

Interreg



Alpine Space



Responding to ASTUS

ASTUS territorial alpine space typology

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ASTUS TERRITORIAL TYPOLOGY

AIM

Comparative analysis of **ALPINE TERRITORIES** based on a territorial sample (pilot sites) representing existing different alpine contexts regarding

- **transport and settlements**
- **spatial planning**
- **mobility practices and experiences**

Aims:

- ✓ indicate **regions with similar challenges, needs, options and conditions** in the course of low CO2 solutions and strategies
- ✓ **capitalize specific information, experiences and practices of the questionnaires from each pilot site** as representatives
- ✓ Clustering pilot sites/ municipalities according to their main characteristics
- ✓ Deriving settlement types representative for the AS



ASTUS TERRITORIAL TYPOLOGY METHOD

Comparative analysis of pilot sites integrating existing Alpine Space and composite indicators

characteristics of 17 pilot sites (questionnaires)

- ✓ factsheets
- ✓ SWOT

regional statistics

Existing Alpine Space Typologies

- ✓ AS programme 2013
- ✓ DEGURBIA
- ✓ Urban-Rural-Typology

alpine territories representing existing different alpine contexts regarding

- transport & settlements
- spatial planning
- mobility practices & experiences
- ✓ *ASTUS Typologie*



	helpful	harmful
present	<ul style="list-style-type: none"> Several main axes in transport network given by the topography (alpine valley) Good regional interconnection to Salzburg (next national energy) Good public transport supply through railway connections National, interregional hubs Partly good supply through local shuttles (e.g. Weng Shuttle) Trend towards multimodal transport PT development tasks delegated to the regional association 	<ul style="list-style-type: none"> Settlement development often wastes precious landscape areas Insufficient PT supply outside the main valleys Scarcely used reg. PT services (bus) Partly dispersed settlement structures complicate an efficient PT system General ageing of population High car dependency Scarcely available building plots in valley locations Especially often very steep
future	<p>STRENGTHS</p> <ul style="list-style-type: none"> Scarcity of land resources → improved management of regional development Higher building densities Cooperation between municipalities to maintain and expand PT infrastructure Increasing number of commuters Trend to car sharing, e-bikes and other innovative transport modes Expansion of urban railways (S-Bahn) Local shuttle services New spatial development concept (REK) and spatial planning law (ROG) <p>OPPORTUNITIES</p>	<p>WEAKNESSES</p> <ul style="list-style-type: none"> Topographical characteristics Upcoming elderly generation has grown up with car-oriented traffic → strong habits Increasing individual mobility and commuting raise traffic volumes, pollution Risk of neglecting less populated areas Cost pressure in terms of PT development, financial sustainability Availability of space for P-R Price development Official requirements, bureaucracy <p>THREATS</p>

Austria AS programme 2013 factsheet and DEGURBIA chart showing regional statistics and typologies.



ASTUS TERRITORIAL TYPOLOGY CRITERIA

territorial characteristics			
area	topography	settlement structure	settlement density

population		
population density	population (Inhab.)	trend

transport				
public transport service			PT-quality	supplementary mobility offer and initiatives
means of transport	shortest interval	travel time to next reg. centre		

I	excellent public transport supply
II	very good public transport supply
III	good public transport supply
IV	basic public transport supply

	means of transport	Urban & Rail & Bus					Rail & Bus					Bus				
	shortest interval	<5	5-15	15-30	30-60	>60	<5	5-15	15-30	30-60	>60	<5	5-15	15-30	30-60	>60
travel time to the next reg. centre	< 15 min OR next centre within the PS	I	I	II	II	IV	I	II	II	III	IV	II	II	III	III	IV
	15-30 min	I	II	II	III	IV	I	II	II	III	IV	II	II	III	III	IV
	30-60 min	II	II	III	III	IV	II	II	III	IV	IV	III	III	IV	IV	IV
	> 60 min	II	III	III	IV	IV	III	III	IV	IV	IV	III	III	IV	IV	IV

economy									
working population		commuter			functional characteristics	jobs	tourism		
% of population	abs.	out-commuters	in-commuters	balance (in-out)			overnight stays per inhabitant	beds per inhabitant	



EUROPEAN UNION

ASTUS TERRITORIAL TYPOLOGY STRUCTURE

Structure of the typology (*Excel & Guideline*):

- General information:
 - Region type
 - Description
 - Best practiced low CO2 solutions

- Pilot site characteristics based on:
 - Questionnaires
 - Statistics
 - Evaluation schemes (quality of PT supply)

Region type	Description
Metropolitan core area	<ul style="list-style-type: none"> • > 750.000 inhabitants OR 1.500 R&D centres • excellent or very good public transport networks (train / metro) • among the leading European regions • extensive suburban area with significant R&D centres with global significance
Cities	<ul style="list-style-type: none"> • > 50.000 inhabitants OR > 300 R&D centres • at least very good public transport • connection to high speed transport • suburban area with relevant R&D centres
Towns	<ul style="list-style-type: none"> • > 20.000 inhabitants OR > 150 R&D centres • compact settlement pattern in urban area • supra-regional functions • at least good public transport • high commuter volume
Growing regions bordering on a metropolitan core area	<ul style="list-style-type: none"> • > 250 inhabitants/km² (population density) • stable or growing population • suburban characteristics • access to local or regional transport • connectivity to a metropolis or city • GDP per capita 80%-100% of average • significant share of workers employed in metropolis • strong interlinkages to the metropolis
Stable rural regions (with functional centres)	<ul style="list-style-type: none"> • moderate settlement density (100-250 inhabitants/km²) • predominantly rural area characteristics • constant population development • access to local or regional transport • high ratio of out-commuters to in-commuters
Rural regions with declining development	<ul style="list-style-type: none"> • low settlement density (<500 inhabitants/km²) • declining population • above-average ageing population • GDP/capita below 80% of average • small ratio of employees working in metropolis • good or basic public transport • weak connectivity to next city
Touristic regions	<ul style="list-style-type: none"> • tourism is one of the main economic activities • high land/property prices • immigration of elder and out-migration of young • highly seasonal activity

	A	B	C	D	E				I			L			
	Region type	Description	"Best practiced" low CO2 solutions	Pilot Site	territorial characteristics				population			working population		commuters	
					area	topography	settlement structure	settlement density	population density	population (Inhab.)	trend	% of population	abs.	out-commuters	in-commuters
1															
2															
3															



EUROPEAN UNION

Region type	Description
Metropolitan core area	<ul style="list-style-type: none"> • > 750.000 inhabitants OR 1.500 inh./km² population density OR high settlement density more than 3.000 inh./km² • excellent or very good public transport supply³ (public transport quality: I or II) • among the leading European regions in terms of connections to high speed transport networks (train / motorways / international airports) and ICT endowment⁴ • extensive suburban area with several hubs and significant commuter flows⁴ • R&D centres with global significance⁴
Cities	<ul style="list-style-type: none"> • > 50.000 inhabitants OR > 300 inh./km² (population density) and high settlement density³ within the city • at least very good public transport supply (public transport quality: II⁴) with an inner-city transport system³ • connection to high speed transport networks (railways/motorways)⁵ • suburban area with relevant commuting share⁵ • R&D centres⁵
Towns	<ul style="list-style-type: none"> • > 20.000 inhabitants OR > 150 inh./km² (population density) within the town • compact settlement pattern in the core scattered settlement patterns in suburbs³ • supra-regional functions³ • at least good public transport supply (public transport quality: III⁴) without any real inner-city transport system³ • high commuter volume³
Growing regions bordering on a metropolitan core area	<ul style="list-style-type: none"> • > 250 inhabitants/km² (population density) OR high settlement density (>1500 inhabitants/km²)³ • stable or growing population • suburban characteristics³ • access to local or regional transport network with good service quality (at least public transport quality: III⁴), good to very good connectivity to a metropolis or city⁷ • GDP per capita 80%-100% of average⁷ • significant share of workers employed in cities and metropolis⁷, high ratio of out-commuters³ • strong interlinkages to the neighbouring metro region including transport axis⁷
Stable rural regions (with functional centres)	<ul style="list-style-type: none"> • moderate settlement density (> 500 inhab./km²) OR moderate population density (> 75 inhabitants/km²)³ • predominantly rural area characterized by urban sprawl³, functional centres in between • constant population development³, above-average ageing³ • access to local or regional transport network with good service quality (at least public transport quality: III⁴)⁷ • high ratio of out-commuters to regional/supra-regional centres/ workplaces³
Rural regions with declining development	<ul style="list-style-type: none"> • low settlement density (< 500 inhab./km²) and low population density (< 75 inhabitants/km²)³ • declining population • above-average ageing population⁸ • GDP/capita below 80% of average⁸ • small ratio of employees working outside the region⁸ • good or basic public transport supply (public transport quality: III or IV⁴), poor transport connection to towns and cities³ • weak connectivity to next city or metropolis⁸
Touristic regions	<ul style="list-style-type: none"> • tourism is one of the main economic sectors (overnight stays / inhabitants > 100 OR beds / inhabitants > 0,6)³ • high land/property prices⁹ • immigration of elder and outmigration of younger people⁹ • highly seasonal activity⁹



ASTUS TERRITORIAL TYPOLOGY

CONCLUSION

Conclusion:

- Special focus on
 - » Transport dimension: PT service, quality and connection
 - » Settlement structure
 - » Development trends: increasing / declining population, ageing
- ASTUS pilot sites are not representative for the whole AS region (cities)
 - ⇒ integrate existing typologies
- The area and structure of pilot sites differ in size / scale
 - ⇒ ratio as indicator
- **purpose & applicability:**
Utilization for other alpine space territories with similar challenges, opportunities and threats: provide potential low CO2 strategies, solutions, tools and scenarios

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