

Learn more about **Pilot Actions implemented in the project**

Can children have a role in Regional Planning?

How to strengthen the urban-rural cooperation?

**MANAGING URBAN-RURAL
INTERACTION FOR QUALITY OF LIFE** – Conference

30.11.-1.12.2011 in Hamburg

ENGAGING STAKEHOLDERS
ACROSS ADMINISTRATIVE
BORDERS AND SECTORS

Towards integrated planning of City-Regions

Photo: Sari Sariola

During the past two and a half years NEW BRIDGES project (2009–2011) has been creating new cooperation models and partnerships for strengthening urban-rural interaction in order to improve residents' Quality of Life in different city-regions around the Baltic Sea Region. In the first project newsletter we introduced the theoretical framework of quality of life in regional planning illustrating it with many practical case examples from our partner city-regions. This second issue is focusing on stakeholder involvement and cooperation in an urban-rural setting, highlighting the best practises from the Pilot Actions that partner city-regions have implemented during the project.

One important tool and the framework behind Pilot Action implementation has been the Integrated Management System (see picture 1.). Integrated Management System (IMS) enables a systematic progress of the whole planning process from brainstorming to the actual implementation and impact assessment. It ensures the participation of the most relevant stakeholders and facilitates the translation of single projects to be a part of a long-term sustainable process of spatial planning. It is an appropriate tool to enhance the cooperation beyond

traditional administrative and sectoral borders towards more balanced regional development.

In fact, IMS is not bringing any dramatic change to the customary, but it allows to structure and adjust better the whole planning process. It also ensures that the voice of all relevant stakeholders, residents and individuals is going to be heard increasing the overall transparency and accountability of the planning activities. IMS is especially useful in the context of city-regional planning, where plans are made across several municipality borders, consolidating different decision making processes and involving a large number of stakeholder groups with dissenting interests.

The Pilot Actions planned in the first half of the project were implemented by the summer 2011. Following the IMS cycle, now it is time for evaluation. Even before careful analyses of the evaluation results, some conclusions, appearing also in the partners' case stories in this newsletter, can be formulated. While the tools and the framework in the project have been common for all, the advantages and lessons learned vary from region to region; when the most valuable outcome for some city-regions has been the oppor-

Registration for the **Managing Urban-Rural Interaction for Quality of Life –conference** is open until the **31st of October 2011**.

More information can be found at www.urbanrural.net

tunity to introduce soft values such as participation or Quality of Life into their planning system, a neutral platform for strengthening cooperation and urban-rural interaction was the main result achieved for other's.

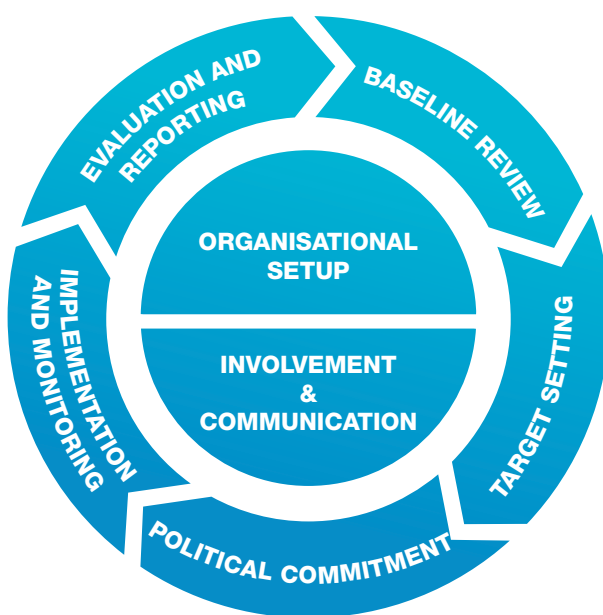
The greatest challenge of IMS is how to transfer the project to the process when the cycle's tail is reaching its beginning again and it is time for another round. That is exactly the point where we in NEW BRIDGES are standing now – How to maintain the co-operation networks created and how to keep Quality of Life high in the city-regions' strategic agenda's when the project is running out.

For the moment we are busy with organizing the Final Conference called [Managing Urban-Rural Interaction for Quality of Life](#) which will take place in [Hamburg between 30th of November and 1st of December 2011](#). The purpose of this event is to reflect all lessons learned and challenges faced in NEW BRIDGES to the latest studies in the research world and practises invented elsewhere, and together find ways to continue this important work towards planning of more sustainable city-regions. On behalf of the project we would like to warmly welcome all practitioners, researchers and other interested stakeholders to Hamburg with us!

Sincerely yours,

Lauri Hooli & Maija Rusanen

-The Editorial Team



Picture 1. The IMS Cycle

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Involving stakeholders across administrative borders and sectors

Text: *Stefanie Lange, Petri Kahila* Photo: *Urmas Lauri, Hiiumaa*

Local stakeholders and inhabitants have been involved throughout NEW BRIDGES project through surveys, interviews and a number of local meetings. As inhabitants' individual perspectives were needed in the beginning of the project, they were mainly involved to identify challenges in regard to the three key elements of quality of life (residential preferences, mobility & accessibility and provision of services) in the project. Policy- and decision-makers among others were increasingly engaged as the project evolved towards Pilot Actions and implementation.

As urban-rural interactions were in focus in the project, partners were asked to identify relevant stakeholders not only within their authorized territory but also across administrative borders; within a so-called city-region. Most of the partners succeeded in creating new partnerships, e.g. between one or more municipalities (Örebro, Turku, Hamburg) or

city and district (Kaunas, Lower Silesia). Based on challenges identified, relevant policy- and decision-makers as well as actors working in different sectors (e.g. public transport, private services) were brought together to discuss about potential Pilot Actions to be implemented. Cooperation between stakeholders from different authorities, municipalities and sectors has been a new approach in most of the city-regions and was perceived fruitful and necessary in order to tackle common challenges in a proper way.

However, some differences in stakeholder involvement processes appeared not only between city-regions but also between concerned stakeholders. Dissimilar capacities between stakeholders from urban and rural areas influenced the work on urban-rural interactions. The fact that relevant stakeholders (e.g. politicians) in rural areas have often numerous responsibilities or work only half-time, made it difficult for them to be en-

gaged in the project to the same extent as their colleagues in urban areas (Turku, Kaunas, Hamburg, Hiiumaa).

In Örebro and Turku, inhabitants were engaged in the project as they took the opportunity to actively participate in local meetings and surveys. This has been rather difficult in the Baltic States due to the fact that participatory processes are new in planning procedures in these countries. During the project different targeted involvement methods were applied to gather local knowledge and identify individual perspectives and challenges, such as GIS-based surveys, detailed surveys on quality of life as well as brainstorming, focus and nominal groups during local meetings. Nevertheless, it became clear: the more concrete an issue is formulated (i.e. close to people's everyday life/work, neighbourhood level), the more inhabitants and stakeholders are interested and able to engage themselves in the process.





Implementing the planned Pilot Actions

Text: **Audrone Alijosiute** Photo: www.mediaserver.hamburg.de/H.Hackbarth

One of the key achievements in NEW BRIDGES project has been the successful implementation of different Pilot Actions in the partner city-regions. The variety of the actions shows that regional planning and development processes can take different forms: from designing inter-municipal bicycle paths to in-depth strategic planning processes. Common aspects for all of these actions have been the recognition of the spatial dimension as an important and essential step towards understanding of complex interactions shaping the local political and economical development.

While the planning process of the Pilot Actions during previous stages of the project was made in a collaborative manner, it was rewarding to discover that most of the stakeholders were very active also during the actual implementation stage. Compared to the planning phase the number of participating stakeholders was narrowed down, but their role in the implementation was empha-

sized. Each partner city-region organized at least two cross-sectoral working group meetings where the most important local actors evaluated and advised the current state of the implementation.

Sharing experiences

During the Implementation phase all partner city-regions visited at least one other project partner whom they considered as a best practice example to support their own work. As a result of the visits, both hosting and visiting partners got a lot of inspiration for further development of the concept of urban-rural interactions in their own region. During the visits a number of innovative and new ideas on urban-rural issues were developed and handed out to different stakeholders in addition to the finalized Pilot Actions.

An active and neutral “discussion platform” created among urban-rural actors has been identified as one of the great-

est values of the project. The actual Implementation phase of the Pilot Actions ended in July 2011. However, the coordination for strengthening urban-rural Interaction will continue as now the experiences gained during the project period will be integrated into existing planning procedures and eventually used as valuable tools for future planning.

Turku & Southwest Finland

Integration needed to fill socioeconomic gaps in the suburban Turku region

Text: Christina Hovi & Mikko Laaksonen

Photos: Mikko Laaksonen and Erno Hartikka

The multifaceted suburban areas of Varissuo and Littoinen, situated on the border of three municipalities (Turku, Kaarina and Lieto), were identified and chosen as the joint Pilot Action area of Turku and Southwest Finland. Despite the location by the edge of three municipalities, the area is centrally located within larger Turku urban area and has a lot of unused development potential. There are about 22 600 inhabitants living in the area.

The area treads with huge socioeconomic differences between its inhabitants. In certain dense housing project areas of Varissuo and Lauste situated within the borders of Turku around 30% of the inhabitants have a foreign mother tongue. On the border of the two other municipalities there is a historical cotton mill built in early 19th century, one of the oldest factory complexes in Finland. Both the factory building and the worker's housing have gone through gentrification into attractive prosperous housing areas.

Research completed in cooperation with several university students focusing on the services in the Pilot Action area Varissuo – Littoinen, has brought awareness of the existing social barriers in the focus area. The total research has involved more than 700 residents from the area, including focused research on groups like elderly people and school students.

Studies conducted – close services do not attract all

As part of the Pilot Action research Matleena Lindeqvist conducted a study of the existing services and their user groups in the Varissuo-Littoinen Pilot area. The study highlighted interesting examples on barriers within the area. As an example, the residents of Littoinen prefer travelling to a hypermarket further away towards the centre of Turku instead of using the closest one, as the majority of them find using the services in Varissuo unpleasant. Most of the people on both sides are using only leisure facilities situated close to their homes and on their own side of the border. The Library on the one side and Lake Littoinen on the



The old Littoinen cotton mill area has been converted to attractive housing area.

other side of the Pilot area encouraged residents to cross borders.

Erno Hartikka performed group interviews on both sides of the area for elderly people in a sheltered accommodation and a centre for elderly. In Littoinen some of the elderly live in villas, while others have moved off when taking care of own house becomes too demanding. There is uncertainty where to move and prejudices towards living in apartments. In general the elderly have moved to Varissuo to gain better services and cheaper apartments, but often feel insecure to go out evening time. The nearest National pensions office and post office for the Pilot area are in Varissuo, and thus it is necessary also for Littoinen residents to cross the border.

Riina Reiniö has studied the services for youth by visiting clubhouses and schools in different parts of the area, surveying students between the ages of 13 to 15 years. The results showed that most

youngsters are satisfied with their living environment, especially the immigrants. However, many wished for more meeting places to spend their leisure time in, like hamburger restaurant in Varissuo or a café or kiosk in Littoinen for instance to the old factory area. In Littoinen the youth appealed for faster and widened bus connections especially to the centre of Turku.



Developing the first Mobility Plan for Rural Territories in Latvia

Author: Juris Kalis Photo: Zemgale Planning Region

Improved public transport system and road network were recognised by the inhabitants of Zemgale region as the most important aspects in strengthening urban-rural interactions. These results were gathered in various public surveys and discussions organised in the region. The results can be easily understood and explained, as a well functioning transport system provides not only opportunities to move easily from place to place, but also allows residents to participate in different social activities and processes taking place in the development centres. Sustainable development in Zemgale region can be ensured by improving road conditions and developing and implementing a well organised, accessible, passenger friendly and economically sound transport system.

Introducing the New Mobility plan

Improving the transport system in the region was chosen as the topic for Zem-

gale's Pilot Action in NEW BRIDGES. During the planning process specialists from Zemgale Planning Region studied the Polish, Finnish and German partners' experiences in organizing public transport and establishing roads and railway infrastructure to get new ideas for their own region. In addition the socio-economic situation in Zemgale region was analyzed, a road network assessment was carried out and cartographic material was prepared. A database including all forms of public transport was established and recommendations for an action plan that would focus on improving the mobility in the region were prepared as a part of the planning process.

The results of an analysis of the current situation showed that 30-40 percent of the state, regional and local roads are in critical condition. Due to the poor road condition and insufficient financial resources a number of bus routes have been already closed. Therefore the Mobility Plan for Rural territories in

Zemgale is important and developed to determine the necessary actions needed to improve the region's public transport system and accessibility of rural areas, which substantially affect the quality of people's everyday life.

In the future, the constructive cooperation between the state, local and non-governmental institutions, and carriers of passengers' is expected to remain. Information in the Mobility Plan for Rural Territories - the database and long and medium term strategic directions - will serve as a basis for development and implementation of concrete actions. The document will be also extremely valuable for updating the existing land use plan including different aspects of urban-rural interaction.

Regional road network is in critical condition preventing the smooth mobility between urban and rural areas.



Örebro Municipality

Participation and quality of life in urban planning

Text: *Eva Järliden* Photos: *Örebro Municipality*

The citizens' participation and possibility to influence spatial planning for improving quality of life are important for the municipalities of Örebro and Lekeberg. The context of Örebro Municipality's pilot project "VINNA" (to WIN) within NEW BRIDGES project is about mutual planning of mobility, housing and services in certain areas that have common borders with other municipalities. The participation and input of the people who live and are active in the areas are important for a successful outcome. Traditionally the dialogue and information of a participation process has been only reaching the adult people, so how could we also reach children and young people? What does the quality of life mean for children, and how could it be improved to make them thrive on and feel better in their living environment?

Three schools and 80 children were given the chance to express opinions about their local neighbourhood.

The production of maps that are easy to understand ("children's maps") within the geographical information system GIS is one method which has been developed in order to support the participation of children and young people in urban planning, traffic planning etc. This method, which develops further the work carried out by the Swedish Agricultural University (SLU), is based upon the United Nations Convention on the Rights of the Child. The method is computer-based and suitable for children from the age of 10 and has been used successfully within the VINNA pilot project. Already 80 children aged 11-12, from three schools in the area, are participating in the work.

The cooperation with the children was started by explaining what urban planning means and the rights that children have to express their own opinions.

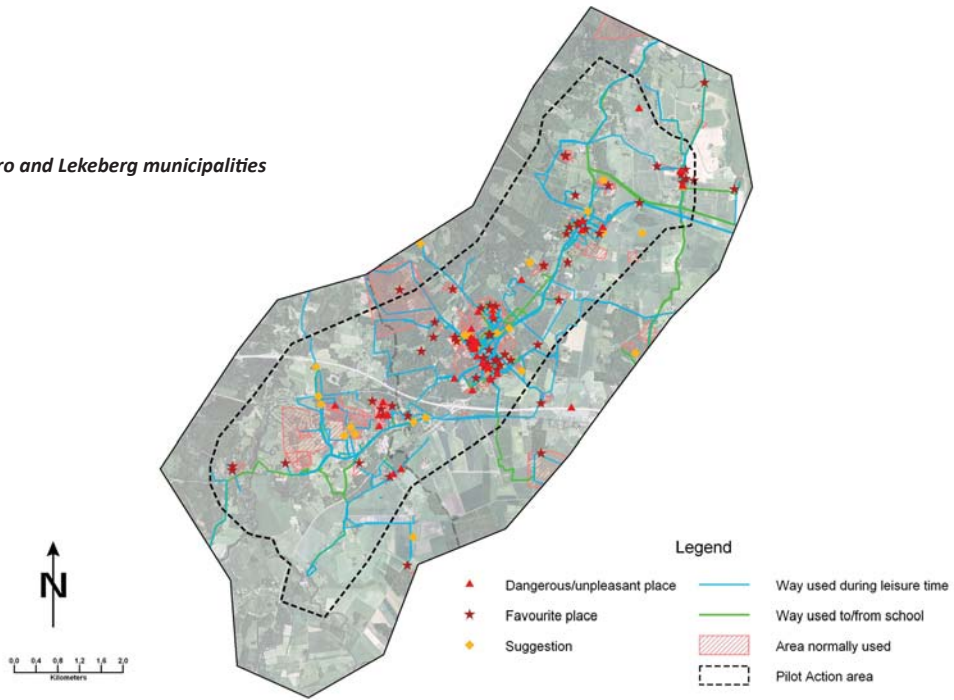
The UN Convention on the Rights of the Child is an important starting point for

this cooperation, says the project leader Christin Gimberger from Örebro's urban planning office.

Before the work begun with the digital maps, the children were asked to think about how they use the physical environment in their everyday life and to draw freehand maps showing their way from home to school. With the help of a computer, the children continued answering questions about the environment they live in and spend their spare time, marking their homes, ways to school, places and roads they use during their leisure time, favourite places as well as dangerous or unpleasant places into a digital map. When the route was marked in the map a description of the transportation mode used (walking, cycling etc.) was asked and each marked point or area could also be commented and completed with information about the purpose of the place in question (football, horse riding, walking etc.).



Pilot Action VINNA in Örebro and Lekeberg municipalities



Children don't plan like adults

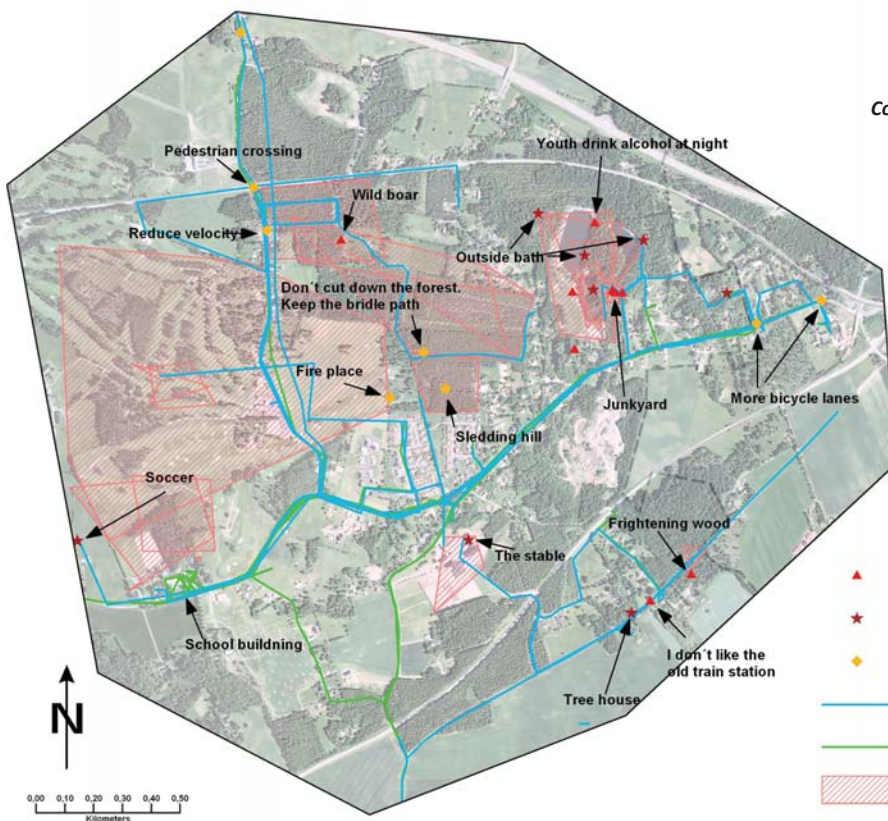
The result shows that children favour different places and roads than adults. Children can also experience insecurity in places their parents may not even notice. There are also gender differences; girls favoured different places compared to the places favoured by boys. The participation process also discovered that it is easier for boys to find places planned and prepared exactly for their activities than it was for girls.

All opinions are taken into consideration

“The result show extensive and interesting map material, rich of information! Important basis upon we should seriously use the views that children had about the quality of life in their living environments,” says Christin Gimberger.

Within the VINNA pilot project there is now an ongoing work to process the opinions and suggestions gathered from

the citizens' about quality of life in their living environment. These suggestions will be considered and answered for creating a deeper general plan for the area. In this work, the information given by the children will be analysed and processed in the same way, and with the same great respect, as all of the other viewpoints.



Commentaries from the children of Hiding School

Lower Silesia

Integrated transport planning in Jelenia Góra

Text: Katarzyna Pisarek Photos: Lower Silesia

The district of Jelenia Góra in south-west Poland is an area with beautiful mountain ranges, green hills and valleys where you can take an active rest all year round. This is also the part of Lower Silesia Region that has been targeted to be the Pilot Action area in NEW BRIDGES project.

The first step in the preparation process of the Pilot Action was to define three priority challenges regarding quality of life in the district. Priority challenges were discussed and defined during stakeholder meetings with representatives of various public institutions from the region. After the participation process and further desk analysis the lack of integrated transport system was discovered to be the most important challenge in the district.

The main aim of the Integrated Transport System was to ease commuting between the district and the main city Jelenia Góra, which is also the centre of services

and trade in the region. At the moment, the regional transportation system is disintegrated, fragmented and time demanding. That is one of the reasons why many people favor private cars instead of public transport when commuting between home and the workplace.

Cross-sectoral cooperation behind more sustainable transportation

The new Integrated Transport System of the area, including various transportation modes like cycling, railway and bus connections, has been planned in close cooperation with Polish spatial planning experts. Representatives of local public authorities like local railroad institutions, bus, cycling and transport offices and spatial planning institutions in the region of Lower Silesia and Jelenia Góra, were consulted during all preparation and planning activities.



The concept of Integrated Transport System is now established. It recognised a very important issue in this area: How flexible and well-designed sustainable transportation system will also improve the quality of life of residents and visitors in the area.



Detailed Plan for Close Surrounding of Kärđla Harbour

Text: **Annely Veevo** Photo: **Urmas Lauri, Hiiumaa**

Have you ever seen a seaport without a harbour? Where in a place of the harbour flows only the memory of the port destroyed during the Second World War. A harbour area with two colourless protected warehouses surrounded by a large tract of dump land. If you haven't, welcome to Kärđla – the Capital of Hiiumaa!

When we started NEW BRIDGES project we had a lot of different ideas and possibilities for upcoming Pilot Actions. Our starting point was the willingness to do something for the development of the whole island and increase the quality of life in its all five municipalities. After a baseline review we chose the detailed plan of Kärđla harbour area to be our Pilot Action. One of the important motives was the reconstruction of Kärđla harbour starting in the autumn 2011 and thus also the surrounding area needed a development plan.

The actual planning process was started by meeting with the representatives of Hiiumaa County Government, Kärđla Town Government, Hiiumaa Cooperation Network and Union of Hiiumaa Municipalities. Later we also met with the residents, architects, journalists, National Heritage Board, Tourism Association, landowners, Estonian Road Administration, members and the officers of the town council.

A tendering process for the most suitable development plan was organized and the architect bureau ASE OÜ was selected. Their upcoming development plan included a SPA hotel with a conference centre, a business centre including small shops, cafés, tourist info and apartments on the upper storeys etc. Historical buildings, wool- and harbour warehouses would be renovated and opened for the use of tourists and residents. The old wool warehouse would be developed into a creativity centre with a gallery, a concert hall and a maritime museum and the harbour warehouse was planned to be used for the needs of the harbour.

After the first scheme we held a stakeholder meeting with the purpose of integrating the plan to the other plans in the area. The plan has been open for public



hearing in the premises of Kärđla Municipality where it has gained a lot of interest. According to a law the detailed plan must have several obligatory approvals, open hearings and political decisions; the final detailed plan will be accepted and approved in the end of October.

Learning from each other - Peer visits

During this project we have done two peer visits and those have played a significant role in the implementation of our pilot project. We have studied the development of harbour areas in Hamburg, Germany and Turku archipelago in Finland. In Hamburg we were most impressed by the development of the state harbour area with the construction of new promenade and residential areas.

The harbours in Turku archipelago mediated a feeling of security. Finns have decades-long experience of developing small harbours, managing to get them economically stable and securing their existence. What we saw was customer-orientation and simplicity. This study visit gave us a lot of inspiration for the devel-

opment of our harbour area; we have a lot to learn from the Finns.

Our pilot project has been a good opportunity to share experiences. When you learn from others and other people learn from you, it will enrich your way of thinking and understanding. It also prevents us to repeat mistakes done and reinvent the wheel. Thanks to this project, Hiiumaa County Government can see the island with a fresh glance.

Kaunas District

Regional Cycling Scheme is what we planned -Improved city-regional cooperation is what we got

Text: Asta Petreviciute Photo: Municipality of Kaunas district

Kaunas District is situated in the centre of Lithuania surrounding the second largest city in the country - Kaunas. For our rural municipality strengthening of urban-rural interaction and fostering cooperation between the city and the district is extremely important not only because of the neighbourhood relations but also because of vibrant movement of inhabitants between these areas for work and leisure purposes.

From the very beginning of the project strengthening of quality of life through improved management of urban-rural interaction has been our aim. Together with colleagues from the Kaunas City municipality, representatives of different stakeholder groups and communities we were seeking to identify the Pilot Action which would help to embody that aim. We discovered that an issue that all participants found relevant was the sustainable transport development in the region. In later discussions, it was specified further to cycling infrastructure development and a particular creation of Kaunas district cycling paths scheme.

Cooperation and new ideas for planning

The planned cycling paths scheme is just a first step in the process, but the most relevant when seeking to develop the state of cycling in our region. Cooperation with neighbouring communities has been essential from the very beginning. With the local stakeholder meetings we assured that our scheme will go in line with the existing ones in some of the neighbouring municipalities. Also experiences were exchanged and common priorities and problems were identified together with the stakeholders. Good practice examples were collected and experiences exchanged also during the Peer visit to Örebro municipality in Sweden that we consider as relatively advanced in developing their cycling scheme. The Peer visit showed us different aspects that should be considered when creating a functional and safe cycling infrastructure for the whole region.

After collecting all information needed, an analysis of the existing situation of cycling infrastructure in Kaunas district

was carried out. The aim of the analysis was to assess the needs of different citizen groups, analyse the cycling situation in other municipalities and to identify priorities and new perspectives to the work.

This baseline review was used as a background information for developing the cycling paths scheme where 332 km of tracks and routes are foreseen. In the planned scheme there are 8 terminals that should become reunification points for urban and regional public transport and should provide the possibility to maintain or change to another type of vehicle (bicycle, public transport, car). In order to realise the attained solutions, the next step is to include the Cycling scheme into the general strategic plans of the district.

The greatest benefits of NEW BRIDGES have been strengthened cooperation and new connections created between the district and the city centre. Now the connections established can be a start for fruitful cooperation also in many other fields.



The pilot action “new village centre” Dambeck as a part of larger Hamburg Metropolitan Region

Text: **Andreas Obersteg** Photo: **The Ministry of Interior of Land Schleswig-Holstein**

With the support of NEW BRIDGES project Hamburg has been improving the cooperation between the city and its surrounding region at strategic level, as well as through concrete projects at community level.

One of these projects is our Pilot Action “New village centre” in Dambeck. This small village is located in the county of Ludwigslust 130 km from Hamburg in the federal state of Mecklenburg-West Pomerania. The county of Ludwigslust is one of the associated partners in NEW BRIDGES project and will formally join to the Hamburg Metropolitan region in spring 2012.

Developing the rural area for better living and recreation

During the two stakeholder workshops organised in the county of Ludwigslust it became obvious that one of the biggest challenges in rural villages is the lack of infrastructure like grocery stores or social services. Support for maintaining and developing further the rural vil-

lage centres is needed. During the workshops some concrete ideas to improve the accessibility and quality of services were developed together with the local residents, for example exchange of voluntary services and improving the supply at the farmers’ market. Other topics like mobile healthcare services and the further development of public transport with a bus on-demand service were also mentioned. NEW BRIDGES project provided a platform and tools for the participation process and brought in some new ideas especially from Hamburg’s point of view. It is also in Hamburg’s interest to increase the attractiveness of its rural neighbourhoods as an area for living and recreation.

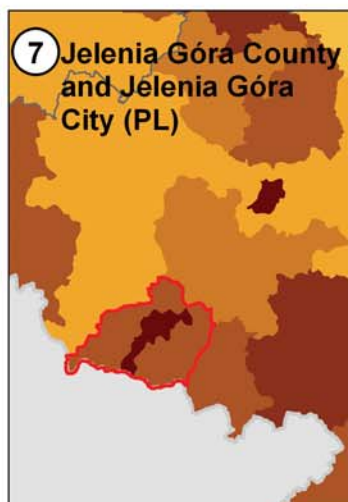
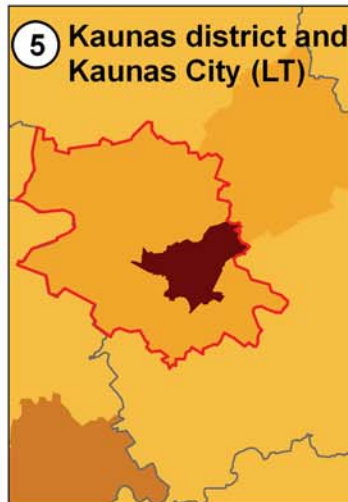
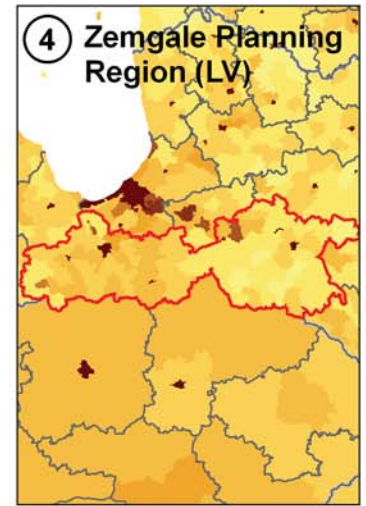
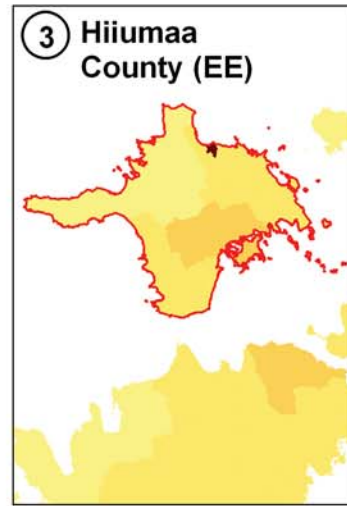
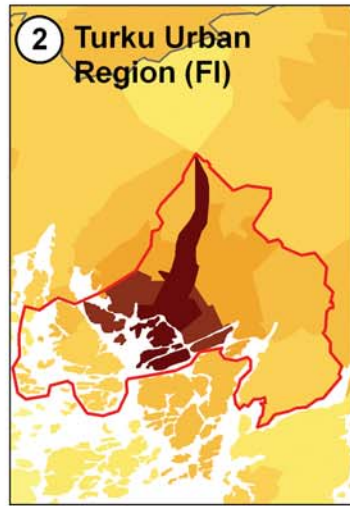
At the same time the federal state government has been identifying the same challenges. Therefore a third local workshop in Dambeck is planned to be organised in connection with new public funding program “New village centres” seeking to redevelop village centres in Mecklenburg-West Pomerania.

Strengthened cooperation in Hamburg Metropolitan Region

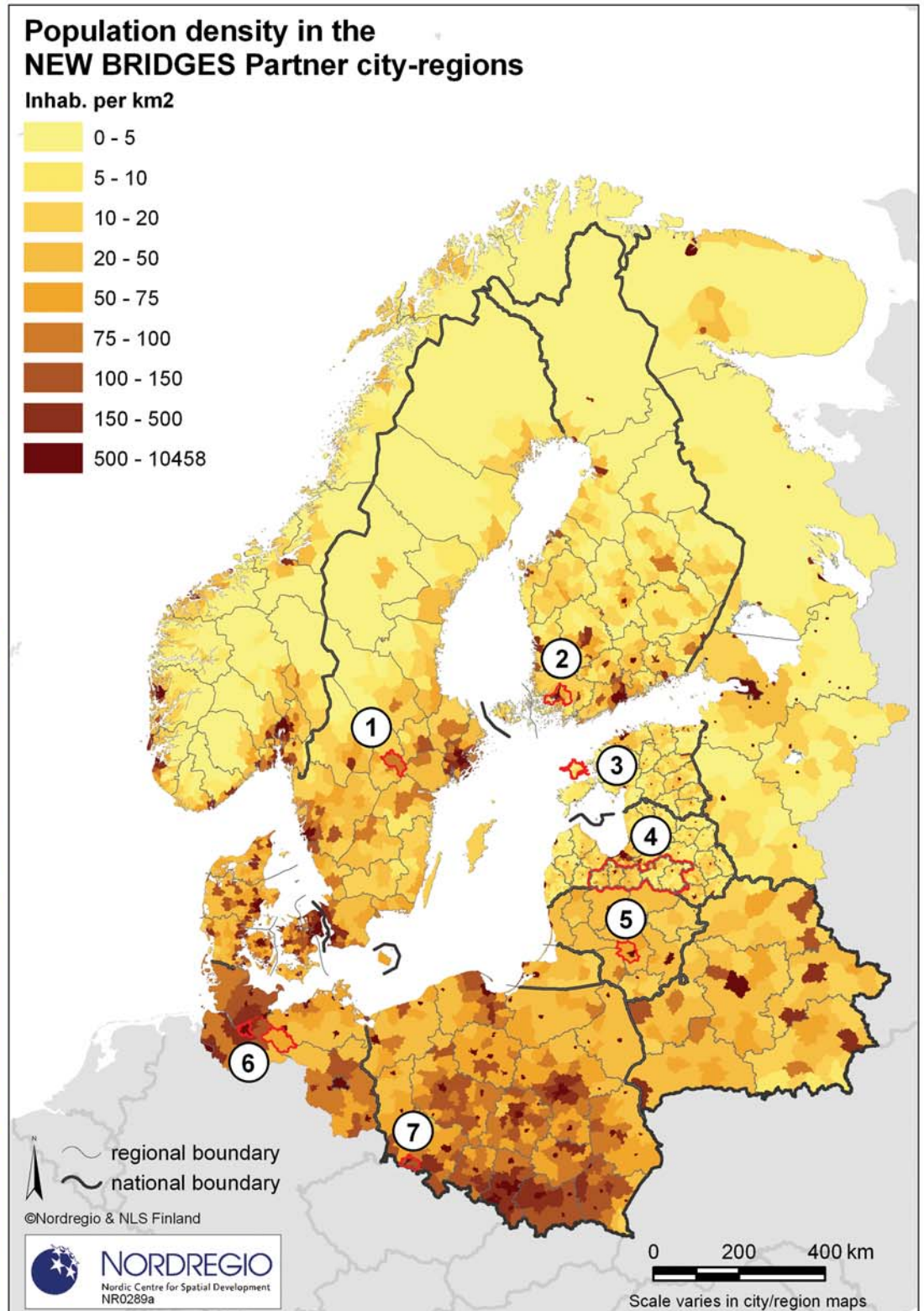
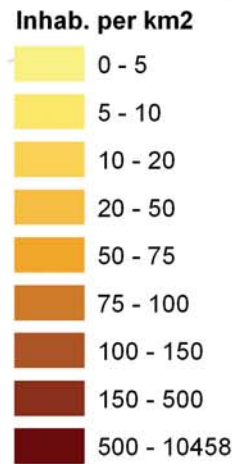
Throughout NEW BRIDGES project the ties between Hamburg and the county of Ludwigslust have become closer, not only through the practical work, but also at strategic level. The work in the project has been always interlinked with an existing process at federal state level to improve the cooperation between the City of Hamburg and Mecklenburg-West Pomerania. Both, the county and the federal state have been very active in the Northern German cooperation programme called Project Partnership North, the follow-up of the MORO-process (model project on urban rural partnerships, 2007-2010). As an outcome of the process Ludwigslust County and Mecklenburg-West Pomerania will become official members of the Hamburg Metropolitan Region. This new status will help us to continue and intensify the collaboration and further develop the urban-rural projects between Hamburg and Ludwigslust.



The expanded Hamburg Metropolitan Region. County of Ludwigslust as one new member (ruled area).
Copyright: The Ministry of Interior of Land Schleswig-Holstein



Population density in the NEW BRIDGES Partner city-regions



NEW BRIDGES in a nutshell

In the city-regional context the quality of individual's life is influenced by certain key elements – mobility & accessibility, provision of services and residential preferences. NEW BRIDGES project aims to strengthen Quality of Life through improved management of urban rural interaction around the Baltic Sea Region. The project builds up new urban rural partnerships and identifies innovative ways for regional cooperation by implementing Pilot Actions in seven partner city-regions.

The three-year project (2009 - 2011) was approved in the 1st call of the Baltic Sea Region Programme 2007-2013. Besides project management (WP 1) and communication (WP 2) NEW BRIDGES consists of three content related work packages; potentials for quality of life in BSR city-regions (WP 3); piloting actions for improved management of urban rural interactions (WP 4); and multilevel cooperation for quality of life in BSR (WP 5).

The outcomes of the project include: partner city-regions' implemented pilot actions and integrated management plans; methodological guide for better

management of urban rural interactions; and set of policy and practice recommendations on coherent planning, implementation and management of urban rural interactions in BSR

Sustainable urban rural development is one of the strategic areas of cooperation for Baltic 21, an Expert Group within the Council of the Baltic Sea States. NEW BRIDGES has the Baltic 21 Lighthouse Project status. The project is one of the key pieces in understanding and developing the urban rural interaction in BSR. Also VASAB (Visions and Strategies around the Baltic Sea) in its strategy work has identified NEW BRIDGES project as a one of the cornerstones for overcoming urban rural divide.

www.urbanrural.net



NEW BRIDGES Steering Group during the Turku Project meeting in February 2011. From left, Petri Kahila and Stefanie Lange from Nordregio, Jussi Välimäki, Maija Rusanen and Lauri Hooli from UBC EnvCom and Audrone Alijosiute from ECAT Lithuania.

NEW BRIDGES project has 11 partners from 7 BSR countries:

Union of the Baltic Cities Commission on Environment (UBC EnvCom)

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WP 3 Leader
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ECAT-Lithuania –Environmental Centre for Administration and Technology

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Strengthening of Quality of Life
through Improved Management
of Urban Rural Interaction

MANAGING URBAN-RURAL INTERACTION FOR QUALITY OF LIFE -CONFERENCE

30 November – 1 December 2011
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Registration before 31st October.

For more information and registration:
<http://www.urbanrural.net>

The final conference of NEW BRIDGES project is organised by the City of Hamburg and the HafenCity University in close cooperation with the Union of the Baltic Cities Commission on Environment, ECAT-Lithuania and Nordregio.

