also important to have a look at the general development of a higher statistical level like the NUTS 1 or 2 levels.



All the data in the following transnational comparison relate to the fact sheets which were completed by the project partner. Every Project partner was encouraged to fill in one fact sheet for each pilot site.

## 2. Analysis of Collected Data in the Agglomeration and of all?? Agglomerations

For a serious analysis of the main challenges and problems of the pilot sites, it is essential to have a look at the agglomeration which influences the pilot sites and its development.

In figure 3, it is clearly recognizable that the project partners deal with completely different agglomerations regarding the surface, the number of inhabitants, the density of the population and the European and national significance of the agglomeration.

Project partner 5 (in the following PP) chooses the City of Vienna, whereas all other PPs have selected a wider area than the “metropolis” or a large city itself. Noticeable is the data level of PP 4 and PP 6 that excluded the main cities Salzburg and Trieste because of data availability problems, even if the cities of Salzburg and Trieste influence the chosen pilot sites. The widest analysis area is selected by PP 3 with the NUTS 2 level, Upper Bavaria, including Munich.

The matter of the following comparison is to describe the development of the agglomerations by reference to key data.

Figure 3 : Overview of all Agglomerations

PP	Agglomeration	Surface 2006 / 2007	Population number 2006 / 2007	Density inhabitants per km <sup>2</sup> 2006 / 2007
LP	Greater Lyon	550 km <sup>2</sup>	1 312 250	2 364
PP 1 / 7	Belfort-Montbeliard	1 240 km <sup>2</sup>	306 383	247
PP 2	Province of Milan	1 620 km <sup>2</sup>	3 884 481	2 398
PP 2	Province of Brescia	4 783 km <sup>2</sup>	1 195 777	250
PP 3	Upper Bavaria	17 530 km <sup>2</sup>	4 313 446	246*
PP 4	Flachgau	1 004 km <sup>2</sup>	139 548	130*
PP 5	Vienna	414,9 km <sup>2</sup>	1 664 146	3 738
PP 6	Obalno-kraška	1 044 km <sup>2</sup>	107 905	103*

\* Population Density in Munich in 2008: 4 353 inhabitants per square km

\* Population Density in Salzburg in 2006: 2 249 inhabitants per square km

\* Population Density in Trieste in 2007: 2 479 inhabitants per square km

Source: Fact Sheets, Work Package 4, Action 4.3.

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## 2.1. Population in the Agglomerations

In order to get an overview about the population structure and development in the agglomeration, which influences the surroundings as well, in this field the following diagnosis data were collected:

- Population in number of inhabitants from 1991 till 2007, to be able to comprehend the size of the agglomeration.
- The population forecast until 2020 in percent, for the purpose of assessment of the challenges due to population changes.
- The age distribution (class divided in under 18, 18 till 65 and older than 65), in order to get to know whether the agglomeration is already affected by an aging population, the existing work force etc.
- Development of migration (in and out migration) from 1991 till 2007 in numbers, to get to know the attractiveness of the agglomeration as spot for living and working
- Population density in person per square metre, to receive an impression of the settlement density in the agglomeration.

The data is available for all pilot sites, even if sometimes the class divisions or time periods differ.

All agglomeration areas are growing regions, as it is outlined in Figure 4 a and b, which show the development of the population in the agglomerations between 1991 and 2007. Because of the varying number of inhabitants, the data is split in two figures.

Figure 4 a : Development of the Population in the Agglomerations from 1991 till 2007

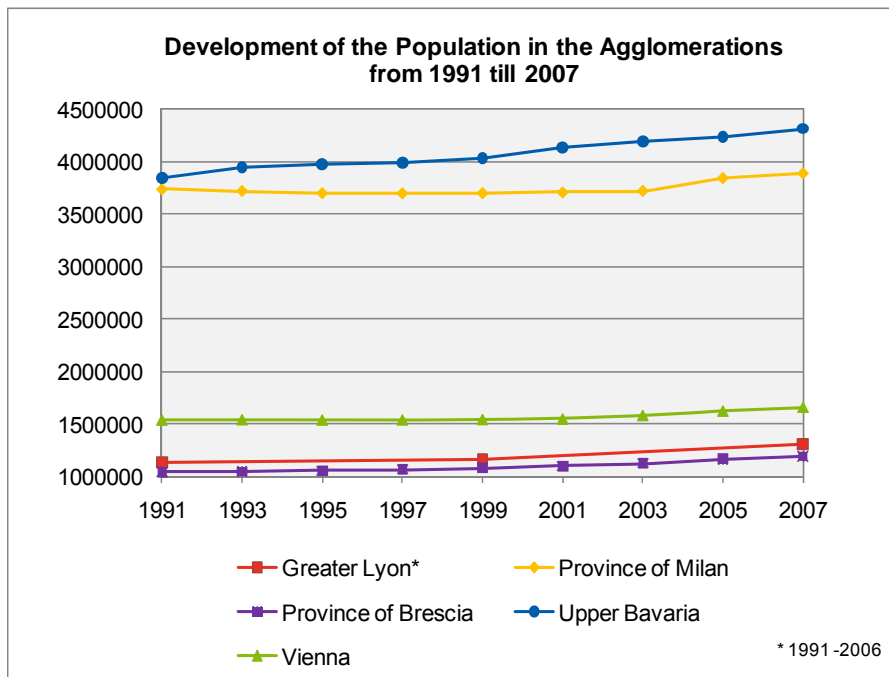
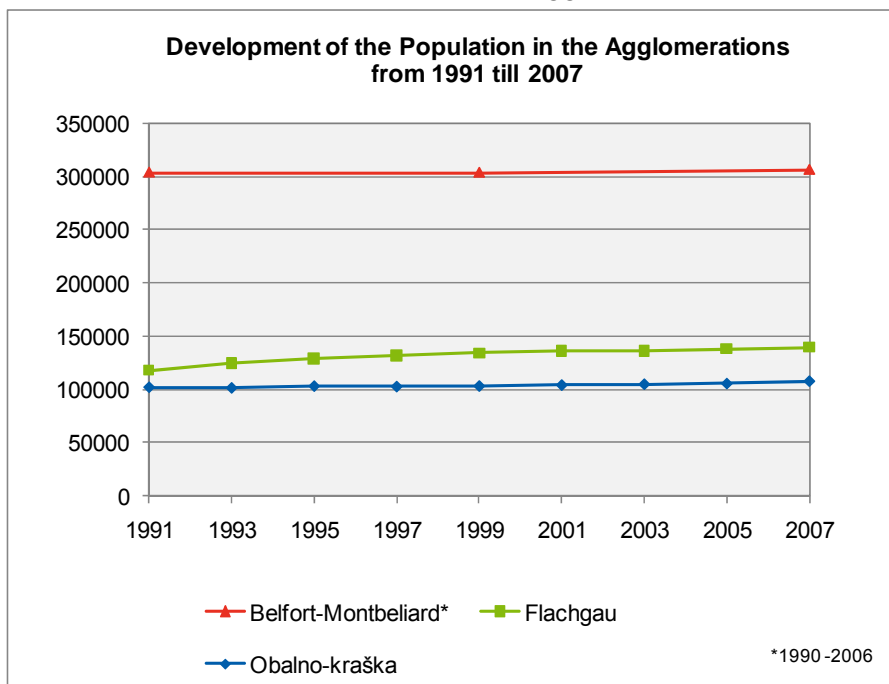




Figure 4 b : Development of the Population in the Agglomerations from 1991 till 2007



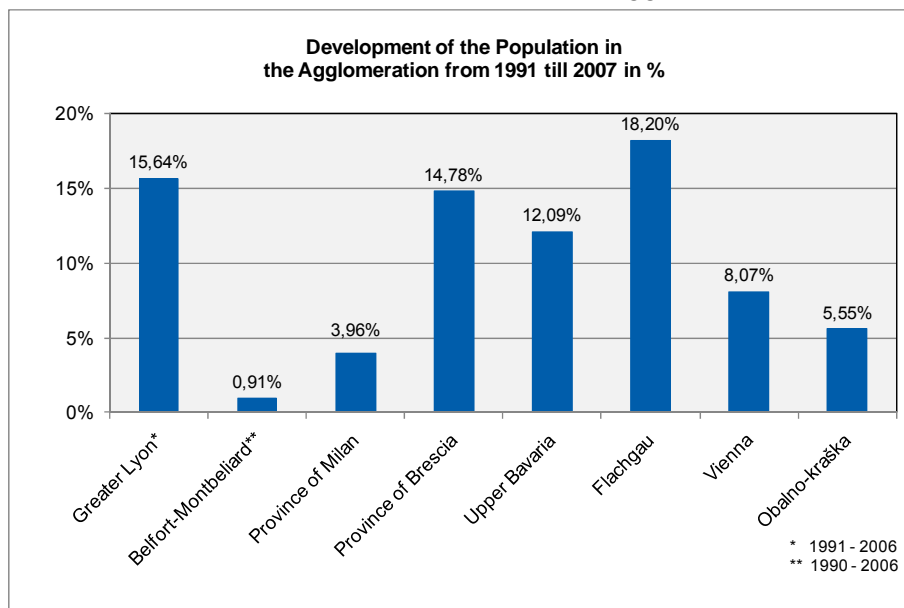
Source: Fact Sheets, Work Package 4, Action 4.3.

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Figures 4 a and b explain that all agglomerations are growing areas, but with different intensities. This is clarified in figure 5 which presents the total growing rate between 1991 and 2007. Especially Flachgau with a rate of over 18% in this period is growing rapidly. Because of data which excluded the main city Salzburg, this can be an indicator of a proceeding suburbanisation of the region. The high percentage of growing in the agglomerations Greater Lyon and Province of Brescia as well Upper Bavaria conceivably goes back of the increasing populations of the main cities, like Lyon, Brescia and Munich.

The growing population in the agglomeration is, according to the PPs information, caused by high immigration rates, whereas the natural growing can be neglected in most of the agglomerations because of values which are under the reproduction rate.

Figure 5: Total Development of the Population in the Agglomerations from 1991 till 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

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In order to develop adapted development concepts for small and medium sized cities, it is essential to analyse in detail which areas in the agglomeration benefit from the population increase and moreover who exactly is responsible for the increasing population (migration tendencies, etc.).

For a more precise analysis, it is therefore necessary to have a look at the migration balances and the forecast for the population development of the agglomerations. According to the information of the fact sheets, the migration balances in the agglomerations in 2007 are positive, except Belfort-Montbeliard. Belfort-Montbeliard has an annually negative migration balance of 0,31 % between 1999 and 2006.

Different from the development of population numbers in the past is the forecast of the population development until 2020 which is presented in figure 6. The agglomerations can be divided into four groups:

- The first group which expects an increase of population over 10 percent like Greater Lyon, Flachgau (until 2030) and Vienna,
- The second group assumes an increase of roundabout 6 percent, like Upper Bavaria.
- Third, there are the agglomerations such as Belfort-Montbeliard, Province of Milan and Brescia which will stabilise their population number or will expect a minimal growth to an amount of 1 till 2 percent.

The fourth group with a decreasing population only affects Obalno-kraška which will have a decrease of population approximately by 12 percent (excluding the data of the agglomeration Trieste).



Figure 6: Forecast of the Population of the Agglomeration to the Year 2020

Agglomeration	Forecast till 2020
Greater Lyon	+ 10%
Belfort-Montbéliard	Stable
Province of Milan	+ 1,2%
Province of Brescia	+1,2%
Upper Bavaria	+ 6,1%
Flachgau*	+ 11%
Vienna	+ 18,7%
Obalno-kraška	- 12,5%

\* Forecast till the year 2030

Source: Fact Sheets, Work Package 4, Action 4.3.

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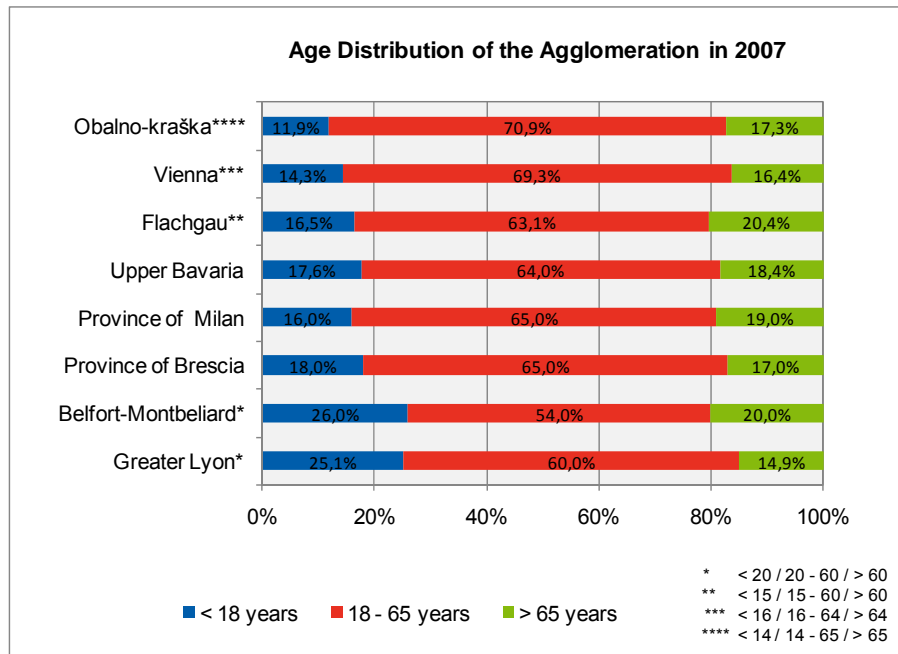
While the pilot sites which are affected by the agglomerations Lyon, Upper Bavaria, Flachgau and Vienna can think about how to participate best in this population development, the situation in all other pilot sites is different: they need to work out development concepts for zero or negative growth whilst at the same time the quality of life should survive. Again it is necessary to look carefully at the local development figures to elaborate adapted strategies for the positioning of the pilot sites in their regions.

The age distribution of the agglomerations is another important point of the comparison. Because of the different reference parameters in the several countries, it is not possible to draw a common conclusion to the relationships of all agglomerations. It is useful to compare this data with the age distribution of the pilot sites and put the results in a relationship to each other. The results are summarised in chapter 3.1 "Population in the Pilot Sites".

Nevertheless, the age distribution should present for the completion of this document and one noticeable aspect should be mentioned: although the Province of Milan has the widest aging range by the youth (0-18 years), it has the lowest value with 16 percent of the comparable agglomerations and it is below the percentage of Flachgau, which has an aging range of only 0-15 years.



Figure 7: Age Distribution of the Agglomerations in 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

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The demographic change and an aging population seem to be one of the most important fact and challenge for the agglomerations. More than half of the PPs mentioned that the retired population will increase seriously in the next decades which will have impacts on all spheres, e. g. the social and technical infrastructure, real estate markets, retailers, tourism etc.

Another aspect is the spatial distribution of the population. For example, in the area of Greater Lyon live 80 percent of the population of the Departement Rhône-Alpes. This means that 80 % of the population live on 16 % of the Departement's surface.

The situation of the population in Obalno-kraška which is concentrated on the coastal area, is equal. The coastal area is characterised by a population density of 213 persons per km<sup>2</sup> whereas the hinterlands have a population density of 33 persons per km<sup>2</sup>. The coastal areas are affected by an increasing pressure of settlement which are accompanied by a desolation of the hinterlands with growing disparities.

It can be summarised that all agglomerations are areas with a growing population. The growing rate is spread from one percent in Belfort-Montbeliard to nearly 20 % in Flachgau. Thereby, the increase is mostly a result of positive migration rates. Unlike the population development in the past, there will be the further development. For regions like Obalno-kraška, a population decline is assumed in the next decades whereas agglomerations such as Belfort-Montbeliard, Province of Milan and Brescia expect more or less a population stabilisation. All the other agglomerations estimate a continuous growth between 6 and 18 percent in the next 10 till 20 years.

Also it can be noticed that all agglomerations are affected by an increasing retired population.



The collected data draws a comprehensible picture of the situation in the agglomeration. But it should be noticed in the diagnosis grid, that the data should be collected for the agglomeration in terms of the “metropolis” which influences the pilot site. Additional, it would be helpful to have the data for the surrounding regions in which the pilot site is embedded to be able to assess the position of the pilot site in the metropolitan area (e.g. sub centre with supply function for even smaller towns etc.).

## 2.2. Economy in the Agglomerations

Following economical data were collected in the diagnosis:

- GDP and GVA per person in Euro in the agglomeration in 2007, as indicator for the economic power of the agglomeration
- GVA per sector in the agglomeration in 2007 in %, to get to know the economical importance of the sectors, hints for the structural changes
- Average household income in 2007 and purchasing power of the inhabitants, to assess the economical situation of the inhabitants
- Unemployment rate in the agglomeration in 2007 in %, in order to assess the situation of the employment market
- Purchase price for developed areas (living, industrial, office), as hint for property prices (later in relation to the pilot sites).

In addition, there were questions about research and development institutions in the agglomeration.

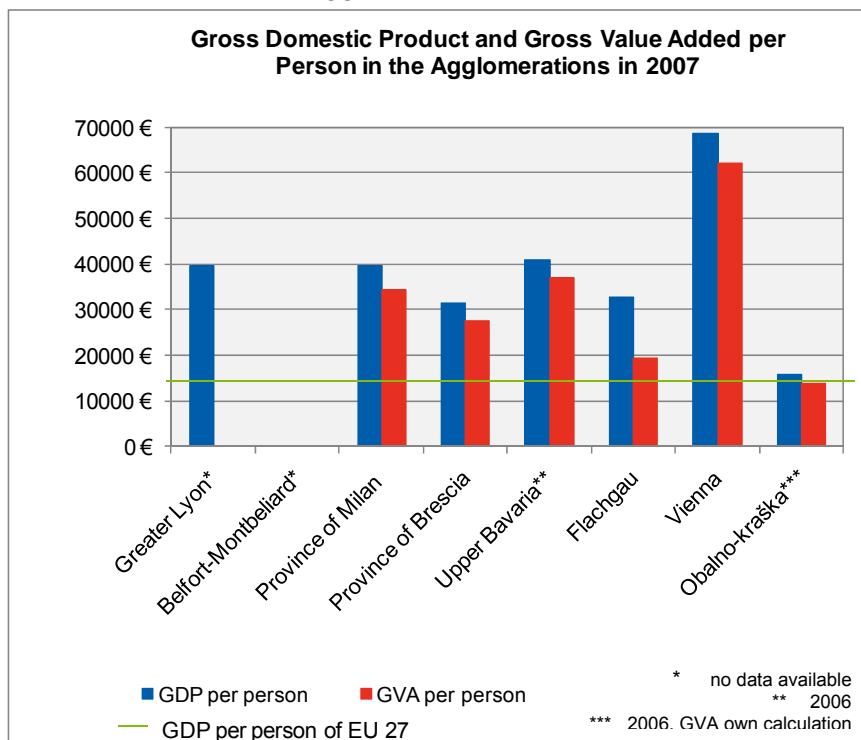
Except the data “Average Household Income”, “Purchasing Power of the Inhabitants” and “Purchase Prices for Developed Areas” were available.

Generally, agglomerations can be characterised by a high number of company headquarters, as popular locations for industrial settlements, research and development institutions. Often, the main portion of the gross domestic product (in the following GDP) and gross value added (in the following GVA) is generated by great urban centres and agglomerations.

In 2007, the average of GDP in the 27 European countries was 24900 Euros per person. Figure 8 points out that all agglomerations exceed this value except Obalno-kraška which has a GDP of 15747 Euros per person. The lower value can be explained by history. Slovenia is a former East European country with a communistic background and was incorporated in the European Union in 2004. Therefore, it is the country with the shortest EU membership in the InnoCité project.



Figure 8 : GDP and GVA in the Agglomerations in 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

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Furthermore, the value of Vienna is with 68743 Euros per persons more than twice as high as the European average and is beyond the value of the other agglomerations which are close to each other and possess a GDP between 30000 and 40000 Euros per person. The exception of Vienna is caused by the circumstances that on the one hand all other PPs define the agglomeration with the main cities and their surroundings whereas the data of Vienna refers only to the city. On the other hand, it is the only city which is a capital city.

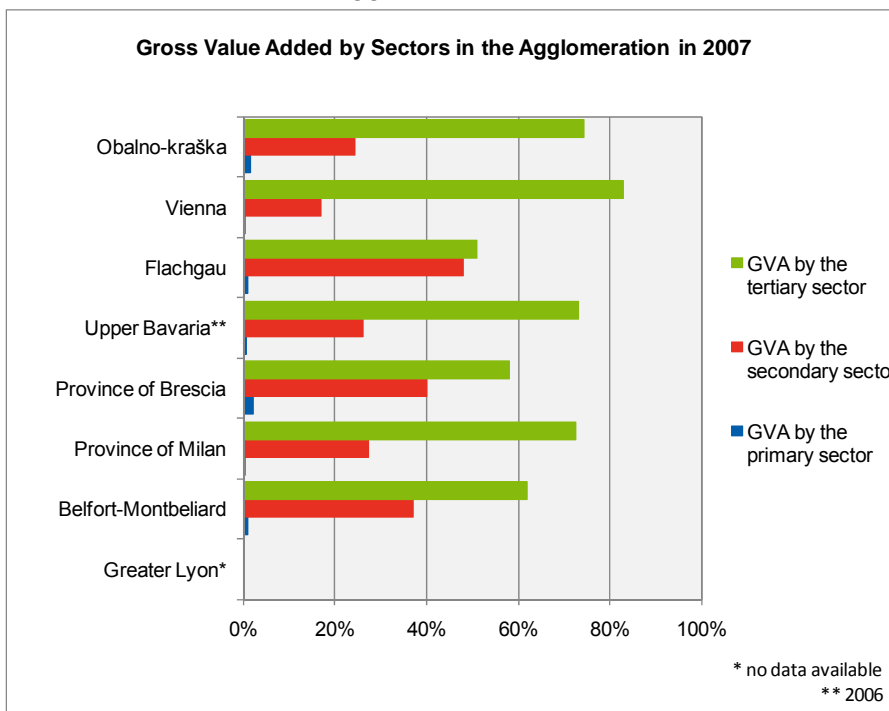
The GDP as well as the GVA in big cities and capitals are often significantly higher than in the surroundings or rural areas. It can be assumed that the values of the other agglomerations are averaged by summarising the main cities with their surroundings.

Concerning the gross value added, it can be mentioned that it is always below the GDP value and the agglomerations has the same relationship to each other. Noticeable on the relationship of the GDP to the GVA is the situation of Flachgau. Normally, the differences of these values range between 4000 and 6000 Euros per persons, whereas Flachgau has a difference of more than 12000 Euros per person. There is no explanation mentioned or obvious.

As might be expected is the distribution of the GVA per sectors that is shown in figure 9. In all agglomerations, the tertiary sector generates the highest percentage on the GVA.



Figure 9 : GVA per Sector in the Agglomerations in 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Nevertheless, the GVA in the tertiary sectors varied from 50 to 80 percent in the different agglomerations. The value of the GVA by the primary sector is in all agglomerations more or less nearby one and two percent respectively. Hence, agriculture and forestry play a minor part in the economy of the agglomerations. Consequently, all agglomerations with a lower value of GVA in the tertiary sector exhibit a higher value in the GVA of the secondary sector. It can be assumed that especially the agglomerations of Belfort-Montbeliard, Province of Brescia and Flachgau possess a high level of producing industries and still face an ongoing structural change in regional economy.

In all the other agglomerations, the transition from an industrial based economy to a service based economy is further preceded.

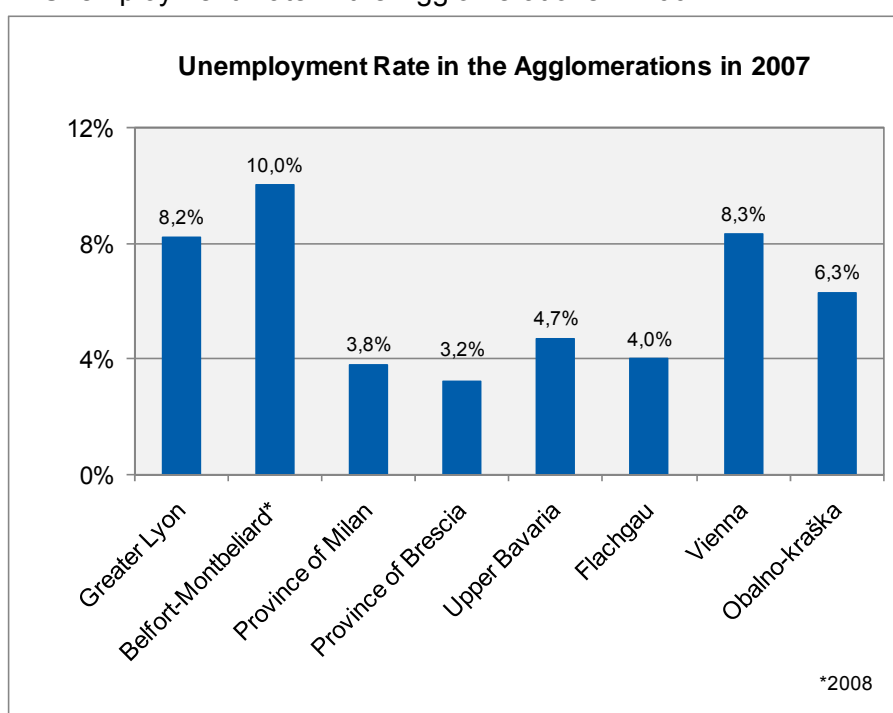
Concerning the unemployment rate, it is noticeable that the majority is below the average of the 27 European Union countries which was seven percent in 2007. Only Belfort-Montbeliard, Vienna and Greater Lyon exceed this value as it is shown in figure 10. The Province of Brescia and Milan have the lowest unemployment rate with roundabout 3 %. Furthermore, Greater Lyon and Vienna are characterised by an unemployment rate of about 8 %. One explanation could be that the fact that *“The concentration of jobs in cities is even stronger than that of residents, many of Europe’s main employment centres are within cities and its largest cities are truly economic powerhouses. Yet, as in other parts of the world, the generated wealth does not necessarily translate into corresponding rates of employment*



among urban citizen.”<sup>1</sup> and a limited inclusion of the surroundings have such an effect on the unemployment rate. Also can these differences be caused by different statistical acquisition of data.

Nevertheless, the high number of unemployed workers and the value of the GVA by the secondary sector support the expectation that Belfort-Montbéliard is an industrial area with a decreasing importance. This fact is confirmed in the remarks to the economic development. The region Belfort-Montbéliard is known for the automobile and power machine industries. However, these industries are strongly affected by a continuing crisis and sales difficulties.

Figure 10 : Unemployment Rate in the Agglomerations in 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

All agglomerations are featured by institutions of research and development. Life sciences like biotechnology and pharmacies, information and communication industries and micromechanics are the most important sectors of research and development in the agglomerations.

The collected data draw a sound picture of the economic situation in the agglomeration. But because of differences in the definition of unemployment, a comparison of labour force and existing jobs would be a sounder value.

<sup>1</sup> European Commission Directorate-general regional policy (2007): “State of European Cities – Executive Report”, S. 7 ([http://ec.europa.eu/regional\\_policy/sources/docgener/studies/pdf/urban/state\\_exec\\_en.pdf](http://ec.europa.eu/regional_policy/sources/docgener/studies/pdf/urban/state_exec_en.pdf))-24.11.2009



### 2.3. Traffic Connections

The InnoCité partnership went on the theory that all agglomerations are well connected to European, national and supranational traffic networks. In order to get an impression of the traffic connections between the agglomeration and the pilot site the following data were collected:

- Distance between agglomeration and pilot site in km,
- Time needed to go from the pilot site to the agglomeration by car and by train in minutes, in order to assess the accessibility of the agglomeration from the pilot site.
- Commuter streams in the metropolitan region in 1.000 commuters, to be able to assess the traffic demands on the one hand and the possible impact of through traffic on pilot sites on the other hand.

Unfortunately, commuter streams were not available in all pilot sites.

An important fact for the positioning of the pilot sites is the distance and travel connections to the agglomeration. The immediate proximity to an urban centre could be an advantage and also a disadvantage. The distance influences for example the commuting streams, the drain of purchasing power and brain. Otherwise, pilot sites could profit from the economical developments of the agglomeration and the spill-over effects.

The distances between agglomerations and pilot sites are varying from 17 kilometres to nearby 100 kilometres. Figure 11 shows the distances from the pilot sites to the agglomeration as well as the travel times by car and by train and the concerning cruising speed.

All agglomerations, except Trieste, are accessible by train. In one half of the examples, travelling by train is much faster than travelling by car. Especially the accessibility of Belfort by train is two times faster than by car. Nevertheless, travel times are average values, especially travel times by car depend on the traffic volume. It can be assumed that Trieste could not be reached by train because of the historical past. Koper is located at the Italian-Slovenian border.

Figure 11 : Traffic Connection of the Agglomeration to the Pilot Sites

Agglomeration – Pilot Site	Distance	Travel Time by Car	Travel Time by Train
Greater Lyon – Neuville sur Saône	17 km	30 min 0,57 km/min	20 min 0,85 km /min
Belfort – Lure	32 km	41 min 0,78 km/min	20 min 1,6 km/min
Milan – Voghera	66 km	56 min 1,18 km/min	52 min 1,27 km/min
Brescia – Darfo Boario Terme	58 km	60 min 0,97 km/min	76 min 0,76 km/min
Munich – City of Garmisch-Partenkirchen	90 km	70 min 1,29 km/min	80 min 1,13 km/min
Munich – County of Garmisch-Partenkirchen (north)	70 km	57 min 1,23 km/min	56 min 1,25 km/min
Munich – County of Garmisch-Partenkirchen (south)	105 km	90 min 1,67 km/min	113 min 0,93 km/min
Salzburg – Plusregion	30 km	40 min 0,75 km/min	30 min 1 km/min
Vienna – Hollabrunn	55 km	53 min 1,04 km/min	65 min 0,85 km/min
Vienna – Bad Vöslau	39 km	32 min 1,22 km/min	33 min 1,18 km/min
Trieste – Koper	25 km	25 min 1 km/min	No connection by train

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Commuting from the pilot sites to the agglomeration is just one aspect with regard to the traffic streams. The majority of the pilot sites are also centre of employment wherefore the inbound and outbound commuters are more or less in balance. Because of the imprecise information, the commuter streams could be monitored in the fact sheets.

The diagnosis data is appropriate to assess the situation of accessibility of the agglomeration from the pilot sites. The commuter streams are important also to be able to get an impression of interregional interlinkage and the role of the pilot site in the region (working place or bedroom town).



### 3. Analysis of Collected Data and Comparison of the Pilot Sites

This chapter comprises the description of the situation in the pilot sites and their position in relation to the agglomeration. A comparison of the situation and future challenges of all pilot sites is also part of this chapter.

#### 3.1. Population in the Pilot Sites

Data collected according to the diagnosis grid:

- Population in number of inhabitants from 1991 till 2007, to be able to comprehend the size of the pilot site.
- The age distribution (class divided in under 18, 18 till 65 and older than 65), in order to get to know whether the pilot site is already affected by an aging population, the existing work force etc.
- Average size of households in 2007, as important value to assess the development of the future real estate market.
- Population density in person per square metre, to receive an impression of the settlement density in the pilot site.

The practical test has resulted in the fact that the data is available, except of the population density which was not available in some cases.

The number of inhabitants of the pilot sites is varying from 7093 inhabitants in Neuville sur Saône to over 86000 inhabitants in the county of Garmisch-Partenkirchen. Figure 12 a and b show the population development of all pilot sites from 1991 till 2007.

Figure 12 a : Development of the Population in the Pilot Sites from 1991 till 2007

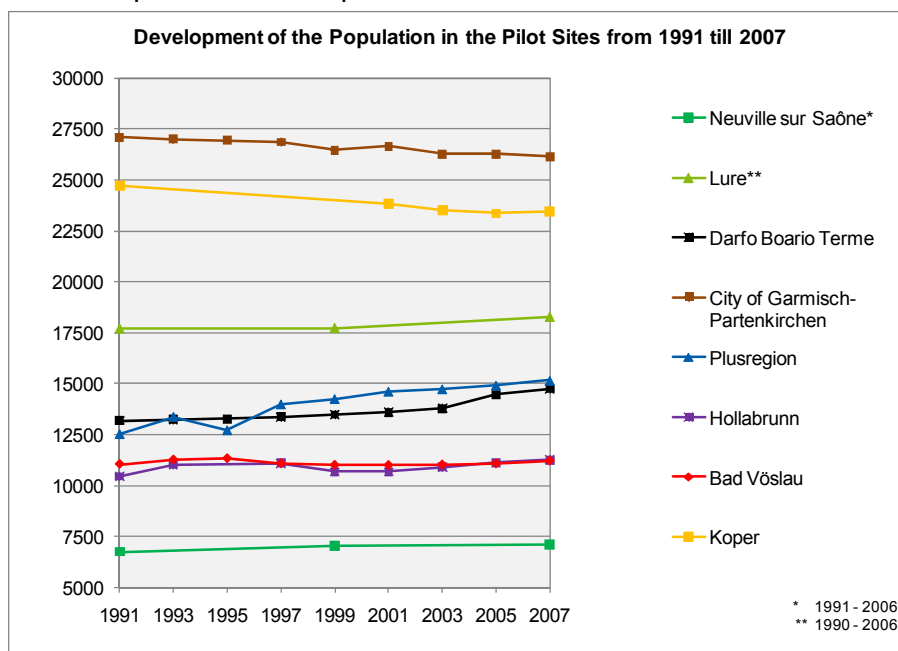
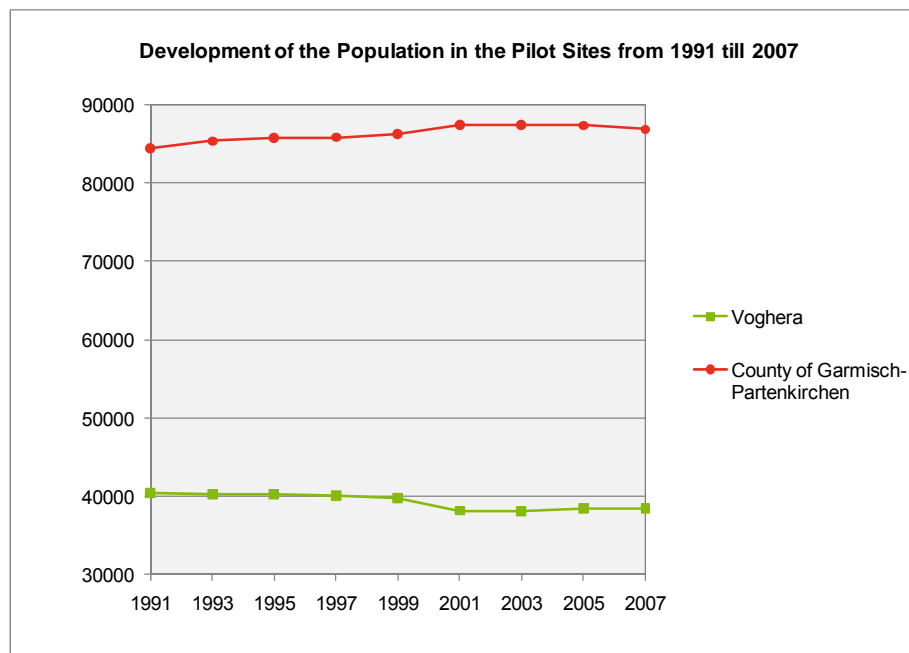


Figure 12 b : Development of the Population in the Pilot Sites from 1991 till 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

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As can be seen in figure 12 a and b and 13, there are pilot sites which

- have an increasing population like Neuville sur Saône, Lure, Darfo Boario Terme, County of Garmisch-Partenkirchen, Plusregion, Hollabrunn and Bad Vöslau and
- have a decreasing population like, Voghera, City of Garmisch-Partenkirchen and Koper.

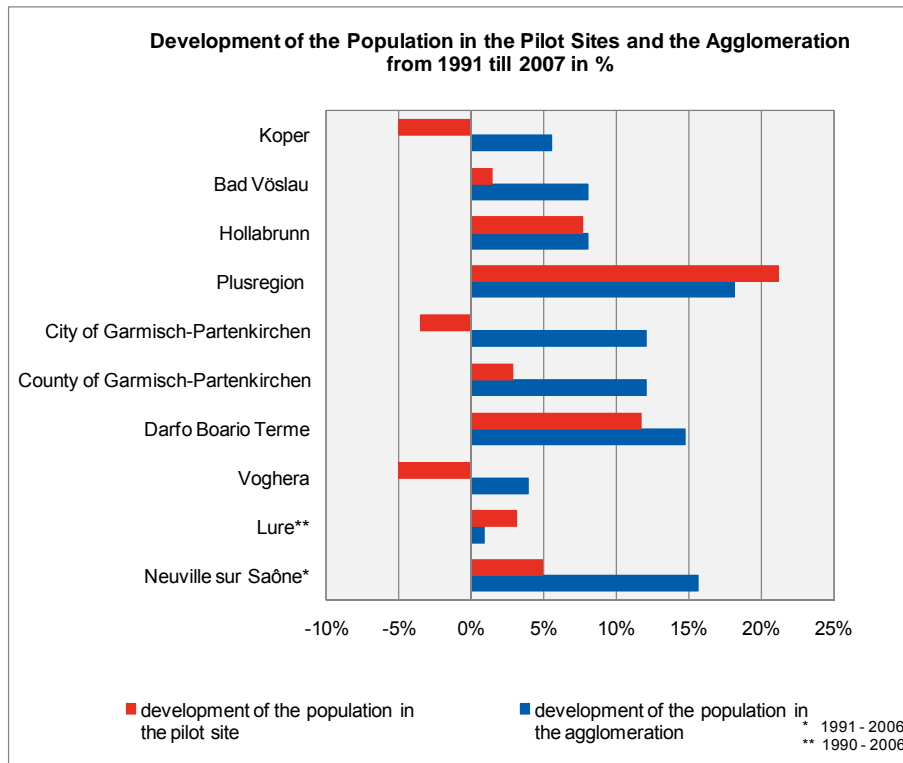
Figure 13 gives an overview about the total growing rate of the pilot sites between 1991 and 2007 and describes also the relation between population development of the pilot sites and agglomerations from 1991 to 2007 in percent.

With the help of this figure, it is possible to divide the pilot sites into three types:

- 1<sup>st</sup> type: growing population in the agglomeration and pilot site, but the agglomeration had a higher expansion rate: Neuville sur Saône, Darfo Boario Terme, County of Garmisch-Partenkirchen, Hollabrunn, Bad Vöslau.
- 2<sup>nd</sup> type: growing population in the agglomeration and pilot site, but the pilot site had a higher expansion rate: Lure and Plusregion.
- 3<sup>rd</sup> type: the agglomeration grew whereas the pilot site shrank: Voghera, City of Garmisch-Partenkirchen and Koper.



Figure 13 : Development of the Total Population from 1991 till 2007 in the Pilot Sites and the Agglomerations



Source: Fact Sheets, Work Package 4, Action 4.3.  
Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

The majority of the pilot sites belong to the first type, where the total growing rates of the pilot sites varied between one and five percent. Only Darfo Boario Terme with a growing rate of eleven percent and Hollabrunn with a rate of nearly eight percent exceeded these values and approached the value of the agglomerations. With the exception of these two pilot sites, the growing rate of the agglomerations was three times higher than the growing rate of the pilot sites.

The second type is represented by Lure and Plusregion. Lure had a total growing rate with roundabout three percent whereas the agglomeration had nearly one percent. These values can be disregarded because a growing rate of one or three percent in more than ten years indicate merely a stability of population. A contrast to Lure is the pilot site Plusregion. In the last 16 years, the population of Plusregion grew about 20 percent. Because of the fact that the data of PP4 concerns the region Flachgau without Salzburg, it can be assumed that the high growing rates are the result of a continuing suburbanisation. A distance of 30 kilometres between the agglomeration and the pilot site could be one indicator for this thesis.

The third type is characterised by a discrepancy in the population development. The pilot sites had a decreasing population roundabout three till five percent whereas the agglomerations were areas with a growing population. An extremely different development took place between the City of Garmisch-Partenkirchen and the related agglomeration.



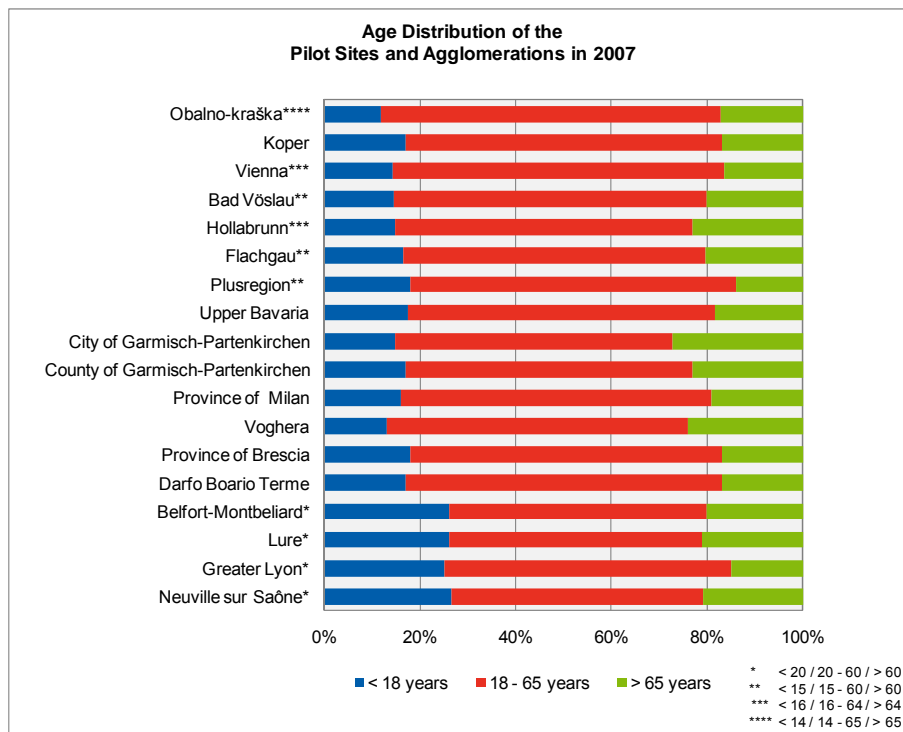
Whereas the population total of the Upper Bavaria region raised by 12 percent in the last 16 years, the City of Garmisch-Partenkirchen lost more than 3 percent of the population in 1991. Voghera is with more than five percent total depopulation from 1991 till 2007 affected worst by this matter.

The different developments of population implicate individual challenges. Pilot sites with a decreasing population should target the stabilisation of the population and enhance the quality of life. A detailed cause study concerning the decrease of population could help to find sustainable strategies to counteract. If the affected pilot sites will not deal with the challenges, there is a rising risk to reinforce this development.

Pilot sites with an exceeding growth have also specific needs of action, especially concerning the settlement and the adaption of infrastructure. To hold the current position of quality of life it is important to consider the demand of the increasing population. Furthermore, urban sprawls, preference of specific population groups (e.g. families) are some of the main risks which could be fostered by an increasing population.

Another important point is the age distribution in the pilot sites. Because of the different availability of data, it is not possible to compare the aging groups directly as it is shown in figure 14. The classification of the ages varies as well as the registration of the inhabitants (e.g. first and secondary residence).

Figure 14: Age Distribution of the Pilot Sites in Contrast to the Agglomerations in 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

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Therefore, it is more important to compare the relations of the age distribution of the pilot sites with the agglomerations. The following figure 15 presents the relation of the aging groups in the pilot sites to the ones in the agglomerations. Because of different classifications of the aging groups in the pilot site Koper and the related agglomeration Obalno-kraška, this pilot site will be neglected in the following figure and the further comparison.

Figure 15: Cross Table for the Clarification of the Age Distribution in the Pilot Sites and Agglomeration

	Youth	Employable age	Retirement age
<b>Pilot Site Value is Lower than the Value of the Agglomeration</b>	<ul style="list-style-type: none"> <li>▪ Darfo Boario Terme,</li> <li>▪ <i>Voghera,</i></li> <li>▪ <i>City of Garmisch-Partenkirchen,</i></li> <li>▪ <i>County of Garmisch-Partenkirchen</i></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Voghera,</i></li> <li>▪ <i>City of Garmisch-Partenkirchen,</i></li> <li>▪ <i>County of Garmisch-Partenkirchen</i></li> <li>▪ <b>Neuville sur Saône,</b></li> <li>▪ <b>Lure,</b></li> <li>▪ <b>Hollabrunn,</b></li> <li>▪ <b>Bad Vöslau</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ <u>Plusregion</u></li> </ul>
<b>Pilot Site Value is about the Same as the Value of the Agglomeration</b>	<ul style="list-style-type: none"> <li>▪ <b>Lure</b></li> </ul>		<ul style="list-style-type: none"> <li>▪ Darfo Boario Terme</li> </ul>
<b>Pilot Site Value is Higher than the Value of the Agglomeration</b>	<ul style="list-style-type: none"> <li>▪ <u>Plusregion,</u></li> <li>▪ <b>Neuville sur Saône</b></li> <li>▪ <b>Hollabrunn,</b></li> <li>▪ <b>Bad Vöslau</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Darfo Boario Terme,</li> <li>▪ <u>Plusregion</u></li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>Voghera,</i></li> <li>▪ <i>City of Garmisch-Partenkirchen,</i></li> <li>▪ <i>County of Garmisch-Partenkirchen,</i></li> <li>▪ <b>Neuville sur Saône,</b></li> <li>▪ <b>Lure,</b></li> <li>▪ <b>Hollabrunn,</b></li> <li>▪ <b>Bad Vöslau</b></li> </ul>

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

With the help of the cross table, it is possible to categorise the pilot sites into four groups:

- **1<sup>st</sup> group** *Voghera, County of Garmisch-Partenkirchen, City of Garmisch-Partenkirchen:*  
These pilot sites feature disadvantages in comparison to the agglomerations in all aging groups. They are characterised by a low rate of young people, a low rate of employable persons and a high number of elderly. These pilot sites are especially affected by obsolescence with all consequences. It can be assumed that these disadvantages reinforce themselves. In a region with a high number of elderly and a low number of persons in child-bearing age, it is improbable that this development will go into reverse. It must be assumed that the number of elderly will continue to increase if there are no measures by local actors which steer in the opposite direction. The further development will be the loss of inhabitants because of the deficit of the following generation. Equally,



it will have consequences on the supply of the labour market and professionals in the pilot sites.

Nevertheless, this development can also be seen as a chance for these pilot sites. Conceivably could be the adaption of the specific demands of elderly. The pilot sites can enhance their attractiveness and gain in importance for these aging groups, whereby the natural development of a decreasing population can be mitigated by an immigration of elderly.

- 2<sup>nd</sup> group: **Neuville sur Saône, Lure, Hollabrunn, Bad Vöslau:**

These pilot sites are characterised by lower rate of employable persons than the agglomeration and high number of elderly. In contrast to the first category, these pilot sites profit from the same or higher value of young people. It can be assumed that they are especially attractive for families with children as a living location. Concerning the group of elderly, the pilot sites are characterised by higher percentage than the agglomeration. This tendency should be analysed.

- 3<sup>rd</sup> group: Plusregion

This pilot site is characterised by a young and employable population. The percentage of young and employable persons is exceeding the values of the agglomeration by far, whereas the number of elderly is under the value of the agglomeration. Considering the distance between Plusregion and the agglomeration (approximately 30 kilometres) as well as the total growing rate with nearby 20 percent in the last 16 years, it can be assumed that the Plusregion profits by immigration of families. This development is a result of a continuing suburbanisation. Therefore in this pilot site, the main challenge is to steer the population growth in a sustainable way and the development of strategies and concepts in order to balance the settlement structure, infrastructures, environmental qualities and economic issues. Often a growth based on suburbanisation goes along with a change of small and medium sized cities towards bedroom cities which should be avoided.

- 4<sup>th</sup> group: Darfo Boario Terme

The pilot site Darfo Boario Terme reflects the same age distribution as the related agglomeration, whereas the small differences are not able to generate disadvantages concerning the age distribution.

Figure 16 partly confirms the thesis of the categorisation of the pilot sites. According to figures 14 and 15, it could be expected that pilot sites with a high number of elderly have to show a low number of persons per household. Because of the life circle, the average size of households is shrinking by an increasing number of elderly.

The three pilot sites Voghera, City and County of Garmisch-Partenkirchen which are affected by an increasing population over 65 years have the lowest average size of households with 1.6 respectively 2.1 persons per household. Whereas the Plusregion confirms the result in the opposite direction, the region with the highest percentage of youth and employable persons also possesses the highest average size of households with 2.7 persons per household.

Figure 16 : Average of the Household Size of the Pilot Sites

Pilot Site	Average Size of Households (number of persons)
Neuville sur Saône	2,5
Lure	2,3
Voghera	2,1
Darfo Boario Terme	2,4
City of Garmisch-Partenkirchen	1,6
County of Garmisch-Partenkirchen	2,07
Plusregion	2,7
Hollabrunn	2,3
Bad Vöslau	2,3
Koper	2,6

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

In all other pilot sites live between 2,3 and 2,5 persons per household. An exception is the Slovenian pilot site Koper. The explanation for the value of 2,6 persons per household could be found in the circumstances that on the one hand Koper is a city with an university where living communities are popular, and on the other hand it is possible that this can be ascribe to the disparity of lifestyles. It is conceivable that the residence time of young people is much longer in the parents' home than in other countries.

Next to the quantitative data the partner report following assessments:

The pilot sites Koper, City and County of Garmisch-Partenkirchen and the Plusregion assumed an increasing population of people over 65 years. The steady increase is caused by the natural development of a subsiding birth rate and partly by the immigration of elderly. City and County of Garmisch-Partenkirchen are the only pilot sites where the number of inhabitants is supposed to decrease in the next 20 years.

Especially Lure and Koper have a need of action to improve the attractiveness of the city centre as location for living. The population in the city centres decreases and consequences like vacancies and running down of the central functions expanded, whereas the population of the surroundings is growing. The heterogenic development of the population is also an important topic for Hollabrunn. Hollabrunn is divided into the main city and 22 settlements in the surrounding area. The small settlements are also affected by a decreasing population whereas others, such as the city Hollabrunn itself are growing areas.

All these challenges require new strategies of the spatial development and an adaption of social and technical infrastructures.



The diagnosis data draws a quick but suitable picture of the population situation in the pilot sites. In relation to the data of the related agglomerations, they give first hints for future or current challenges. Only migration data (in migration and out migration) should be amended and if possible collected by age.

### 3.2. Economy in the Pilot sites

Within the diagnosis, the InnoCité partner agreed to collect the following data:

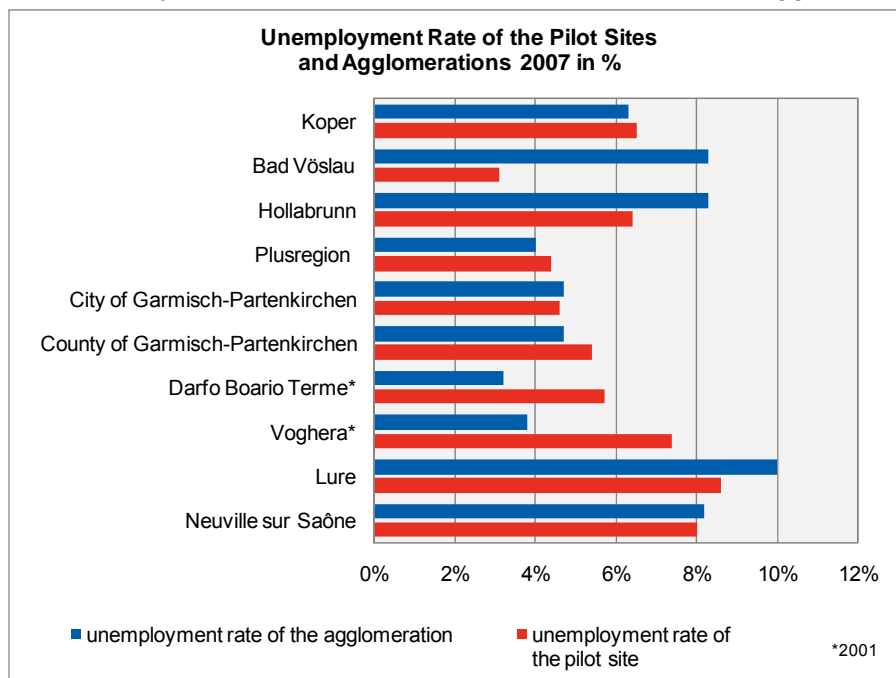
- GDP per person in Euro in the pilot site from 1991 till 2007, as indicator for the economic power of the pilot site,
- Average household income in 2007 of the inhabitants in Euro, in order to assess the economical situation of the inhabitants,
- Percentage of school leavers with a high school graduation, in order to have an impression on the future work force potential, the needs for higher educational facilities and the innovation power of the pilot site,
- Employees in the different sectors in percent from 1991 till 2007 and the number of enterprises in the different sectors (2007), as indicator for the economic situation and existing work forces
- Unemployment rate in the pilot site from 1991 till 2007 in percent, in order to assess the situation of the employment market

Unfortunately, the data “Average Household Income in 2007 of the Inhabitants” was in half of the pilot sites not available for the local level. There was a problem with the indicator “Percentage of School Leavers with a High School Graduation” for some pilot sites, too. The economy is one of the most influential factors which have effects on the pilot sites’ attractiveness and competitiveness.

In figure 17, the unemployment rates of the pilot sites (red colour) are shown. Because of the different situations in the countries, it is also necessary to extend the point of view to the related agglomerations which are presented in the figure as well.



Figure 17 : Unemployment Rate of the Pilot Site in Contrast to the Agglomeration in 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

In figure 17 is shown that two types of pilot sites can be distinguished. One half of the pilot sites has a lower unemployment rate than the agglomeration (Neuville sur Saône, Lure, City of Garmisch-Partenkirchen, Hollabrunn, Bad Vöslau) and the other half has a higher unemployment rate than the agglomeration (Voghera, Darfo Boario Terme, County of Garmisch-Partenkirchen, Plusregion, Koper). In half of the relations between the pilot sites and agglomerations are differences of the unemployment rate of less than one percent. But there are also examples where the differences are much higher. The situation of the Italian pilot sites Voghera and Darfo Boario Terme is extreme. These pilot sites have an unemployment rate which is nearly two times higher than the ones in the agglomerations. But the data related to the year 2001 does not reflect the status quo. On the opposite, there are the Upper Austrian pilot sites Hollabrunn and Bad Vöslau, which have an unemployment rate which is below the agglomeration's value.

The average unemployment rate in the 27 European Union countries was 7% in 2007. The majority of the pilot sites is below this value except Lure, Voghera and Neuville sur Saône. While the unemployment rate of Neuville sur Saône and Lure reflect more or less the unemployment rate of the agglomeration Greater Lyon and Belfort-Montbeliard. Voghera is one of the pilot sites which is extremely disadvantaged regarding the agglomeration of the Province Milano. Similar is the situation of Darfo Boario Terme, but the differences are not as high as in Voghera. A reason for the high contrast to the pilot sites and the unemployment rates of Vienna and Bad Vöslau / Hollabrunn could be found in the circumstances that the unemployment rate of Vienna excludes the surroundings (as for example in Upper Bavaria) In addition, it can be assumed that these facts increase the unemployment rate and foster



the differences between agglomeration and pilot site in comparison to the other pilot sites.

In the following figure 18, the unemployment rates of the pilots are confronted with the once from the related agglomerations.

Figure 18 : Cross Table: Unemployment Rate in the Pilot Sites and Agglomerations

Unemployment Rate in the Pilot Site is....	Unemployment rate in the agglomeration is...		
	< 5% (Province of Milan, Province of Brescia, Upper Bavaria, Flachgau)	5-7% (Obalno-kraška)	> 7% (Greater Lyon, Belfort- Montbeliard, Vienna)
...Lower than the One of the Agglomeration	▪ Bad Vöslau	▪ Hollabrunn	▪ Lure
...Nearly the Same than in the Agglomeration (Difference max. 1%)	▪ City of Garmisch-Partenkirchen, Plusregion	▪ County of Garmisch-Partenkirchen, ▪ Koper	▪ Neuville sur Saône
...higher than the one in the Agglomeration		▪ Darfo Bario Terme	▪ Voghera

Source: Fact Sheets, Work Package 4, Action 4.3.

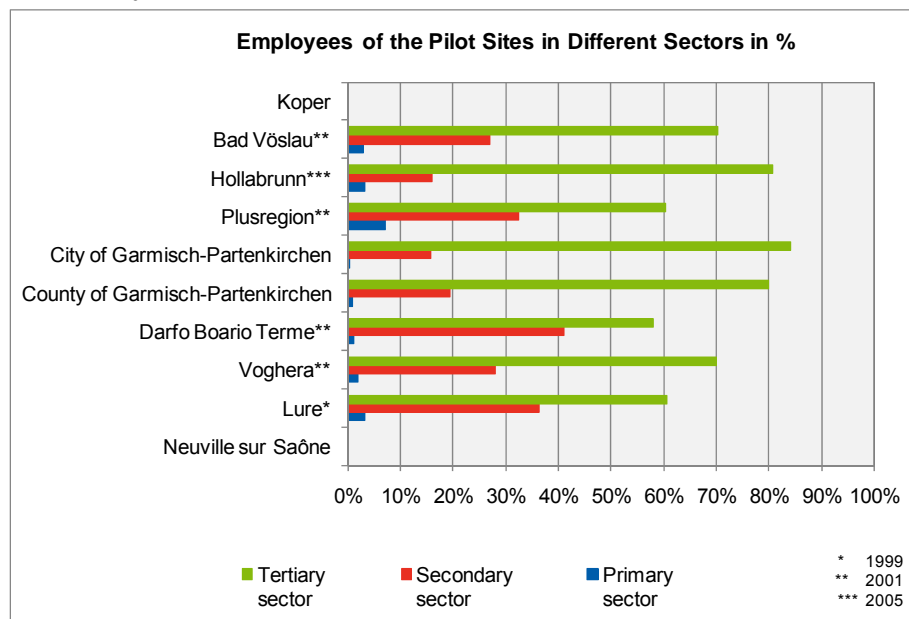
Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

There are two problematic developments which require - in regard to a high quality of live - actions: a high rate of unemployment in general and a surpassing unemployment rate of the pilot site in contrast to the agglomeration. This fact could foster migration.

Additionally of interest is in which sectors the employees work (compare figure 19), to explain and perhaps even be able to forecast the future situation for employees. Unfortunately, the data collection in the pilot sites reveals that more than half of the data does not reflect the current situation.



Figure 19 : Employees of the Pilot Site in Different Sectors



Source: Fact Sheets, Work Package 4, Action 4.3.  
 Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

The importance of the primary sector as employer is decreasing since decades. The percentage of employees in this sector is the lowest corresponding to all pilot sites. The Austrian pilot site Plusregion obtains the highest values with over 7 percent through the employees who work in the primary sector. The value of the Plusregion exceeded the Austrian and European average which was 5,7 percent in the EU 27 in 2008<sup>2</sup>.

Also a spread picture is shown in the secondary sector which includes the producing industries. The values of the pilot sites vary between 15 and 40 percent. The lowest value in the producing sector can be found in the pilot site City of Garmisch-Partenkirchen closely followed by Hollabrunn and the County of Garmisch-Partenkirchen. The highest value of 41 percent on the secondary sector possesses the pilot site Darfo Boario Terme.

As might be expected, the highest rate of employees working in the tertiary sector. This sector includes services such as trade, logistics, tourism as well as the banking and insurance sector and the public sector. In all pilot sites more than half of the employees work in the service sector (tertiary). With 84 percent the City of Garmisch-Partenkirchen reaches the highest value. This can be explained by a high number of persons who work in the local and regional administration, the tourism and the health sector. Darfo Boario Terme, Lure and Plusregion are the pilot sites with the lowest share of employees in the tertiary sector.

The differences of the single shares by the employees per sectors can be a result of different data collections in the countries.

<sup>2</sup> European Economic Statistic, S. 90 [http://epp.eurostat.ec.europa.eu/cache/ITY\\_OFFPUB/KS-31-09-001/EN/KS-31-09-001-EN.PDF](http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KS-31-09-001/EN/KS-31-09-001-EN.PDF)



In relation to other pilot sites, it can be summarised:

- Darfo Boario Terme and Plusregion are characterised by a low unemployment rate and an exceeded number of employees in the primary and secondary sector.
- Lure is relatively dominated by a labour market which is based on producing industries, but the unemployment rate is above the pilot sites' average.
- Voghera and Hollabrunn have a relatively high unemployment rate and a majority of employees who work in the tertiary sector.
- County and City of Garmisch-Partenkirchen as well as Bad Vöslau have a low unemployment rate and a majority of employees who work in the tertiary sector.

Because of a lack of data, it is not possible to give any statements about Neuville sur Saône and Koper.

One possible explanation for the different economical types can be seen in the geographical and natural space characteristics of the pilot sites.

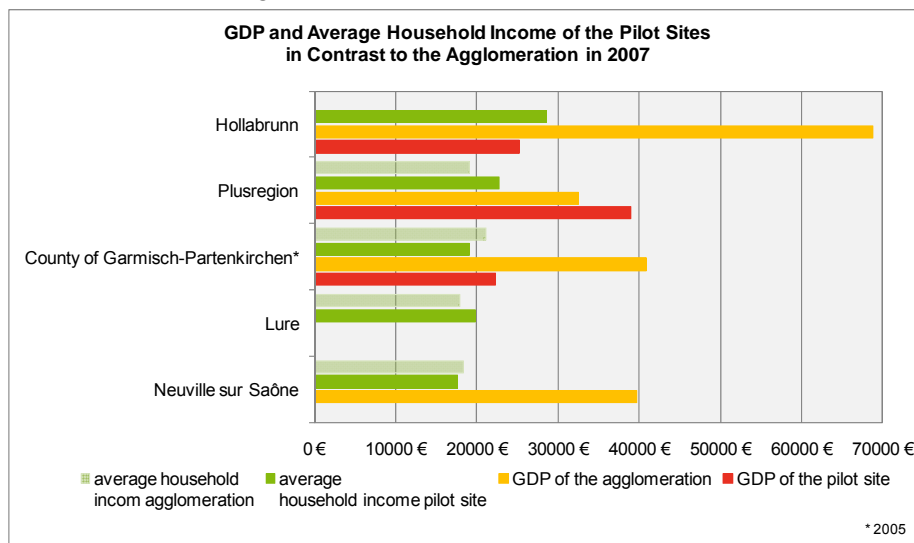
Conceivably the fact that Darfo Boario Terme, Plusregion and Lure are so close to the related agglomerations could be a location advantage for industries. The differences between the unemployment rates could be explained by the types and diversity of industries. In Plusregion are a lot of small and medium sized companies with different products located, whereas Lure's economy is mainly depending on the car and wood industry.

The other pilot sites are dominated by the service based economy. Especially, the pilot sites City and County of Garmisch-Partenkirchen have a high number of employees in services because of the specific strength as a tourism destination and a high density of hospitals, rehabilitation facilities and wellness clinics.

Further information can be collected by a comparison of the GDP and the average household income (as far as it could be collected) which are presented in figure 21. This figure also presents the data of the agglomerations as a reference parameter and to assess the situation of the pilot sites.

Because of a huge lack of data, there are only two pilot sites with all information. In two out of three pilot sites the GDP in the agglomeration is much higher than in the pilot sites. The third one, the Plusregion, presents the opposite. Furthermore, the pilot site Lure shows the same data relation. Neuville sur Saône and County of Garmisch-Partenkirchen have lower average incomes per household than the agglomerations.

Figure 20 : GDP and Average of Household Income of the Pilot Sites



Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

The majority of the pilot sites have an average household income of about 20000 Euros. Only the pilot site Hollabrunn has an exceeded average household income of 28500 Euros. Because of the lower GDP than the average household income in Hollabrunn, it can be assumed that there are a lot of well-off inhabitants who are working in the agglomeration.

The data collected in the field of the economic situation of the pilot sites is appropriate to get some hints for future challenges. Particularly in dominant agglomerations and in the change towards a knowledge and ICT-society, metropolitan cities have advantages as opposed to small and medium sized cities because of relevant infrastructures density (research and development, universities, economical networks, vocational training facilities etc.). The fact that most of the pilot sites have no clue or appropriate data about the educational situation (school leavers and their graduations) is, in times in which Europe needs to strengthen the position as knowledge hub while production enterprises move to cheaper destinations, not a good basis for actions. It is necessary to have a look at administration levels in the partner countries which are responsible for educational tasks, in case the local level is simply the wrong level for this data.

### 3.3. Tourism in the pilot sites

The InnoCité partnership decided to collect next to general economical data separately tourism data because tourism popularly plays an important role in the Alpine Space. This decision was made in order to be able to verify if this holds true for the pilot sites. Another reason is to take account the objective that the diagnosis should be used by other small and medium sized cities in the Alpine Space. Data collected:

- Seasonal times, in order to get an impression whether the tourism is or could be of economical relevance for the pilot site,
- Beds per 1000 inhabitants in 2007 and overnight stays per 1000 inhabitants in 2007, in

order to assess if tourism is already an important economical factor,

- Ratio of secondary residents in percent, as indicator for the attractiveness of the pilot site but also to get hints if there are parts of the pilot site which are less lively.

The requested data in the diagnosis grid was available except in the pilot sites Darfo Boario Terme and Voghera.

Tourism can be an economical factor. Especially cities which are located in the Alpine Space seem to be predestined as destinations for tourism. This chapter deals with the assessment of the tourism as an economical factor.

The measurement of the intensity of the tourism sector in the pilot sites was difficult. It can only be recognised three pilot sites with an exceeding relevance of the tourism branches. Figure 22 presents the “Number of Beds per 1000 Inhabitants” as well as the “Number of Overnight Stays per 1000 Inhabitants”. As standard of comparison, the number of inhabitants is also presented in the table.

Figure 21 : Tourism of the Pilot Sites

Pilot Site	Beds per 1.000 Inhabitants	Overnight Stays per 1.000 Inhabitants	Number of Inhabitants	Percentage of the Secondary Residents
Neuville sur Saône	3	No Data	7 092	1,7
Lure	3,34	282	18 271	3,0
Voghera	-	-	-	-
Darfo Boario Terme	-	-	-	-
City of Garmisch-Partenkirchen	239	34 243	26 148	6,0
County of Garmisch-Partenkirchen	241	32 944	86 872	6,8
Plusregion	21,6	1 978	15 166	1,6
Hollabrunn	17,9	1 640	11 265	13,2
Bad Vöslau	89,2	8 648	11 217	-
Koper	82	6 008	50 708	-

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Especially the City of Garmisch-Partenkirchen features a high number of beds per inhabitants as well as a high number of overnight stays per inhabitant equally as the County of Garmisch-Partenkirchen. Obviously lower values, but in contrast to the other pilot sites higher once, have the pilot site Koper and Bad Vöslau. In all the other pilot sites, tourism seems to be not an essential matter of the local economy.

The off seasons in all pilot sites are in autumn and winter, from October/ November till March/ April. The County and City of Garmisch-Partenkirchen have solitary acceptable performance.



They are advantaged by the landscape. With mountains of 1000 metres and higher, the region is convenient for winter sports which means the off season in these pilot sites is limited by the month of November and March.

Another interesting aspect is the ratio of secondary residences. The high rate of secondary residences in Hollabrunn must be relativised by the fact that there are statistical differences between the countries. According to the explanation of PP4, the 13 percent depends on the circumstances that Hollabrunn has an exceeded rate of apprentices and students. These groups often register as secondary residences. The share of secondary residences in the City and County Garmisch-Partenkirchen is based on the attractiveness as holiday and weekend destination. A lot of apartments are secondary residences in these pilot sites. The differences between Hollabrunn and City/County of Garmisch-Partenkirchen are the using time and the consequences for the cities. It can be assumed that in Hollabrunn the majority of secondary residences are more or less in daily use, whereas the number of vacant apartments over long periods during the year in the City and County of Garmisch-Partenkirchen is much higher. This means that these pilot sites are forced to have the appropriate infrastructure available. This is linked with high costs for the municipalities and permanent inhabitants.

The pilot sites which profit from tourism reported additionally to the data more or less the same challenges for the further development of this branch. Especially, City and County of Garmisch-Partenkirchen as well as Koper, they mentioned that there is a lack of high quality accommodations for tourism. The potential of these pilot sites are much higher than the current situation shows. The City and County of Garmisch-Partenkirchen recognise a decline in overnight stays and duration of stays, but in contrast an increasing number of daily tourism especially in the winter month.

A lack of adequate and qualified staff and services in the tourism sector was reported, too. This development is partly caused by the low wages in the tourism sector. Equally, the tourism as an economical factor is limited by the season. These two aspects explain the increasing importance of seasonal staff that has a low-wage job. Other obstacles are the missing investments in the tourism infrastructure and the fact that there are different demands from local inhabitants and tourists.

But not only the “main” tourist destinations are affected by a lack of high qualified accommodations, also pilot sites like Hollabrunn and Plusregion report a deficit. Most of the pilot sites are aware of the tourism potentials but there are lacks to develop a strategy or implement existing ideas and plans. Some pilot sites such as Neuville sur Saône currently works on new strategies to improve the conditions for daily and long-term tourism by extending the recreation and leisure offer.

The requested data of the diagnosis grid is appropriate to get an impression of the tourism sector in the pilot sites.



### 3.4. Commercial Offer in the Pilot Sites

Data collected:

- Sales area, sales area food and sales area non food in square metres per inhabitant from 1991 till 2007, to get some suggestions about the structure of the offer
- Vacancy rate in retail in 2007 in %, to get to know whether the pilots have problems in the retail sector
- People living in the catchment area in 2007 (number), in order to know something about potential customer

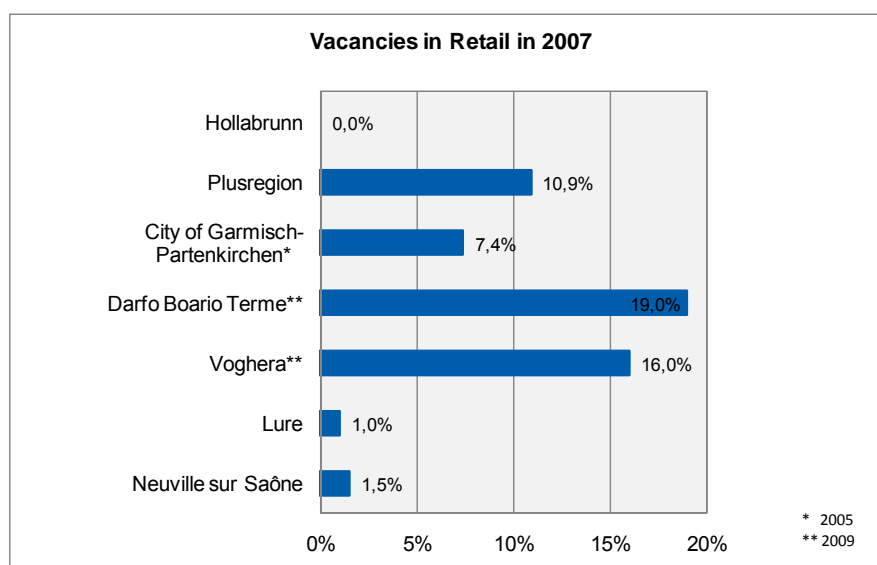
The data concerning the catchment area was not available in most of the pilot sites.

Small and medium sized cities often have a high importance as supply centres for the regions. An increasing mobilisation of people changed the importance of such cities for supply with daily or frequent goods. Especially small and medium sized cities in the commuting area of agglomerations and urban centres lose their supply functions more and more. Another aspect that influences the development and function of the city centres is the tendency of increasing retail units and retail companies moving in the outskirts.

All pilot sites report a loss of importance of the city centres. More than half of the pilot sites strive against vacancies in retail as it is shown in figure 22.

The average of vacancy rate in the pilot site is 8 percent. But as it is obvious in figure 22, there are three pilot sites with a negligible vacancy rate whereas the other pilot sites have to handle a vacancy rate between 7 and 19 percent. The individual sense and the location of the vacancies decide about the intensity of impacts of the vacancies for the city centres. A vacant shopping centre in the outskirts seems not as dramatic as a vacant shop with a lower sales area in the inner city. Nevertheless, the majority of the pilot sites mentioned that malls and shopping centre in the outskirts result in a loss of purchasing power and attractiveness of city centres.

Figure 22 : Vacancies in Retail in 2007



Source: Fact Sheets, Work Package 4, Action 4.3.

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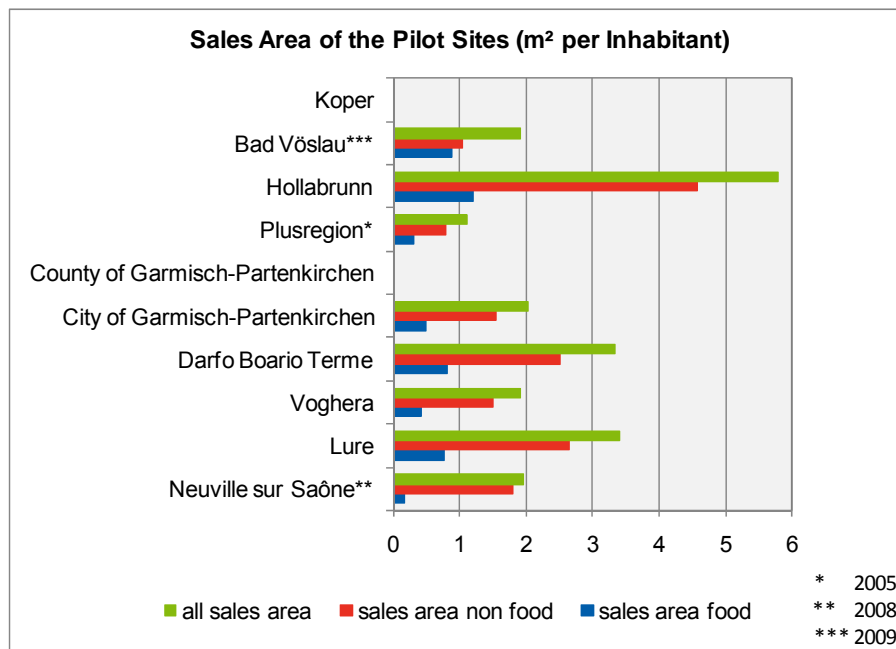
Old town centres such as Koper are extremely affected by this problem that is reinforced by bad accessibility (e.g. problem of parking space) and moreover unadjusted building structures (that means e. g. to small units for shops). With different instruments the pilot sites try to improve the attractiveness of the city centres as well as the quality of stay. For example the City of Garmisch-Partenkirchen engaged a city centre manager. The task of the city centre manager is to enhance the cooperation between the retailers, pool forces for common events etc. Neuville sur Saône starts a real estate project which expects a creation of 800 m<sup>2</sup> commercial space.

The aims of all pilot sites can be concluded as to:

- Improve the quality of stay and attractiveness,
- Improve the cooperation between the retailers (same opening hours, implementation of events, etc.),
- Improve the marketing of the city centres,
- Improve the accessibility.

All the measures should work against the running down of the retail function of the city centres and stabilisation of the current situation. Also pilot sites such as Hollabrunn with no vacancies and a high rate of commercial space, as shown in figure 24, need to work in this field to hold their position. The range of goods and structure of retail must be adapted at all times to the demand of the (changing) population.

Figure 23 : Sales Areas of the Pilot Sites



Source: Fact Sheets, Work Package 4, Action 4.3.

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The requested data gives a very first impression concerning the situation of the retail sector, but the catchment area usually is only available if there exists a retail study which analyses



the purchasing power and purchasing power drain and inflow. The catchment area is not only depended on the distances but also on different parameter such as commuter connections etc. In order to be in the position to assess the importance of the pilot sites as retail centre for the region, the role of the pilot in the region needs to be ascertained.

Sales areas should be interrelated to purchasing power.

### 3.5. Accessibility of the Pilot Sites

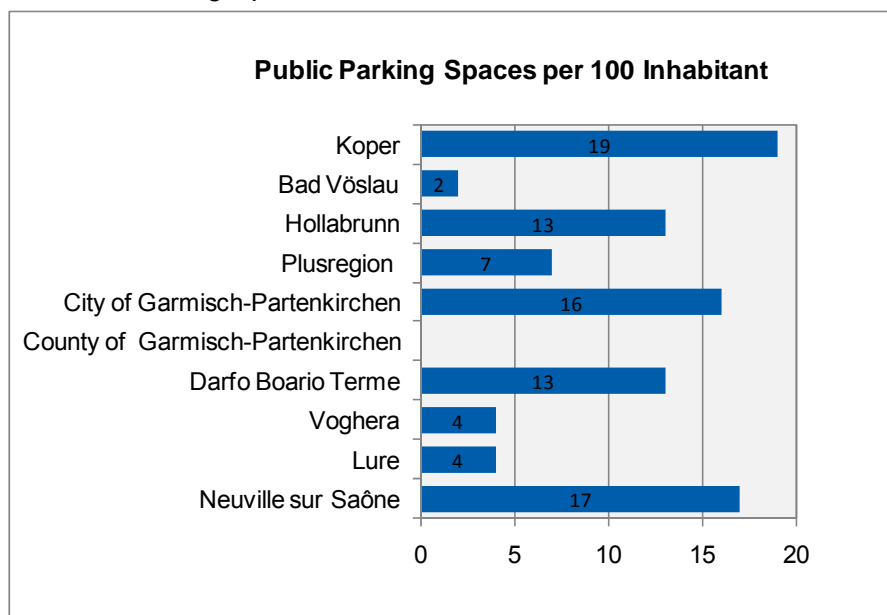
Data which was collected in this field of action:

- Car density in “Cars per household 1997 and 2007”, in order to get an impression how much the households and inhabitants rely on cars as means of transportation.
- Public parking spaces per 100 inhabitants, objective of the raise of public parking spaces per 100 inhabitants was to provide a basis for the assessment whether the city centres of the pilot sites offer enough parking space for residents (to keep city centres multifunctional), and whether they are an attractive retail spot for everybody (to support retail function) and tourists.
- The “Modal split”, modal split was analysed to be able to assess if the pilot sites could develop new traffic concepts to strengthen environment-friendly mobility
- Available “Broadband connection”, in order to get to know whether the pilot sites are well provided with ICT-connection which are not only for businesses an important location factor but they are also for inhabitants essential.

In the majority, the pilot sites were not able to provide the data “Car Density”.

The collected data juxtaposition:

Figure 24 : Public Parking Spaces in the Pilot Sites



Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Figure 25 : Modal Split of the Pilot Sites

Pilot Site	Mobile Individual Transport in % (cars, motorcyclist)	Public Transport in % (street / rail bound traffic)	Non-Mobile Individual Transport in % (bikes, pedestrians)
Neuville sur Saône	30 %	14 %	56 %
Lure	78 %	13 %	9 %
Voghera	35 %	14 %	51 %
Darfo Boario Terme	61 %	7 %	32 %
City of Garmisch-Partenkirchen	-	-	-
County of Garmisch-Partenkirchen	-	-	-
Plusregion	67 %	12 %	21 %
Hollabrunn	62 %	14 %	23 %
Bad Vöslau	63 %	14 %	23 %
Koper	53 %	10 %	37 %

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

The pilot sites did not mention a deficit of accessibility with modern information and communication technologies (internet connection). Because of a lack of data, it is not possible to give an overview of the development and the status quo concerning the speed of internet connection as well as the accessibility per household. From the Eurostat data, it can be assumed that the accessibility of faster connections will be improved in the next years. Nevertheless, the data of Italy and Lombardy region are the lowest ones and they have the lowest growing rate.<sup>3</sup> For competitiveness on local, national and international level, it is more and more important for small and medium sized cities to possess such location advantages to hold and improve their regional position.

The partner reported additional to the data collection individual deficits, but mostly the pilot sites are already working on their deficits. For example, one part of the pilot site Plusregion; Straßwalchen, is affected by a lack of public parking spaces and a huge traffic volume through the city center. With the help from a student's competition, they are searching for solutions. Equally the situation of a missing train station in the town centre of Neuville sur Saône will be improved in the next years. The County of Garmisch-Partenkirchen has a deficit of an area-wide fast internet connection, such as broadband. The situation will be improved with national and federal support.

The data collected under the point of view of accessibility of the pilot sites is not significant to assess the situation and the challenges of the cities in this field of action.

<sup>3</sup> <http://epp.eurostat.ec.europa.eu/tgm/table.do?tab=table&init=1&language=de&pcode=tin00066&plugin=1>,



The car density in cars per household could not be collected in most of the pilot sites. But all reported an increasing number of cars (per person or per household) and this fact is hardly surprising.

To assess whether a city offers enough parking spaces for residents in the city centres and whether it is an attractive spot for shopping for inhabitants, tourists and visitors, different data is needed:

For example for residents: number of living units and related parking space (private or public), number of customers related to different shop types etc. This data is usually not collected in statistical reports but needs to be collected in specific surveys for which was no time in the runtime of the InnoCité project.

Modal split was analysed to be able to assess if the pilot sites could develop new traffic concepts to strengthen environment-friendly mobility. But to be able to analyse this field of action again different data is needed. Moreover, for an integrated urban development would be more interesting an analysis of different traffics (commuting, leisure traffic, etc.), distances and transport choices. Additionally of interest could be besides the distance and time consumption for going to the agglomeration, the traffic connections to other neighbourhood small and medium sized cities and commuter interrelations.

Concerning the accessibility of the pilot sites with modern information and communication technologies (broadband or internet connection), it is not only of interest whether it is provided but also in which quality.

### 3.6. Services Offer / Social Infrastructure in the Pilot Sites

Data collected:

- “Number of Doctors per 1000 Inhabitants” and “Number of medical specialists” settled in the pilot site,
- “Number of Pharmacies per 1000 Inhabitants”,
- “Number of Day Care Facilities per 1000 Children”
- “Existence of Basic and Extended Services” (post, banks, theatre etc.) yes / no
- “Number of Schools”, divided in primary and secondary schools (2007) including “Pupils per Teacher” at the schools,
- “Number of Sport Facilities”,
- “Existence of Regional or Higher Administrations”.

All this data is part of the diagnosis grid because the InnoCité partnership regards it as essential precondition to provide basic supply for inhabitants (quality of life).

The data “Pupils per Teacher” and “Existence of Regional or Higher Administration” was not collected in some pilot sites.

The diagnosis concerning the services and social infrastructure can be divided into two parts. The first part describes the situation of the medical health care and the supply with facilities for children, like kindergarten and schools as well as the facilities for elderly care.

The second part gives an overview about establishments of service offer and culture such as banks, library and theatre.



As shown in the tabular roundup, figure 26, in all pilot sites are doctors and pharmacies located. The medical care of doctors per 1000 inhabitants is varying in the different pilot sites. The average of all pilot sites is 2,6 doctors per 1000 inhabitants. The European average is roundabout 3 doctors per 1000 inhabitants<sup>4</sup>. The health care of Lure and Darfo Boario Terme seems to be underdeveloped. Neuville sur Saône and Hollabrunn possess a high number of doctors. Equally all pilot sites are equipped with pharmacies. One pharmacy sustains between 2000 and 5000 inhabitants. There is only the exception of Voghera with the exceeding value that one pharmacy sustains only 360 people.

Figure 26 : Overview about Health Care and the Supply for Children and Elderly

Pilot Sites	Doctors per 1.000 Inhabitants	Pharmacies per 1.000 Inhabitants	Care Facilities for Children	Primary Schools	Secondary Schools	Care Facilities for Elderly
Neuville sur Saône	5,2	0,5	X	X	X	X
Lure	0,7	0,3		X	X	X
Voghera		2,8	X	X	X	X
Darfo Boario Terme	0,9	0,2	X	X	X	X
City of Garmisch-Partenkirchen	2,5	0,4	X	X	X	X
County of Garmisch-Partenkirchen	2,1	0,4	X	X	X	X
Plusregion	1,9	0,2	X	X	X	X
Hollabrunn	4,8	0,2	X	X	X	X
Bad Vöslau	2,9	0,2	X	X	X	X
Koper	2,3	0,2	X	X	X	X

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Concerning the day care and education facilities for children, it can be mentioned that in all pilot sites are either Kindergarten or something alike as well as primary and secondary schools existing. Also there are care facilities for elderly in all pilot sites, but there is no declaration about the quality, means if these fulltime facilities, retirement's home with a medical service etc.

Every pilot site possesses a post office, a bank and a library. In addition, in more than half of the pilot sites exist a theatre, a cinema and a conference centre. Because of a missing definition in the questionnaire, the facts about existing facilities such as cinema, theatre and conference centre give no information about the size and the frequency of events.

<sup>4</sup> Rough estimate

<http://epp.eurostat.ec.europa.eu/tgm/table.do?tab=table&init=1&language=de&pcode=tps00044&plugin=1>

In only two pilot sites, Neuville sur Saône and Lure is no museum located. But all pilot sites offer their inhabitants and visitors more than five sport facilities.

Figure 27 : Overview of Service Offer and Cultural Facilities

Pilot Site	Post	Bank	Library	Theatre	Cinema	Conference Centre	Museum	Sport facilities
Neuville sur Saône	X	X	X	-	X	X	-	X
Lure	X	X	X		X	X	-	X
Voghera	X	X	X	X	X	X	X	X
Darfo Boario Terme	-	-	-	-	-	-	-	-
City of Garmisch-Partenkirchen	X	X	X	X	X	X	X	X
County of Garmisch-Partenkirchen	X	X	X	X	X	X	X	X
Plusregion	X	X	X	-	-	-	X	X
Hollabrunn	X	X	X	X	-	X	X	X
Bad Vöslau	X	X	X	-	-	X	X	X
Koper	X	X	X	X	X	X	X	X

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Nevertheless, the decline of supply facilities can also be recognised in some of the pilot sites. In the County of Garmisch-Partenkirchen, there are local affiliates of banks and post offices threatened by closing.

Currently the supply of services seems to be ensured in the pilot sites. But the development of an aging society with a growing group of limited mobile persons requires the adaption of the accessibilities. For a balanced development of the pilot sites, the following requirements should be considered and implemented:

- Accessibility of daily goods and basic services for limited mobile population,
- Coexistence of employment and family,
- Sufficient facilities of elderly and children care.

Some of the pilot sites already perceive the deficits and work on the improvement of the situation. Hollabrunn expands the care facilities for elderly and will build barrier-free apartments. Others have planned to improve the quality of life with a swimming bath which should be built in the next years. But most of the pilot sites are not attuned to the development of the aging population. They remarked for example a deficit of barrier-free



living possibilities and of health care for elderly. The current development seems to lag behind the demand.

Challenges for small and medium sized cities in this field of action are probably more to adapt the services and infrastructures to the future needs of inhabitants. These challenges vary whether the cities face an increasing or decreasing population and concerning the age distribution of the inhabitants and need a public discussion about the wished level of provision with infrastructure and financial possibilities. Because all data were more or less easy to collect, there is no need to change the diagnosis grid. But it should be regarded more as an easy warning system for local and regional debates about qualities in service supply.

### 3.7. Urban Situation in the Pilot Sites

The urban situation of the pilot sites was checked by

- the “Ratio of Settlement Areas in Relation to the Whole Surface for 1997 and 2007”, in order to be able to assess the settlement pressure and development of new settlement areas,
- the “Percental Distribution of Different Functions” (residential, retail and industrial, green, recreation), in order to have a quick overview of the pilot site’s structure,
- “Real Estate Market Prices”, in relation to the “Real Estate Prices in the Agglomeration” this can be an indication of suburbanisation or migration reasons for enterprises and inhabitants
- the “Ratio of People Living in Personal Property” and the “Average Living Space per Person” to get indices about the current situation of the real estate market,
- the “Ratio of Preserved Buildings in the City Centres”, as indicator for the ability to act and react quickly in order to adapt the building structures to current needs,
- the naming of relevant “Brownfields” in order to get an impression whether the structural changes left critical areas.

The availability of this data shows gaps especially in the field’s “Percental Distribution of Different Functions”, “Ratio of People Living in Their Own Properties”, “Living Space per Person” and existing “Brownfields”.

The size of surfaces in the pilot sites vary from 5,5 km<sup>2</sup> to over 1000 m<sup>2</sup>. The differences are on the one hand caused by the focus of the project partners and on the other hand by different administrative structures. Neuville sur Saône has the smallest surface with 5,5 km<sup>2</sup> as well as the lowest number of inhabitants. The County of Garmisch-Partenkirchen is an area which includes more than 20 villages and smaller cities and has a surface of 1012 km<sup>2</sup>. Figure 28 presents the surface of the pilot sites and their number of inhabitants.

Because of the different data availability, it is not possible to give an overview about the urban uses of the areas in the pilot sites. But according to the existing data, it can be concluded that in the pilot sites County and City of Garmisch-Partenkirchen, Hollabrunn and Bad Vöslau, the rate of covered urban land was growing between 1997 and 2007. The area which is covered by urban uses should be seen in proportion to the total surface.

Figure 28 : Overview of the Urban Situation

Pilot Site	Surface	Number of Inhabitants
Neuville sur Saône	5,47	7 093
Lure	187	18 271
Voghera	63,28	38 421
Darfo Boario Terme	36,89	14 745
County of Garmisch-Partenkirchen	1 012,23	86 872
City of Garmisch-Partenkirchen	205,66	26 148
Plusregion	103,51	15 166
Bad Vöslau	38,74	11 217
Hollabrunn	152,3	11 265
Koper	12,9	23 471

Source: Fact Sheets, Work Package 4, Action 4.3.

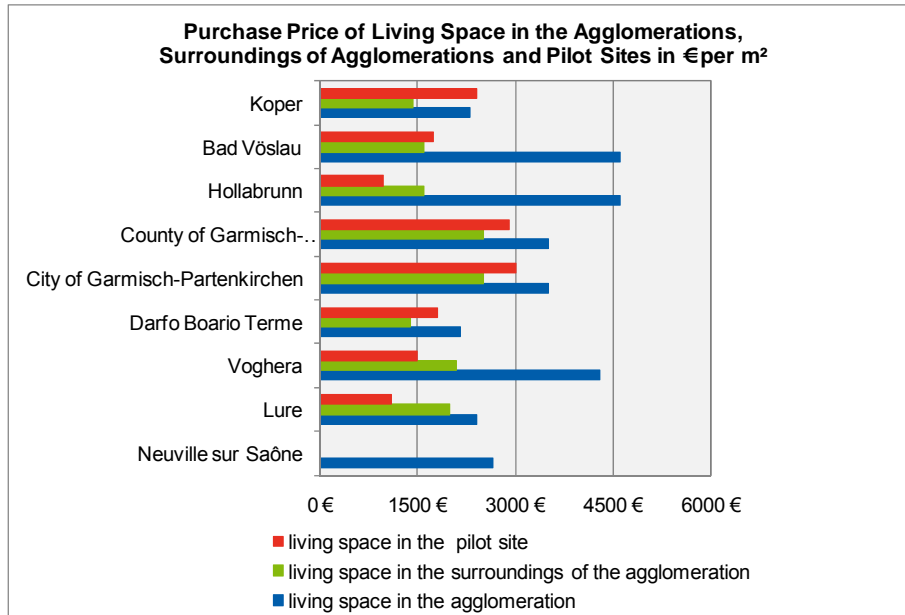
Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

An interesting aspect concerning the further development of population and settlement is the comparison of the purchasing price of living space in the agglomerations in contrast to the pilot sites. It can be assumed that living space in smaller cities within the draw area of agglomerations is cheaper. Figure 29 presents the purchasing price of living space in the agglomerations as well as the ones of the surrounding areas of the agglomeration and the ones in the pilot sites.

In Lure, Voghera and Hollabrunn real estate prices in the agglomerations as well as in the surroundings of the agglomeration are higher than in the pilot sites. In the case of Darfo Boario Terme, City and County of Garmisch-Partenkirchen as well as Bad Vöslau the purchase price of the surroundings are cheaper than in the pilot sites. Koper is even more expensive than the agglomeration. This is attributable to the chosen agglomeration area which excludes the agglomeration Trieste itself as well as the fact that Koper is located on the seaside and very popular for residences. The popularity is also the reason for the high prices of City and County of Garmisch-Partenkirchen which are reinforced by an overheated real estate market. Rising real estate prices can be also an indicator for a lack between offer and demand.



Figure 29 : Comparison of the Purchase Price for Living Space in the Agglomerations and Pilot Sites



Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

The purchasing prices of living space vary in the agglomerations between 2100 Euro and 4600 Euro per square metre and 980 Euro to 3000 Euro per square metre in the pilot sites. The biggest contrast in the purchasing prices of living space exists between the agglomeration Vienna and the pilot site Hollabrunn with a difference of 3620 Euros. As the purchasing prices, the prices of rented living space vary from five Euro per square metre to ten Euro in the pilot sites. The average of the pilot sites is 7,50 Euro per square metre. The City and County of Garmisch-Partenkirchen, Bad Vöslau and Koper exceed this value whereas Lure, Voghera, Plusregion and Hollabrunn drop below.

The “Living Space in Square Metre per Person” could not be collected in all pilot sites, but the existing data varies considerably. The same phenomenon holds true for the percentage of “People Living in Their Own Property” and “in Rental Flats” (figure 30).

Figure 30 : Housing Conditions in the Pilot Sites

Pilot Site	Living Space in m <sup>2</sup> per Person	Percentage of People Living in Their Property	Percentage of People Living Rental Flats
Neuville sur Saône	-	-	-
Lure	-	45,2	48,7
Voghera	-	-	-
Darfo Boario Terme	23,25	-	-
County of Garmisch-Partenkirchen	44	42	58
City of Garmisch-Partenkirchen	45	-	-
Plusregion	43	53	47
Bad Vöslau	-	-	-
Hollabrunn	43,4	72,4	27,6
Koper	31,67	-	-

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

The following table (figure 31) presents information about brownfields in the pilot sites. With the exception of five terrains, all brownfields are located in the inner city.

Brownfields in city centres have a lot of advantages and disadvantages. On the one hand, they offer the possibility to convert the areas to new uses, such as residential, leisure or commercial areas without converting outskirts green areas for settlement purposes. On the other hand, conversion of huge areas, especially military or industrial areas, means to spend a lot of money to clean up contaminated sites. Another the planning and implementation retarding fact is the structure of the ownership and the acquisition of these areas. In cities with a stable or decreasing population, such an area could be an obstacle for the cityscape. In pilot sites with a deficit of building land, such as Garmisch-Partenkirchen, it opens new opportunities for further development. All pilot sites which are affected by brownfields have a growing population with the exception of Garmisch-Partenkirchen. Concerning the overheated real estate market in Garmisch-Partenkirchen, these areas could not be assessed as an obstacle for the further development in general. It depends on the further uses of these areas and if they could be orientated on the demand in the pilot site.

The majority of the pilot sites mention that there is demand on spatial planning with prudence for further development. Koper, County and City of Garmisch-Partenkirchen have the same problems concerning the real estate market. There seems to be a lack of affordable living space. With high rental costs and purchasing prices of real estate local inhabitants, students, elderly and people with an average or below average income are forced to migrate in the surroundings or in other regions. The high prices are partly caused by the attractiveness for secondary residence and by investors and speculations in real estate. The administrative scope is limited.

Figure 31 : Brownfields in the Pilot Sites

Pilot Site	Brownfields	Size in m <sup>2</sup>	Former Use	Located in the Inner City	
				Yes	No
Neuville sur Saône	-	-	-	-	-
Lure	-	-	-	-	-
Voghera	-	-	-	-	-
Darfo Boario Terme		55 339	Steel Mill	X	
County of Garmisch-Partenkirchen	Murnau	160 000	Military Use	X	
	Garmisch-Partenkirchen	31 700	Industrial Area	X	
	Garmisch-Partenkirchen	80 000	Railroad Property		X
City of Garmisch-Partenkirchen		31 700	Industrial Area	X	
		80 000	Railroad Property		X
Plusregion	Straßwalchen	1 000	Construction Company	X	
	Straßwalchen	10 000	Storage, Petrol Station	X	
Bad Vöslau	Kammgarnfabrik	30 926	Industrial Area	X	
Hollabrunn	Assigned as Industrial Zone	229 800	Agriculture Use		X
	Assigned as Industrial Zone	238 000	Agriculture Use		X
	Assigned as Residential Area	109 600	Agriculture Use	X	
	Assigned as Residential Area	299 300	Agriculture Use	X	
	Assigned as Residential Area	671 300	Agriculture Use		X
Koper	-	-	-	-	-

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Furthermore, the revitalisation and development of the town centres is another important aspect in the pilot sites. Lure has started a project where renewal of buildings is fostered by the administration. Other pilot sites try to improve their competitiveness with the extension of industrial areas or with the commitment of marketing and managing instruments that should



promote the cities and connect local stakeholders.

There are also challenges which can be reduced only by the administration, such as the limitation of urban settlement or the reduction of (heavy) traffic through the inner cities.

Important for a quick overview about the urban situation out of the diagnosis is indeed:

- Was there an expansion of the settlement area and for which functions (residents, industry etc.)?, How is the pilot site positioned in the agglomeration area, as spot for settlements (due to property offers, prices etc.)?, and regarding forecast values for the development of inhabitants: Which are the main tasks for the further development of the settlement area? Forecast of industrial land use needs are hard to get, often it is easier to forecast not how many square metre a city needs for industrial development but how many square metre will be available in the next few years. The data “Ratio of Settlement Areas in Relation to the Whole Surface for 1997 and 2007”, “Percentage Distribution of Different Functions” and “Real Estate Market Prices, in Relation to the Real Estate Prices in the Agglomerations” are useful.
- The “Ratio of People Living in Personal Property” and “Average Living Space per Person” depend on cultural originalities and historic conditions and are important criteria to assess future needs in the housing market (need for single –or multi-family homes, backlog concerning the average living space per person).
- The “Ratio of Preserved Buildings in the City Centres” and “Naming of Relevant Brownfields” are neglectable information and give more hints about who should be involved in the planning processes (participatory approaches).

### 3.8. Environment of the Pilot Sites

The environmental situation was regarded by the following data:

- “Square Metre Recreational Area and Green Area per Inhabitant in 1990 and 2007”, in order to get a clue of the quality of life concerning recreational spaces
- “Number of Smog Days per Year”, in order to get hints whether there is a need for action in the field of air monitoring.

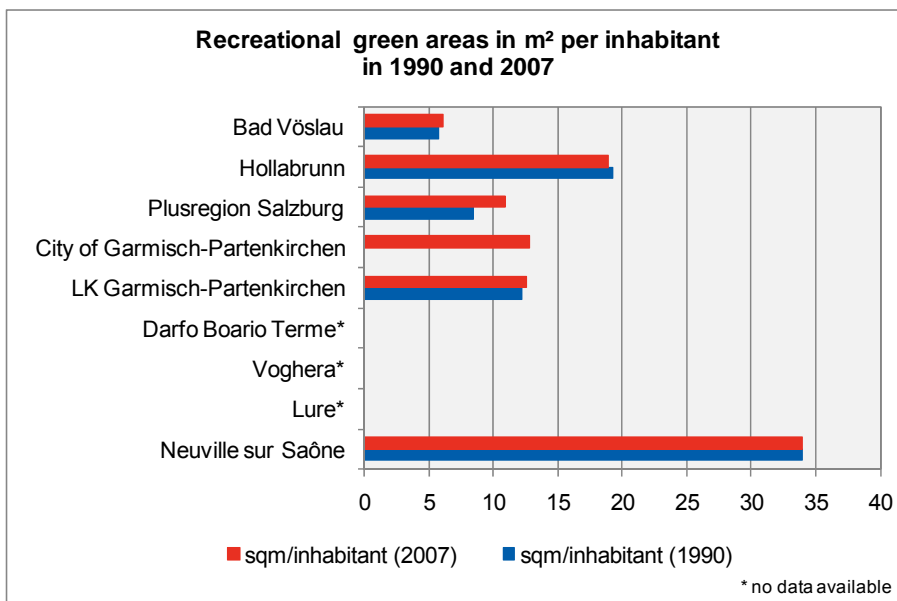
In addition, a description of possible environmental risks in the pilot site was requested. The Alpine Space is affected by manifold environmental risks and it is important that political decision makers are aware of them, but it makes no sense to request them in long data list but just to give a hint that the Alpine Space is a sensitive natural space.

The requested data was not completely available.

In figure 32, the part of recreational green areas in square metres per inhabitants is shown. The data of Neuville sur Saône also seems to be unrealistic. Neuville sur Saône has the lowest surface of all pilot sites with 5,47 square kilometres. A possible explanation could be the fact that the surface of the pilot sites is only the settled area without the belonging surrounding. Nevertheless, it can be noticed that the recreational area in all pilot sites, with the exception of Bad Vöslau, was growing from 1990 till 2007. The average of the recreational area is 12 percent without the data of Neuville sur Saône and County of Garmisch-Partenkirchen. Only Hollabrunn and Koper drop this value.



Figure 32 : Recreation Areas in the Pilot Sites

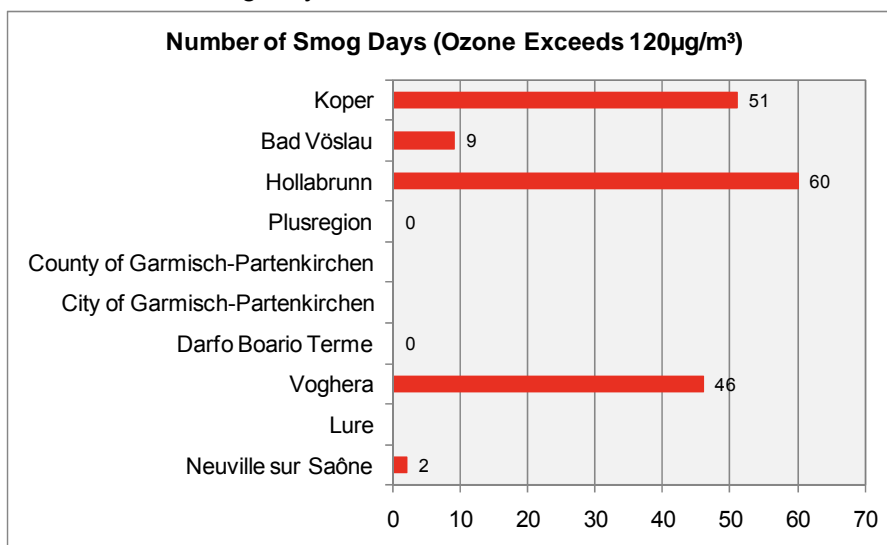


Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Another indicator for the environmental situation is the number of smog days on which the ozone exceeds the value of 120 µg per m<sup>3</sup>. Only two of the pilot site, Darfo Boario Terme and Plusregion never reach this value that marks the border to a danger for health. Neuville sur Saône and Bad Vöslau only achieve such values less than ten times a year whereas all other pilot sites with available data notice an exceeding ozone value between 40 till 60 day a year. These pilot sites have a need for action concerning air pollution.

Figure 33 : Number of Smog Days in the Pilot Sites



Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009



The environmental situation is in all pilot sites different. There are only few similarities of problems such as flooding which affects landscapes in the mountains and coastal landscapes. There are two kinds of environmental risks mentioned in the pilot sites. The first kind is the natural risk which is connected to the location of the pilot sites. Neuville sur Saône is located on a huge river. That effectuates a higher risk of flooding than in other pilot sites. The same problem affects the pilot site Koper, which is located on the Adriatic Sea coast. Flooding is also one of the environmental risks in the County and City of Garmisch-Partenkirchen. The mountain rivers can grow up in a short time and cause devastation. Also parts of the pilot sites are threatened by rock falls, snow and landslides because of the mountainous location. Because of the hydrological situation in Lure there are problems with an increased ground-water table which forces a renewal of the water and sewage pipes.

The second kind of environmental risk is directly induced by humans. Mentioned were pollution of air, water and landscape. Koper reported that there is a deficit of an adequate waste and sewage infrastructure system for the pilot site. Air pollution is always mentioned in the context of a high traffic volume which is noticeable in the pilot site Koper with the cross-border traffic and in Straßwalchen (part of Plusregion) with a through road and increased lorry traffic. There is also a prognosis for an increasing traffic volume of Hollabrunn, where a highway is currently under construction. In the surroundings of Neuville sur Saône are huge chemical and pharmacy companies settled. That means a higher risk of environmental pollution and chemical spill which is associated with a higher health hazard for the population.

Especially the pilot sites which are affected worst by environmental risk, Neuville sur Saône and Garmisch-Partenkirchen possess plans for risks prevention.

Exceedingly active seems to be Hollabrunn concerning the improvement of the environmental situation and of air quality. More than ten years ago, a heat supply station powered by woodchips was established. Also a wind turbine is already located and the private sector started to use the solar power.

Hollabrunn can set a good example to the other pilot sites concerning the improvement of the environmental situation.

For a high quality of life in the city – even in small and medium sized cities with usually green environments, it is essential that inhabitants have the possibility to recreate in public green areas, and besides, trim green space have a positive influence on the city shape.

Besides climate change, air pollution is one of the main problems in cities. At the moment, there are only poorly developed instruments for the measurement of the climate change on local levels, but measuring stations for Ozone are more and more established.



#### 4. Conclusions

Regarding the transnational comparison of the pilot sites and their position in the related agglomerations, it could be summarised that:

As expected, the pilot sites face specific challenges depending on their position in the metropolitan area, on the future development of the agglomeration (which is also very different) and on their own weak points and chances. It will be very interesting which fields of action the pilot sites choose within the InnoCité project and elaborate model-like approaches to enhance the situation in the pilot site. It can be expected that valuable solutions and practice examples will be generated and prospectively available for other small and medium sized cities in Europe.

The pilot sites in general seem to be well positioned. Each pilot site has its own strengths and weaknesses. Nevertheless, there are needs of action in every pilot site to hold or improve the current position.

Figure 34 : Summarising Prominent Results

Population			
Development of Population from 1991 till 2007	Increasing	Stable	Decreasing
	<ul style="list-style-type: none"> <li>▪ Hollabrunn</li> <li>▪ Plusregion</li> <li>▪ Darfo Boario Terme</li> <li>▪ Neuville sur Saône</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bad Vöslau</li> <li>▪ Lure</li> <li>▪ County of GAP</li> </ul>	<ul style="list-style-type: none"> <li>▪ Koper</li> <li>▪ City of Garmisch-Partenkirchen (GAP)</li> <li>▪ Voghera</li> </ul>
Age Distribution in 2007	More than 20% "Elderlies"	Less than 20% Young Persons	
	<ul style="list-style-type: none"> <li>▪ Bad Vöslau</li> <li>▪ Hollabrunn</li> <li>▪ County of GAP</li> <li>▪ City of GAP</li> <li>▪ Voghera</li> <li>▪ Lure</li> <li>▪ Neuville sur Saône</li> </ul>	<ul style="list-style-type: none"> <li>▪ Koper</li> <li>▪ Bad Vöslau</li> <li>▪ Hollabrunn</li> <li>▪ Plusregion</li> <li>▪ County of GAP</li> <li>▪ City of GAP</li> <li>▪ Voghera</li> <li>▪ Darfo Boario Terme</li> </ul>	



Economy			
GDP per Person in 2007 in Comparison to the Agglomeration (if Data was Available)	Higher in the Pilot Site	Lower in the Pilot Site	
	<ul style="list-style-type: none"> <li>▪ Plusregion</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hollabrunn</li> <li>▪ County of GAP</li> </ul>	
Unemployment Rate 2007 in Comparison to the Agglomeration	Higher in the Pilot Site	Lower in the Pilot Site	About the Same (Difference max. 1%)
	<ul style="list-style-type: none"> <li>▪ Darfo Boario Terme</li> <li>▪ Voghera</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bad Vöslau</li> <li>▪ Hollabrunn</li> <li>▪ Lure</li> </ul>	<ul style="list-style-type: none"> <li>▪ County of GAP</li> <li>▪ City of GAP</li> <li>▪ Plusregion</li> <li>▪ Koper</li> <li>▪ Neuville sur Saône</li> </ul>

Tourism		
Tourism is	Currently a Factor of Local Economy	Currently not as Relevant as Economic Factor
	<ul style="list-style-type: none"> <li>▪ County of GAP</li> <li>▪ City of GAP</li> <li>▪ Bad Vöslau</li> <li>▪ Koper</li> </ul>	<ul style="list-style-type: none"> <li>▪ Neuville sur Saône</li> <li>▪ Lure</li> <li>▪ Plusregion</li> <li>▪ Hollabrunn</li> </ul> <p>(no Data for Darfo Boario Terme and Voghera)</p>

Commercial Offer		
Vacancy Rate in Retail	More than 10 %	Less than 10 %
	<ul style="list-style-type: none"> <li>▪ Darfo Boario Terme</li> <li>▪ Plusregion</li> <li>▪ Voghera</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hollabrunn</li> <li>▪ City of GAP</li> <li>▪ Lure</li> <li>▪ Neuville sur Saône</li> </ul>



Accessibility of the Agglomeration			
By Train in ...	Up to 30 min	Between 30 and 60 min	Over 60 min
	<ul style="list-style-type: none"> <li>▪ Neuville sur Saône</li> <li>▪ Plusregion</li> <li>▪ Lure</li> </ul>	<ul style="list-style-type: none"> <li>▪ Voghera</li> <li>▪ County of GAP (partly)</li> <li>▪ Bad Vöslau</li> </ul>	<ul style="list-style-type: none"> <li>▪ Darfo Boario Terme</li> <li>▪ City of GAP</li> <li>▪ County of GAP (partly)</li> <li>▪ Hollabrunn</li> </ul>
By Car in...	Up to 30 min	Between 30 and 60 min	Over 60 min
	<ul style="list-style-type: none"> <li>▪ Neuville sur Saône</li> <li>▪ Koper</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lure</li> <li>▪ Voghera</li> <li>▪ Darfo Boario Terme</li> <li>▪ County of GAP (partly)</li> <li>▪ Bad Vöslau</li> <li>▪ Plusregion</li> <li>▪ Hollabrunn</li> </ul>	<ul style="list-style-type: none"> <li>▪ City of GAP</li> <li>▪ County of GAP (partly)</li> </ul>

Urban Situation			
Purchasing Price of Living Space in Euro/sqm in Relation to the Agglomeration Prices	Higher in the Pilot Site	Nearly the Same (Slightly Lower in the Pilot Site)	Less than Half as Much in the Pilot Site
	<ul style="list-style-type: none"> <li>▪ Koper</li> </ul>	<ul style="list-style-type: none"> <li>▪ County of GAP</li> <li>▪ City of GAP</li> <li>▪ Darfo Boario Terme</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bad Vöslau</li> <li>▪ Hollabrunn</li> <li>▪ Voghera</li> <li>▪ Lure</li> </ul>

Source: Fact Sheets, Work Package 4, Action 4.3.

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009

Concerning the diagnosis grid, the text at hand contains some modification proposals which had been presented at the 5<sup>th</sup> transnational workshop in Milan (26<sup>th</sup>, 27<sup>th</sup> and 28<sup>th</sup> of January 2010). All project partners discussed and agreed on modification proposals. Figure 35 presents the results of the (modified) data which should be collected, the unit of collection and the relevancy of each indicator which is an important fact to interpret the results and development of analysed cities/regions. The blue marked sections are indicators which had been added as a result of the transnational workshop, whereas the red coloured sections were modified or deleted in the revised edition of the fact sheets (figure 36).

The diagnosis grid is able to give decision makers and relevant actors in the field of urban development valuable information about the current situation and focal challenges in urban development.

For a better handling, the diagnosis grid is developed as an excel template with diagrams which set up automatically (figure 36).

Figure 35 : Agreement on Data List as Structure for the “Analysing Tool for the Pilot Sites”

INDICATOR	UNIT (collectable, comparable, measureable)	RELEVANCY
<b>I. Basic Data for the Metropolis</b>		
1. Population Status Quo and Development		
Population in Number of Inhabitants	Number of Inhabitants per Year, 1991 – 2007	Size and Importance of the Metropolis
Population Forecast	Percentage from 2000 till 2020	Assessment Due to Population Challenges
Age Distribution	Percentage, 2007 Class Divided in: Under 18 Years, 18 till 65 Years, Over 65 Years	Metropolis Affected by an Aging Population and the Consequences
Development of Migration	Number of People Moving In, 1991 - 2007	Attractiveness of the Metropolis as Location for Living and Working
	Number of People Moving Out, 1991 - 2007	
Population Density	Number of Inhabitants per sqkm, 2007	Urbanity of the Metropolis
2. Economy		
Gross Domestic Product	€ per Person, 2007	Economical Capacity
Gross Value Added	€ per Person, 2007	Economical Capacity
	per Economical Sector, 2007	Economical Powers of the Sectors
Average Household Income	€ per Household, 2007	Economical Situation of the Inhabitants
Purchasing Power per Household	€ per Household, 2007	Economical Capacity of the Inhabitants
Unemployment Rate	Percentage, 2007	Assessment of the Employment Market
Research and Development Institutions	List of Institutions and Their Working Field	Assessment of the Innovative Power

Real Estate Market in the Metropolis and Surroundings	Purchasing Price for Living Space in € per sqm, 2007	Price Levels as Reasons for Migration of Persons, Enterprises
	Purchasing Price for Office Space in € per sqm, 2007	
	Purchasing Price for Industrial Zone in € per sqm, 2007	
<b>3. Traffic from / to the Metropolis</b>		
Travel Time from Pilot Site to Metropolis	By Car in Minutes per km	Accessibility of the Metropolis
	By Train Minutes per km	
Accessibility of the Metropolis by Public Transport	Frequency of the Public Transport	Accessibility and Intensity of the Linkage between Metropolis and Pilot Site
	Number of Daily Connections	
	Earliest and Latest Connection between Metropolis and Pilot Site	
Commuter Streams	Map with Commuter Streams	Assessment of the Employment Market Streams, Economical Importance of the Pilot Site / Metropolis
	Number of Out-Commuters of the Pilot Site to the Metropolis	
	Number of In-Commuters in the Pilot Site from the Metropolis	
	Number of Out-Commuters of the Pilot Site to Surrounding Cities	
	Number of In-Commuters in the Pilot Site from Surrounding Cities	
<b>II. Identification of the Situation in the Pilot Site</b>		
<b>1. Population</b>		
Population in Number of Inhabitants	Number of Inhabitants per Year, 1991 - 2007	Size and Importance of the Pilot Site
Population Forecast	Percentage from 2000 till 2020	Assessment of the Due to Population Challenges
Age Distribution	Percentage, 2007 (Class Divided in: Under 18 Years, 18 till 65 Years, Over 65 Years)	Pilot Site Affected by an Aging Population and the Consequences

Development of Migration	Number of People Moving In the Pilot Site per Aging Group, 2003 – 2007 (Class Divided in: Under 18 Years, 18 till 65 Years, Over 65 Years)	Attractiveness of the Pilot Site Location for Living and Working for the Different Aging Groups
	Number of People Moving Out the Pilot Site per Aging Group, 2003 – 2007 (Class Divided in: Under 18 Years, 18 till 65 Years, Over 65 Years)	
Size of Households	Average of Persons per Household, 2007	Assessment of the Social Structure and Real Estate Market
Population Density	Number of Inhabitants per sqkm, 2007	Urbanity of the Location Compared to Agglomeration
<b>2. Economy</b>		
Gross Domestic Product	€ per Person, 1991 - 2007	Economical Capacity (in 2007 Compared to the Metropolis)
Average Household Income	€ per Household, 1991 - 2007	Economical situation of the inhabitants (in 2007 compared to the metropolis)
Educational Level	Percentage of High School Graduate School Leavers, 2007	Assessment of the Further Potential of the Pilot Site and Relation to the Migration for Apprenticeship
Employees per Sector	Percentage of Total Employees, 1991 - 2007	Economical Structure
Kind of Enterprises	Number of Enterprises per Sector, 2007	Assessment of the Economical Structure
Kinds of Enterprises	Total Number of Enterprises per Number of Employees, 2007 (Class Divided in: Microenterprise, Small-Medium Enterprise, Large Scale Enterprise)	Assessment of the Economical Structure and Vulnerability
Unemployment Rate	Percentage of Unemployed, 1991 - 2007	Assessment of the Employment Market Compared to Metropolis
<b>3. Tourism</b>		
Seasonal Times	Month with Highest and Lowest Number of Tourists	Assessment of the Seasonality
Tourism Relevance	Beds per 1000 Inhabitants, 2007	Assessment of the Tourism as Economical Factor, Utilization of the Touristic Infrastructure
	Overnight Stays per 1000 Inhabitants, 2007	
Secondary Residence	Percentage of Secondary Residence of Total Inhabitants	Vitality of the Pilot Site

4. Commercial Offer		
Sales Area	Sales Area Food / Non-Food in sqm per Inhabitant, 1991 - 2007	Structure and Development of Commercial Offer
Stream of Purchasing Power	Map with Inflow/Outflow Streams of the Purchasing Power in €	Centrality of the Pilot Site as Retail Location
Vacancies in Retail	Percentage of Vacant Space in Retail, 2007	Assessment of the Need of Actions
Catchment Area	Map and Number of People, 2007	Centrality of the Pilot Site as Retail Location
5. Accessibility		
Car Density	Cars per Household, 1991 – 2007	Development of the Mobility, Traffic Demand
Public Parking Spaces in the Centre	Number of Public Parking Spaces	Assessment of the Parking Space Offer Concerning the Retail Structure
	Public Parking Spaces per 100 sqm Sales Area, 2007	
Modal Split	Percentage of Traffic Volume (Class Divided in: Mobile Individual Transport, Public Transport, Non-Mobile Individual Transport), 2007	Assessment about the Distribution of Traffic Volume
Public Transport Connection	Map with Public Transport Connection in Surrounding Municipalities with Frequency and Number of Connections, 2007	Accessibility of the Surroundings by Public Transport
Internet Connection	Percentage of Households with Internet Connection, 2007	Appreciation of Progress, Availability and Usage of New Media
	Listed Domains in the Pilot Site	
	Percentage of Households with Low / High Quality of Internet Connection (Class Divided in: Dial Up Access or ISDN, Broad Band Connection), 2007	
6. Services Offer / Social Infrastructure		
Medical Care	Number of Doctors per 1000 Inhabitants, 2007	Assessment of the Medical System in the Pilot Site (Offer and Demand)
	List of Medical Specialists, 2007	
	Number of Pharmacies per 1000 Inhabitants, 2007	
Day Care Facilities	Number of Places in Day Care Facilities per 1000 Children Under the Age of Using Public Education Facilities, 2007	Family-Friendly

Facilities for Elderly	List of Special Offers for Elderly	Assessment of an Adequate Infrastructure to the Demographic Development
Post	Availability: Yes / No	Availability of Basic Service
Bank	Availability: Yes / No	Availability of Basic Service
Library	Availability: Yes / No	Quality of Life
Theatre	Availability: Yes / No	
Cinema	Availability: Yes / No	
Conference Centre	Availability: Yes / No	
Schools	Number of Schools per Kind of School (Class Divided in: Primary and Secondary Schools)	Local Supply with Education Facilities, Centrality of Pilot Site as Education Location
	Pupils per Teacher	Quality of Education
Sport Facilities	List of Sport Facilities	Quality of Leisure Activities
Museums	List of Museums	
Administration Level	List of Administration Higher than Municipality Level	Supra-Local Relevance of the Pilot Site
7. Urban Situation		
Urban Land	Percentage of Urban Land Covered of the Surface , 1997 and 2007	Development of Land Consumption
Land Use	Area of Land Use in %, 2007 (Class Divided in: Residential Area, Retail and Industrial Area, Green Spaces, Recreational Area)	
	Area of Land Use in sqm, 1991 - 2007 (Class Divided in: Residential Area, Industrial Area, Recreational Area)	
	Forecast of Land Use in sqm, 2011 and 2017	
Real Estate Market	Monthly Rental Price for an Apartment in € per sqm, 2007	Price Levels as Reasons for Migration of Persons/ Enterprises, Compared to the Metropolis
	Purchasing Price For an Apartment in € per sqm, 2007	
	Purchasing Price for Living Space in € per sqm, 2007	
	Purchasing Price for Office Space in € per sqm, 2007	
	Purchasing Price for Industrial Zone in € per sqm, 2007	



Real Estate Property	Percentage of Households Living in Own Property, 2007	Structure of the Real Estate Market
	Percentage of Households Living in Rented Accommodations, 2007	
Living Space	Average Size of Living Space per Person in sqm, 2007	
Brownfields	Per Function in sqm, Former Use and Location in the City Centre, 2007	Structural Change, Reserves of Building Land
8. Environment		
Recreational Area	Sqm per Inhabitant in 1991 and 2007	Quality of Life, Development of the Land Consumption
Smog Days	Number of Smog Days a Year, 2007 (Ozone exceeds 120 µg/m³)	
Environmental Risks	List of the Environmental Risks	

Conception: Technical University Kaiserslautern, Department Regional Development and Spatial Planning, Kaiserslautern 2009



Figure 36 : “Fact Sheet” – Analysing Tool for the Pilot Site (Revised Edition)



**Fact sheet and profile of **Name of Pilot**  
influenced by... metropolis**

**project partner:**

**pilot city / region:**

**I. Name of metropolis - BASIC DATA FOR THE METROPOLIS**

The metropolis **XXX** is situated... (please amend a short description of the metropolis)

The following data relate to **XXX** (please define the territorial validity)

Surface of the metropolis: **XXX** sqkm

Map of the territory which composed the pilot-site with the close environment and its location in the metropolitan area as well as the number of inhabitants (Please add on!)

**1. Population status quo and development of the metropolis**

Population in number of Persons:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
population									

**DIAGRAMM AUTOMATICLY SET UP**

According to the population forecast, the population of the metropolis will **decrease/ grow** from 2000 to 2020 by: **XX** %



Age Distribution in 2007:

Age	< 18	18 - 65	> 65
Age Distribution in %			

**DIAGRAMM AUTOMATICLY SET UP**

Development of the Migration Rates:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
moving in the metropolis									
moving out of the metropolis									

The population density 2007 in the metropolis is about **XXX** persons per sqkm.

Main challenges / important facts or data regarding the population in the whole metropolis:  
(e.g. the national importance of the metropolis, challenges and reasons for the challenges of the population development)

## 2. Economy of the metropolis

The GDP amounts to **XXXX** € per person in 2007.

Gross value added amounts to **XXXX** € per person in 2007.

Gross value added by sector in 2007:

Gross Value added by the primary sector	Gross Value Added by the secondary sector	Gross Value Added by the tertiary sector
<b>XX</b> %	<b>XX</b> %	<b>XX</b> %

The average household income amounts to **XXXX** € in 2007.

In the year 2007, the purchasing power per household is about **XXXX** €.

In the year 2007, the unemployment rate amounts to **XX** %.



The following Research & Development Institutions are settled in the metropolis:  
(please add a list and the working fields of the institutions)

The situation on the Real Estate Market (in 2007) may be summarised as follows:

Real estate market in 2007:

real estate developed	purchase price in the centre of metropolis	purchase price in towns in environment
living area	XXX €/sqm	XXX €/sqm
office space	XXX €/sqm	XXX €/sqm
industrial zone	XXX €/sqm	XXX €/sqm

Main challenges / important facts or data regarding the economy in the whole metropolis:  
(e.g. branch of industry who characterise the agglomeration)

### 3. Traffic from/to the metropolis

Time needed from the pilot site to the metropolis... (important examples to the map below)

...by car      XXX min/km

...by train    XXX min/km

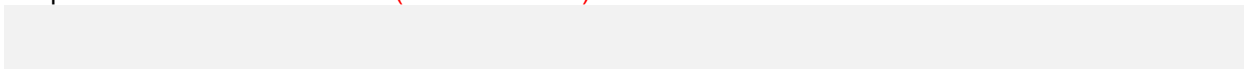
There are all xx minutes the possibility to go by public transport to the metropolis.

There are roundabout X connections to the metropolis per weekday and X connections on Sunday.

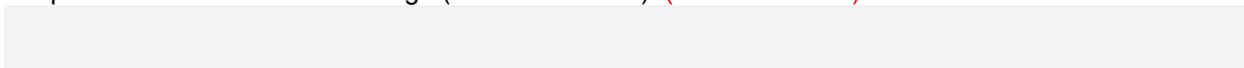
The metropolis can reached by public transport from the pilot site earliest at XX:XX am and XX:XX pm latest.

The pilot site can reached by public transport from the metropolis earliest at XX:XX am and XX:XX pm latest.

Map with the main connections: (Please add on!)



Map with the commuter interlinkage (streams in 1000): (Please add on!)





Number of commuter in 2007:

from to	metropolis	pilot site	surrounding cities
metropolis			
pilot site			
surrounding cities			

Main challenges / other important facts regarding the traffic in the metropolis:  
(e.g. changes in the commuter behavior and the reason)

## II. Identification of the situation in **Name of the Pilot DATA PER PILOT CITY OR REGION**

### 1. Population

Population in Number of Persons:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
population									

**DIAGRAMM AUTOMATICLY SET UP**

According to the Population forecast, the population will **decrease/ grow** from 2000 to 2020 by: **XX** %

Age distribution in 2007:

Age	< 18	18 - 65	> 65
Age Distribution in %			

**DIAGRAMM AUTOMATICLY SET UP**



Development of migration per aging group:

year	2003			2005			2007		
	< 18	18 - 65	> 65	< 18	18 - 65	> 65	< 18	18 - 65	> 65
aging group									
moving in the agglomeration									
moving out of the agglomeration									

In 2007 the average size of households was **X,X** persons.

In the year 2007 the population density in the pilot city / region is about **XXX** persons per sqkm.

Main challenges / important facts or data regarding the population of the pilot city / region:  
(e.g. situation in the agglomeration, population forecast and age distribution in relation to existing services of general interest, urbanity of the pilot city / region)

## 2. Economy

Economical capacity and social status:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
GDP in € per person									
average household income in €									

**DIAGRAMM AUTOMATICLY SET UP**

In the year 2007 **XX** % of all school leaver have a high school graduation.

Employees in different sectors in %:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
primary sector									
secondary sector									
tertiary sector									

**DIAGRAMM AUTOMATICLY SET UP**



Kinds of enterprises per number of employees in 2007:

kind of enterprise	number of enterprises 2007
microenterprise less than 10 employees	
small-medium enterprise 10 till 250 employees	
large scale enterprise > 250 employees	

Development of the unemployment Rate in %:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
unemployment rate in %									

**DIAGRAMM AUTOMATICLY SET UP**

Main challenges / important facts or data with regard to the economy in the pilot city / region:

### 3. Tourism

Seasonal tourism times in the pilot city / region are:

Most of the tourists come from **XXX** to **XXX**.

From **XXX** till **XXX** are the month with the lowest number of tourists.

In the pilot city/region are **XXX** beds per 1000 inhabitants.

In the year 2007 they had **XXX** overnight stays per 1000 inhabitants.

From the **XXXX** inhabitants are **XX** % secondary residents.

Main challenges / important facts or data with regard to the tourism in the pilot city / region:



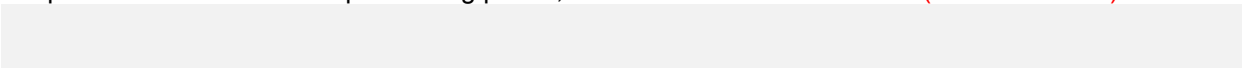
#### 4. Commercial Offer

Development of the sales area:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
sales area food (sqm per inhabitant)									
sales area non food (sqm per inhabitant)									
sales area (sqm per inhabitant)	0	0	0	0	0	0	0	0	0

**DIAGRAMM AUTOMATICLY SET UP**

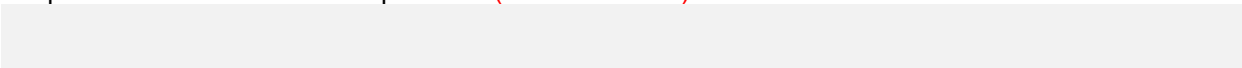
Map with the streams of the purchasing power, inflow- / outflow streams in €: **(Please add on!)**



The vacancy rate in retail 2007 amounts to **XX%** of commercial offer spaces.

The catchment area comprises of **XXX** people in the year 2007.

Map with the catchment area if possible: **(Please add on!)**



Main challenges / important facts or data with regard to the commercial offer in the pilot city / region:

#### 5. Accessibility

Car density:

year	1991	1993	1995	1997	1999	2001	2003	2005	2007
cars per household									

**DIAGRAMM AUTOMATICLY SET UP**



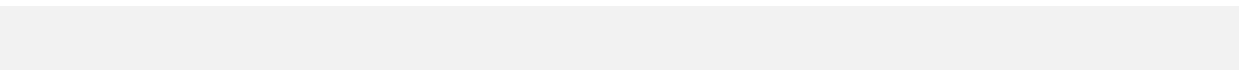
In the pilot city centre are **XXX** public parking spaces per 100 sqm sales area in 2007.

Modal Split 2007 in %:

mobile individual transport in % (cars, motorcyclist)	public transport in % (street / rail bound traffic)	non-mobile individual transport in % (bikes, pedestrians)

**DIAGRAMM AUTOMATICLY SET UP**

Map with public transport connections in the surrounding municipalities with their frequency (example regularly all **X** minutes or **X** times a day)! (Please add on!)



Internet accessibility:

In 2007 **XX** % of households had an internet connection.

Quality of internet connection in 2007:

quality of internet connection	percentage of households
Dial up access or ISDN	
broad band connection	

Main challenges / important facts or data with regard to the accessibility in the pilot city / region:

**6. Services offer/social infrastructure (health, culture, public and private services)**

In the pilot city/region there are **XX** doctors per 1000 inhabitants.

The following medical specialists are settled in the pilot city / region: (please list them)

There are **XX** pharmacies per 1000 inhabitants.

There are **XXX** places in day care facilities for children before the age of using public education facilities / 1000 children.

Are there any special offers for elderly people?  
If yes: Which ones (and if applicable the capacities)?



The following facilities are available in the Pilot city / region:

	Yes	No
Post		
banks		
library		
theatre		
cinema		
conference centre		

Schools types:

Kind of school	number of schools	pupils per teacher
primary school		
secondary school		

How many sports facilities are situated in the Pilot-site? And which one?

How many museums are situated in the Pilot-site? If any, what kind of museums?

Are there any administrations higher than the municipality level? If yes, what kind?

Main challenges / important facts or data regarding the infrastructure in the pilot city / region:  
(e.g. adaption of infrastructure for future development)

## 7. Urban situation

Surface of the city/region: **XXX** sqkm.

The rate of urban land cover in 2007 is about **XX%** of the surface, what means **XX** sqkm in total.  
In 1997 **XX%** or **XX** sqkm were occupied by urban uses.



Development of land use:

	1991	1997	2001	2007	forecast 2011	forecast 2017
residential area in sqm						
industrial area in sqm						
recreational area in sqm						

Real estate market 2007:

real estate developed	purchase price in the pilot site
living area	XXX €/sqm
office space	XXX €/sqm
industrial zone	XXX €/sqm

XX % of the households live in their own property, whereas XX% live in rented accommodation.

The average living space per person amounts to XX sqm.

XX sqm in the pilot site are industrial brownfields.

The following brownfields are located in the pilot site:

Brownfields	size in sqm	former use	situated in the inner city	
			Yes	No

Are there urban government approaches like Town Centre Management policies, any networks related to urban development, models of Public-Private-Partnership with significant importance for the urban development? Please describe them.

Main challenges / important facts or data regarding to the urban situation in the pilot city / region:  
(e.g. development of the real estate market, management of vacancies, reusing of buildings / brownfields)



## 8. Environment

Recreational green areas amount to **XX** sqm per inhabitant in 1991 and **XX** sqm per inhabitant in 2007

The number of smog days (ozone exceeds  $120\mu\text{g}/\text{m}^3$ ) is about **XX** days a year.

Description of possible environmental risks:

Main challenges / important facts or data regarding the environment in the pilot city / region:  
(e.g. sanctions for the traffic, industry)

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Kaiserslautern 2009