PLANIRANJE I ODRŽIVI RAZVOJ PREDELA
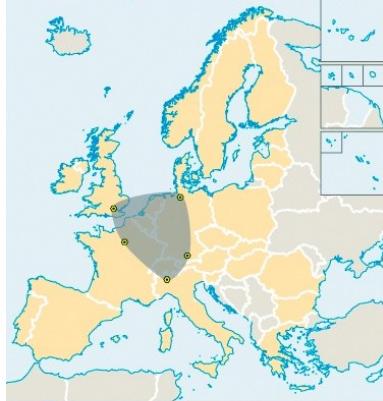
Development scenario envisaged by the ESPON project
on 'Transnational and National Territories':
creation of multiple Global Integration Zones

Canarias

Guadeloupe Martinique Réunion

Guayane

Madeira

Açores

This map does not
necessarily reflect the
opinion of the ESPON
Monitoring Committee

Helsinki
Oslo
Stockholm
Tallinn
Riga
Vilnius
Minsk
Dublin
København
London
Amsterdam
Berlin
Warszawa
Kyiv
Bruxelles/Brussel
Praha
Paris
Luxembourg
Bratislava
Kishinev
Wien
Budapest
Bern
Ljubljana
Zagreb
Bucuresti
Sarajevo
Beograd
Sofiya
Skopje
Ankara
Tirana
Lisboa
Madrid
Roma
Athinai
Nicosia
Valletta

500 km

ESPON
EUROPEAN SPATIAL PLANNING
OBSERVATION NETWORK

Adapted from BBR - Project 2.4.2. 2005

© EuroGeographics Association
for administrative boundaries

Origin of data: ESPON 1.1.1 Nordregio
ESPON 1.2.1 INRETS

Source: ESPON database

**Potential European Global Integration
Zones (EGIZ)**

Strong Potential European Integration Zone

Potential extension with improved accessiblity

Future Potential European Integration Zone

Potential extension with improved accessiblity

Global integration hinge region

**Main cities: Metropolitan European
Growth Areas (MEGA)**

MEGA covering all functions
of European significance*

Other MEGAs

* Transport, University, Decision-making,
Administration, Tourism, Manufacturing.

Size according to average value of related
significance of functions

Connectivity

Travel times of one hour
or less by air or rail between
main cities in 2003
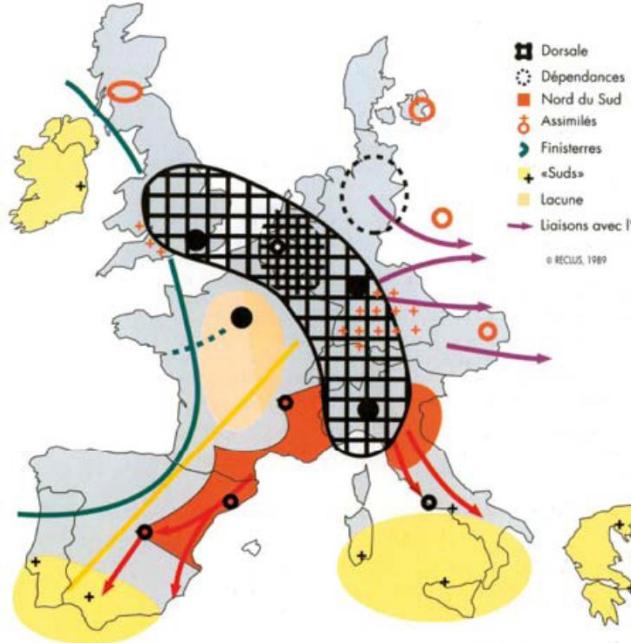
The Blue Banana

Source: Brunet, R.: Les villes européennes. Rapport pour la DATAR. – Paris 1989, p. 7

The Bunch of Grapes

Source: Kunzmann, K.R.; Wegener, M.: The pattern of urbanisation in Western Europe 1960–1990. – Dortmund 1991, p. 64

The Pentagon

Source: Schön, K.P.: Das Europäische Raumentwicklungskonzept und die Raumordnung in Deutschland. Einführung. Informationen zur Raumentwicklung (2000) issue 3/4, p. IV

1800

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2000
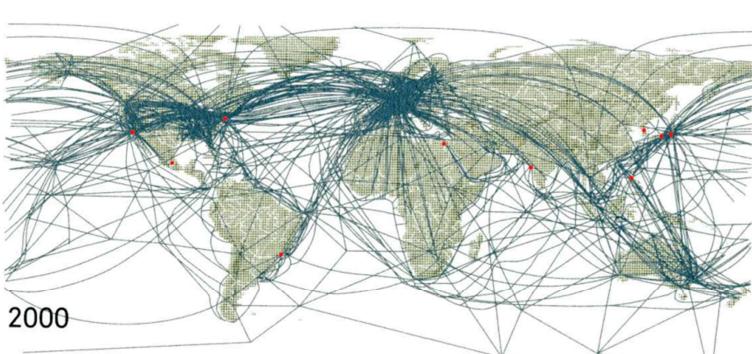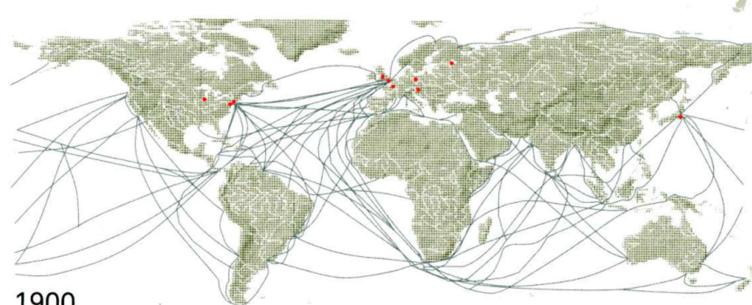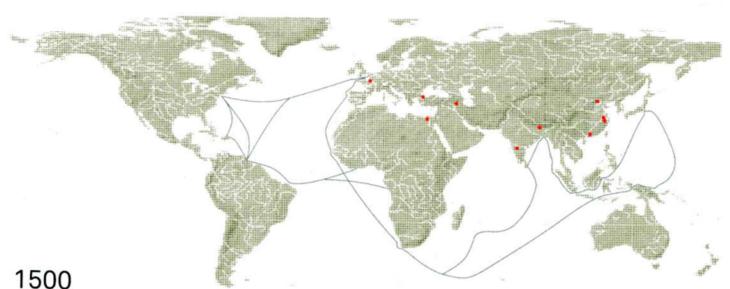
...prolazeći, veoma grubo, kroz istoriju prostora, možemo reći da su u Srednjem veku uvek postojale hijerarhijske grupe prostora: sakralni prostori i profani prostori; zaštićeni prostori i otvoreni, izloženi prostori; urbani prostori i ruralni prostori (sve ovo se odnosi na stvarni život ljudi).

...Ovu celu hijerarhiju, ove suprotnosti, ovo preplitanje prostora koje se formira možemo veoma grubo nazvati srednjevekovni prostor: **prostor utvrđenog položaja** (*prostorom i lokalizacijom (H)* ili *prostorom lokalizacije(MK)).* Pojam prostora utvrđenog položaja je otvoren od strane Galileo-a. Pravi skandal Galileo-ovog rada nije u njegovom otkriću, ili ponovnom otkrivanju, da se zemlja okreće oko sunca, nego u njegovom utvrđivanju beskonačnog, i do beskonačnosti otvorenog prostora.

... U ovakvom prostoru srednjevekovno mesto se razgrađuje, kakvo je bilo do tada; da položaj neke stvari nije više ništa do tačka u pokretu, kao i da statičnost stvari nije ništa drugo do kretanje ali beskonačno usporeno. Drugim rečima, počev od Galileo-a i sedamnestog veka, **pružanje (pokret)** je zamenio lokalizaciju

...Danas *raspoređivanje(H)* (*smiještanje (MK)*, mesto) menja pružanje koje je zamenilo položaj. *Raspoređivanje(H) (Smiještanje (MK), Mesto)* je definisano bliskim vezama između tačaka ili elemenata; formalno, ove veze možemo opisati kao serije, drveća, ili mreže.

PROSTOR LOKALIZACIJE

PROSTOR PRUŽANJA

PROSTOR RASPOREĐIVANJA

PROSTOR LOKALIZACIJE
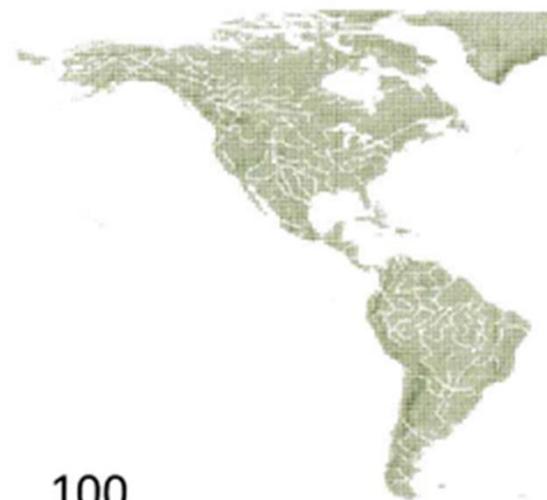
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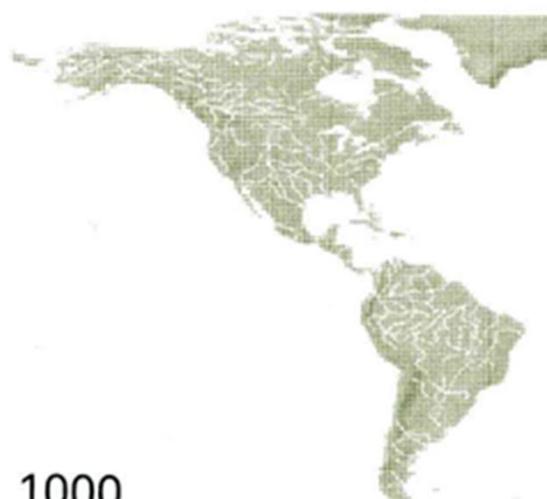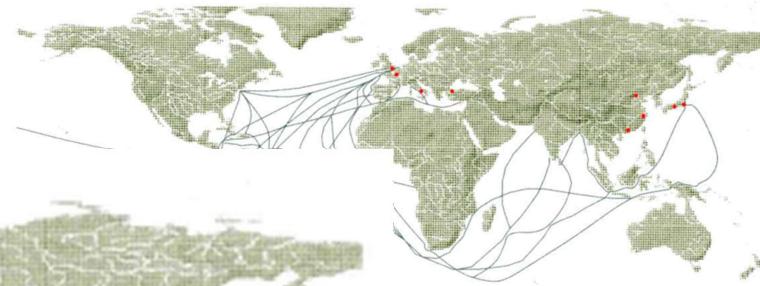
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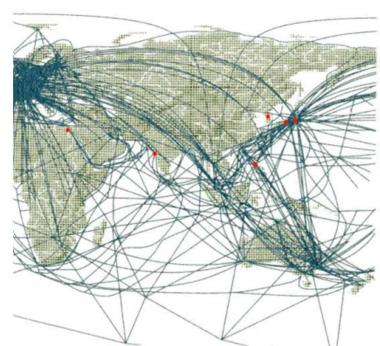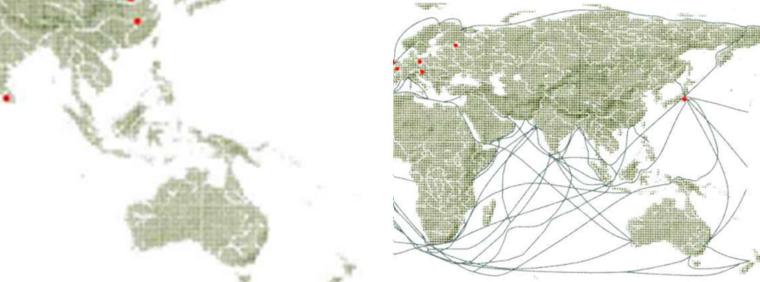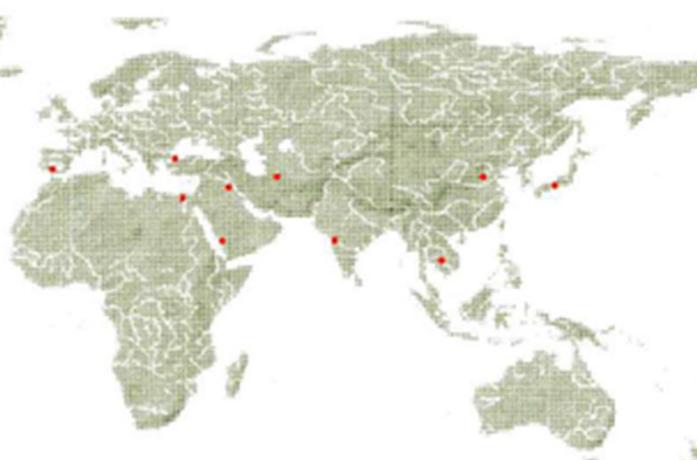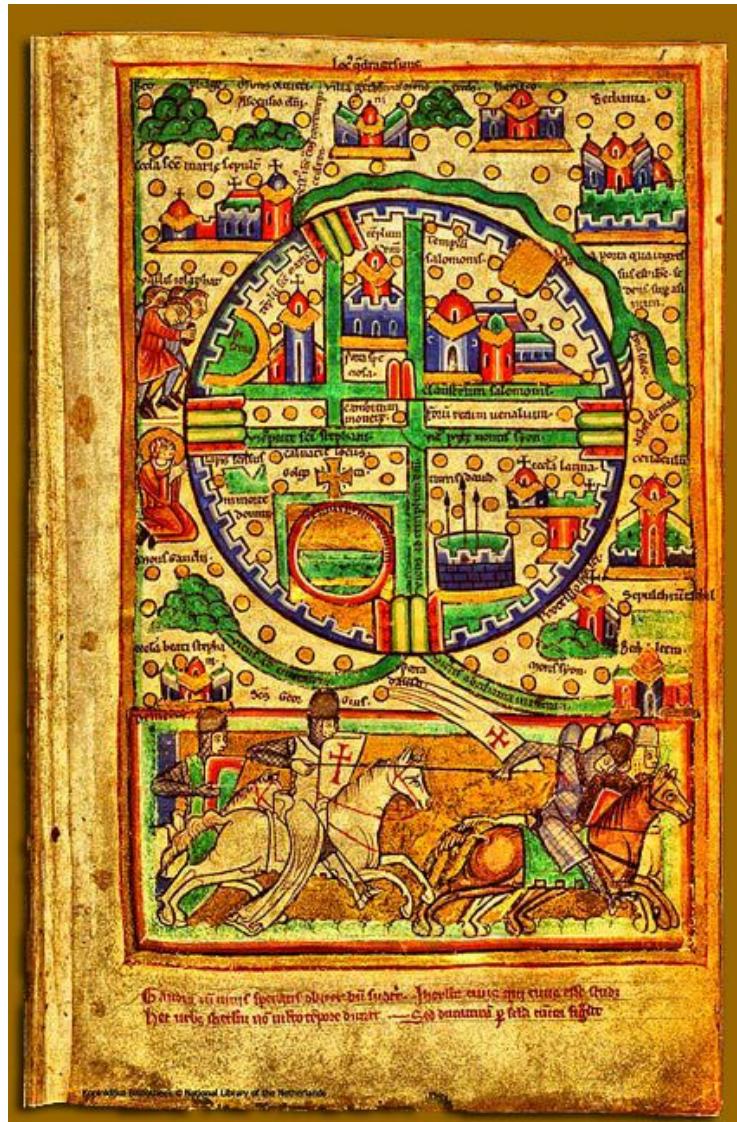
Jerusalem 1200

13th Century map of the world

PROSTOR PRUŽANJA

1800

1500

1900
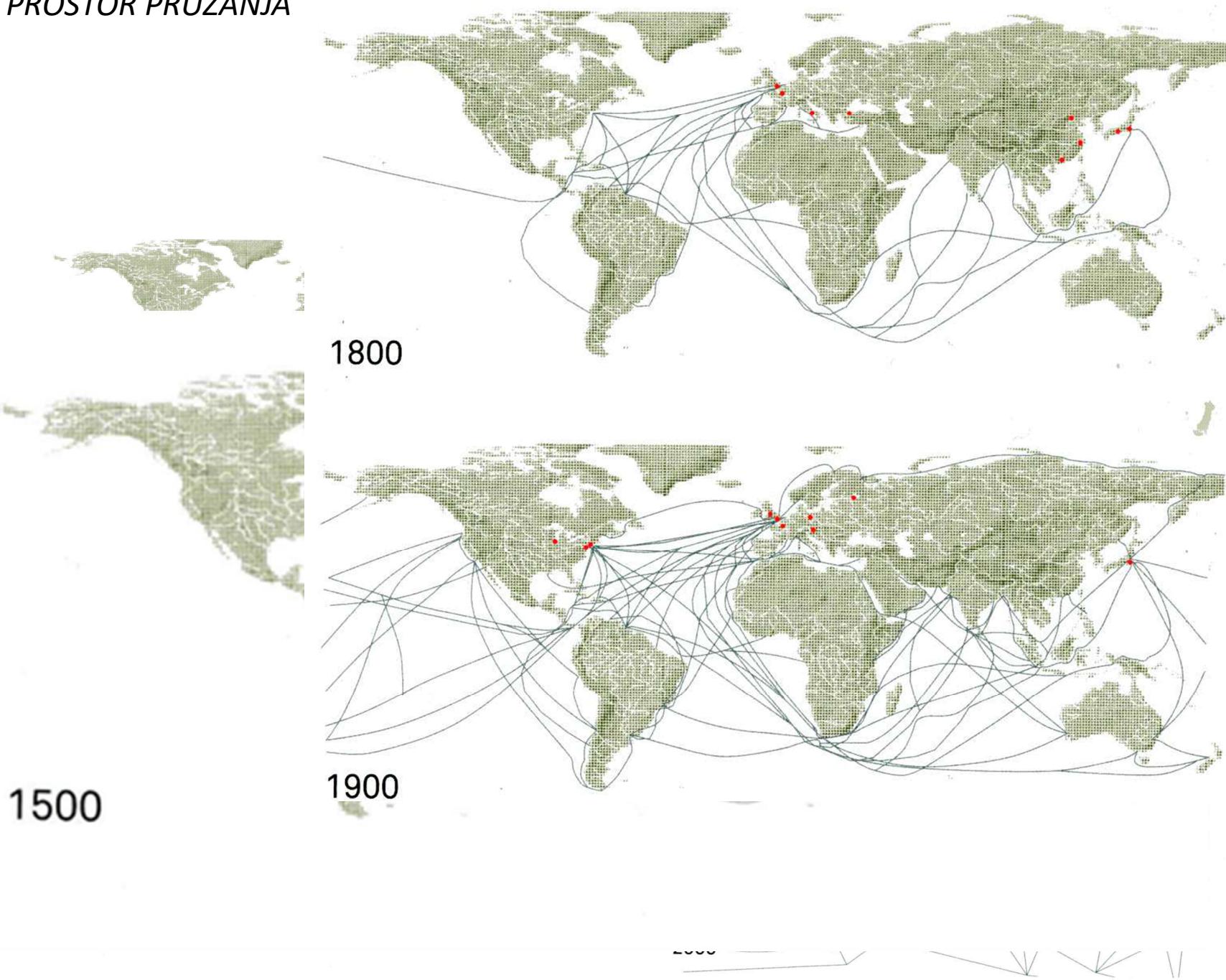
Sea chart of Europe, 1592
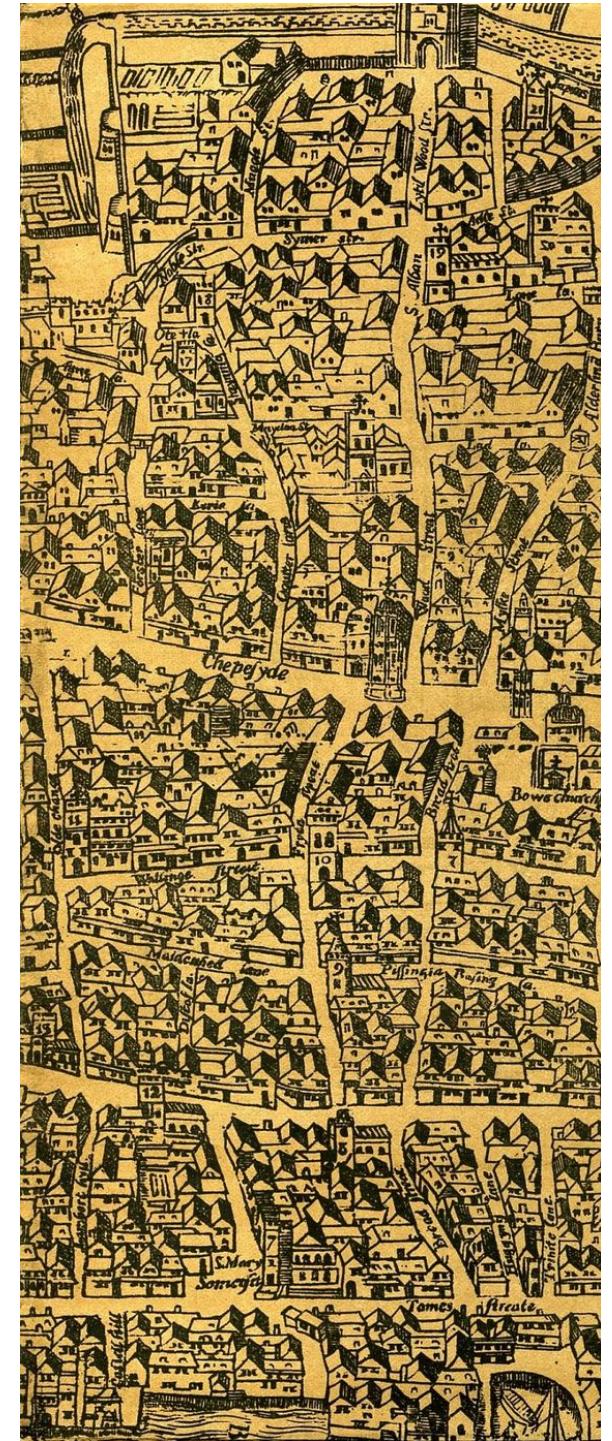
London And Westminster Map c1563

PROSTOR RASPOREĐIVANJA

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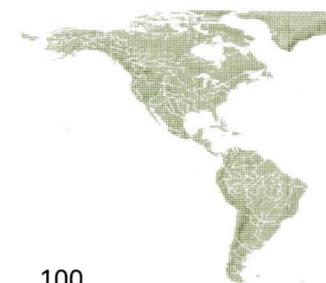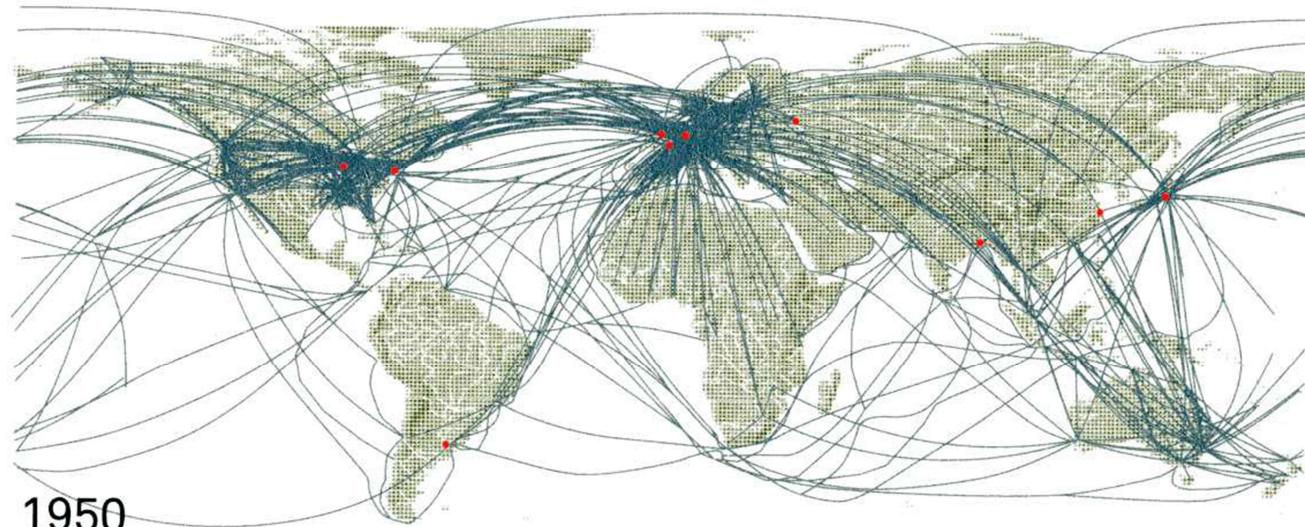
1950
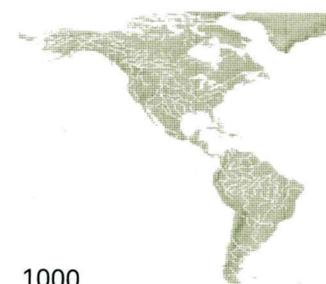
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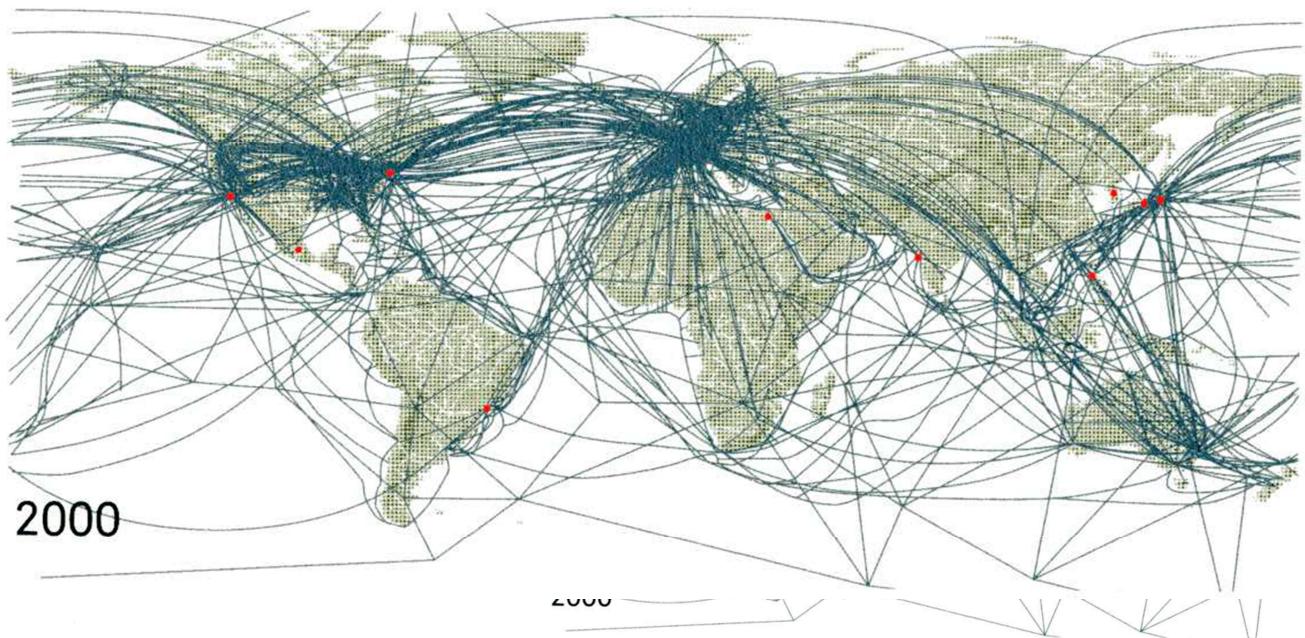
1500

2000

2000

Čak šta više, značaj mesta kao problema u savremenenim tehnologijama je poznat; .... ; indetifikacija markiranih ili kodiranih elemenata unutar skupa koji se raspoređuje slučajnim rasporedom, ili može biti složen po pojedinačnim ili višestrukim klasifikacijama...problem položaja koji se javlja za današnje društvo po pitanju demografije. Ovaj problem... nije samo onaj da li će biti dovoljno mesta za ljude na svetu, problem koji je sigurno veoma važan, već i onaj o... *kakvoj vrsti pohranjivanja, kretanja, označavanja i razvrstavanja ljudi se mora dati prvenstvo, u ovoj ili onoj situaciji, u zavisnosti od cilja ka kojem se teži. Mi smo u dobu u kojem nam se prostor predočava u obliku odnosa raspoređivanja*.

U svakom slučaju verujem da anksioznost naše ere ima fudamentalne veze sa prostorom, mnogo više nego sa vremenom. Vreme se verovatno pojavljuje za nas kao jedna od operacija rasporeda, koja je moguća za elemente koji su raspoređeni u prostoru.

The European **urban landscape**

Population density 2014
On a grid of 10x10 kilometres
Source: LandScan, adaptation by PBL

The urban landscape of Europe is characterised by a large diversity of small, medium-sized and large cities. Compared to other parts of the world, many urban regions in Europe have a polycentric structure where multiple towns and cities are in close proximity to one another. In other cases, a single large city – typically a nation's capital – dominates its surrounding region, resulting in a more monocentric pattern. In a few regions, a linear urbanisation pattern can be discerned, such as in areas bordering the Mediterranean Sea and Italy's Adriatic coast.

Europe's urban structure is the result of many underlying factors. Some settlements date back to the Roman Empire, where they functioned as administrative centres. Other towns and cities developed during the Middle Ages as regional marketplaces at strategic locations along trade routes, often close to a river or harbour. As a result of political, demographic and economic developments, towns and cities flourished (and therefore expanded) in some periods, whereas other periods were characterised by decline (Benevolo, 1995; Rutte and Abrahamse, 2016). Over the course of the 20th century, cities spilled over into their surrounding regions. Several countries built so-called new towns. Milton Keynes in the United Kingdom, Almere in the Netherlands and Nowa Huta in Poland are examples of

these. This injected new and highly planned urban and suburban centres into the historical European urban structure.

Looking back, Europe's urban landscape is clearly not a static phenomenon. Even today, some towns and cities grow, while others shrink. Currently, there are over 800 cities with more than 50,000 inhabitants in the European Union. The majority of these, almost 700, are small and medium-sized cities (between 50,000 and 250,000 inhabitants).

London (1,094,000)

Paris (1,857,000)

Berlin (817,000)

Warsaw (644,000)

Budapest (557,000)

Madrid (1,409,000)

Milan (728,000)

Bucharest (915,000)

Lisbon (529,000)

Rome (707,000)

Athens (1,247,000)

City name (number of inhabitants in the most densely populated 10x10km grid cell)
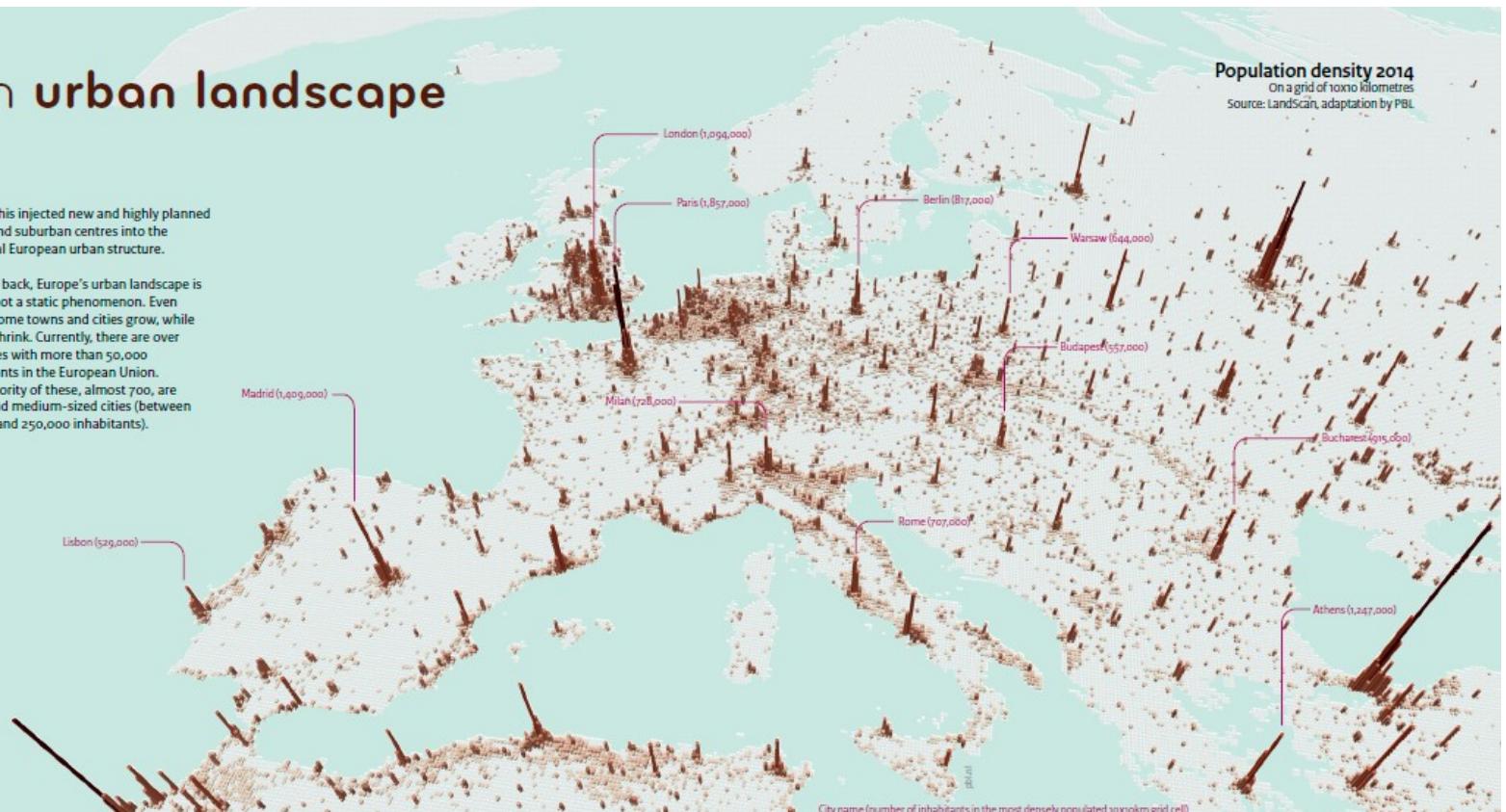
Different types of **urban regions**

Urban areas in Europe come in all shapes and sizes. In general, four different morphological types can be distinguished: monocentric, dispersed, linear and polycentric urban regions.

Bucharest
Ploiesti

Bucharest (Romania)
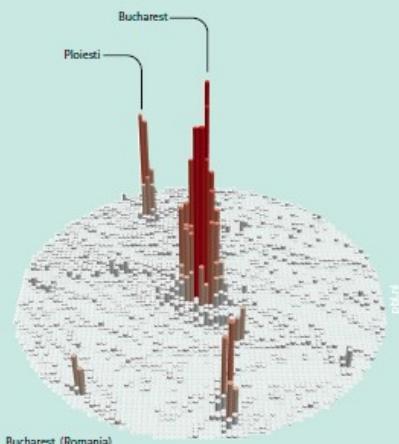
Monocentric urban region

Regions with monocentric urban structures can be found in France, Spain, Portugal and countries in the northern and eastern parts of Europe, where cities are distributed over relatively wide areas.

Katowice
Kraków

Upper Silesia (Poland)
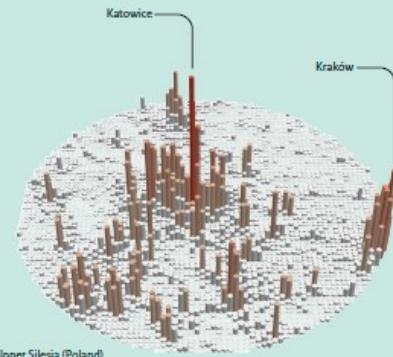
Dispersed urban region

Dispersed urban patterns are formed by scattered or sprawling cities, towns and suburbs with relatively low densities. Examples can be found in parts of Belgium, in northern Italy and in the south of Poland.

Nice
Fréjus

Côte d'Azur (France)
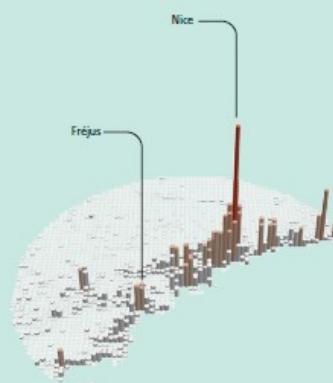
Linear urban region

Regions with linear forms of agglomeration have emerged along some of Europe's coastlines, for instance in Portugal, in the southern parts of Spain and France, and in the east of Italy. Linear urban regions are also present in mountain valleys in Switzerland and Austria.

Amsterdam
The Hague

Randstad (Netherlands)

50 km
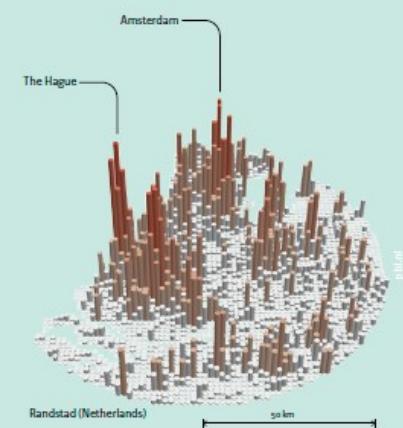
Polycentric urban region

In polycentric urban regions, multiple cities lie in close proximity to one another. These kinds of regions can be found in the Netherlands, the western part of Germany and the southern half of the United Kingdom.

Antwerp-Brussels Belgium

	3.1 E	6.1 E	
		51.5 N	
		50.1 N	

	CNT	OIL	DRY	CRG
	16	11	8	29
Elevation (m)			14	
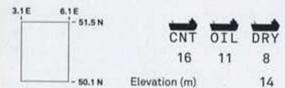
Population

Inhabitants 2000   **3,725,000**

Metropolitan density

Inhabitants	2,485,000
Built-up area (km²)	1,308
Population density (inhabitants/km²)	**1,900**

demographia.com, 1990

Metropolitan development (Brussels)

Year	1965	2000
Total metropolitan inhabitants	2,990,000	3,725,000
Inhabitants in metropolitan core	413,000	294,000
Core share	**13.8%**	**7.9%**
Inhabitants in metropolitan periphery	2,577,000	3,431,000
Periphery share	86.2%	92.1%

demographia.com

Employment (Brussels)

	Metr. Area	CBD
Area (km²)	1,308	3.1
Area share	100%	0.2%
Employment	602,408	144,906
Employment share	100%	24.1%
Employment density (employment/km²)	**461**	**46,744**

demographia.com, 1990

Traffic and transport (Brussels)

Average commuting time (minutes)	**22**

publicpurpose.com, 1990

Road use (Brussels)

Average road speed (km/hour)	37.8
Vehicle density (vehicle km/km²)	**110,913**

publicpurpose.com, 1990

Economy (Brussels)

Gross regional product per capita (€)	**27,803**
Unemployment rate	7.4%

Regio Randstad, 2002

Railway use (Brussels)

Passenger density (passenger km/km)	17,870
Rail vehicle density (vehicle km/km²)	**756,371**

publicpurpose.com, 1990

Health (Brussels)

Hospital beds per 1,000 inhabitants	**6**
Average life expectancy at birth	80

Eurostat, 1996

Climate (Brussels)

Average January temperature (°C)	0.6
Average July temperature (°C)	**21.7**

weatherbase.com

Crime (Brussels)

Crimes per 100,000 inhabitants	**9,890**

Eurostat, 1996

Pollution (Brussels)

NOX (tonnes/km²)	125.1
CO (tonnes/km²)	493.8
VOC (tonnes/km²)	77.2
Total pollution (tonnes/km²)	**696.1**

demographia.com, 1990

28
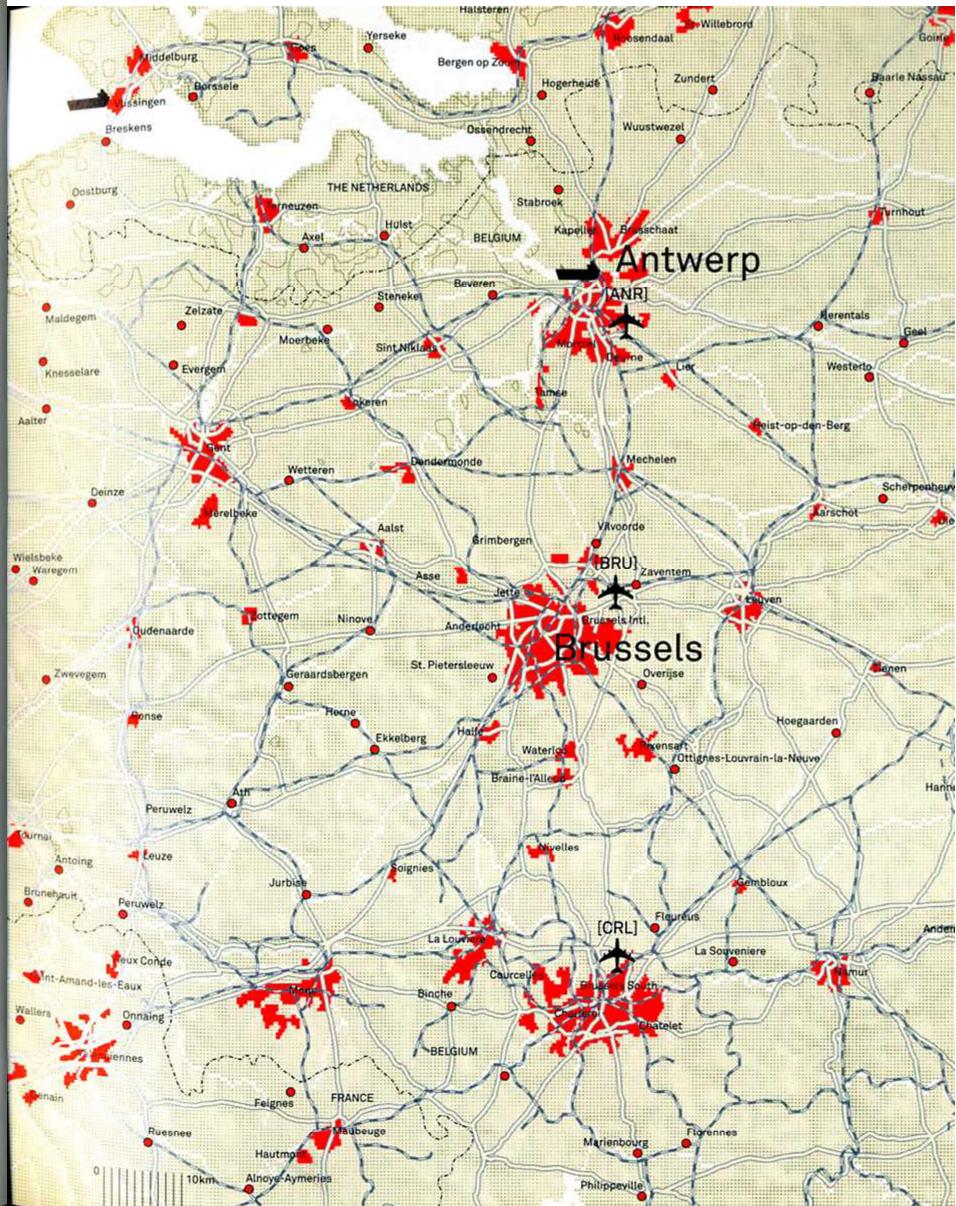
Randstad Holland The Netherlands

	MET	CNT	OIL	DRY	PAX	CRG	MOV	@ TEL
	38	7	3	3	9	14	21	3

3.1 E — 6.2 E
52.9 N
51.4 N

Elevation (m) 2

Population

Inhabitants 2002	6,600,000
Regio Randstad	

Metropolitan development (Amsterdam)

Year	1965	1992
Total metropolitan inhabitants	1,730,000	1,875,000
Inhabitants in metropolitan core	866,000	713,000
Core share	**50.1%**	**38.0%**
Inhabitants in metropolitan periphery	864,000	1,162,000
Periphery share	49.9%	62.0%
demographia.com		

Employment (Amsterdam)

	Metr. Area	CBD
Area (km²)	324	8.3
Area Share	100%	2.6%
Employment	320,168	80,722
Employment share	100%	25.2%
Employment density (employment/km²)	**988**	**9,726**
demographia.com, 2000		

Economy

Gross regional product per capita (€)	31,212
Unemployment rate	4.0%
Regio Randstad, 2002	

Health (Amsterdam)

Hospital beds per 1,000 inhabitants	**5**
Eurostat, 1996	

Crime (Amsterdam)

Crimes per 100,000 inhabitants	**11,850**
Eurostat, 1996	

178

Metropolitan density

Inhabitants	6,600,000
Built-up area (km²)	1,419
Population density (inhabitants/km²)	**4,651**
Regio Randstad, 2002	

Traffic and transport (Amsterdam)

Public transport market share	49.0%
Private vehicle market share	51.0%
Average commuting time (minutes)	**28**
publicpurpose.com, 1990	

Road use (Amsterdam)

Average road speed (km/hour)	34.9
Vehicle density (vehicle km/km²)	**67,713**
publicpurpose.com, 1990	

Railway use (Amsterdam)

Passenger density (passenger km/km)	7,906
Rail vehicle density (vehicle km/km²)	**473,939**
publicpurpose.com, 1990	

Climate (Amsterdam)

Average January temperature (°C)	1.1
Average July temperature (°C)	**20.6**
weatherbase.com	

Pollution (Amsterdam)

NOX (tonnes/km²)	62.5
CO (tonnes/km²)	167.2
VOC (tonnes/km²)	27.8
Total pollution (tonnes/km²)	**257.5**
demographia.com, 1990	

Rhine-Ruhr Germany

MET
19
Elevation (m) 161

Population

Inhabitants 2002   11,100,000
Regio Randstad

Metropolitan development

Year	1965
Total metropolitan inhabitants	5,200,000
Inhabitants in metropolitan core	729,000
Core share	**14.0%**
Inhabitants in metropolitan periphery	4,471,000
Periphery share	86.0%
demographia.com	

Residential density

Year	1985
Inhabitants	7,604,000
Residential area (km²)	1,823
Residential density (inhabitants/km²)	**4,171**

Traffic and transport (Essen)

Public transport market share	29.0%
Private vehicle market share	71.0%
Average commuting time (minutes)	**24**
publicpurpose.com, 1990; Eurostat, 1996	

Economy

Gross regional product per capita (€)	27,419
Unemployment rate	6.9%
Regio Randstad, 2002	

Health

Hospital beds per 1,000 inhabitants	**8**
Eurostat, 1996	

Climate (Essen)

Average January temperature (°C)	0.0
Average July temperature (°C)	**21.1**
weatherbase.com	

Crime

Crimes per 100,000 inhabitants	**9,880**
Eurostat, 1996	

180
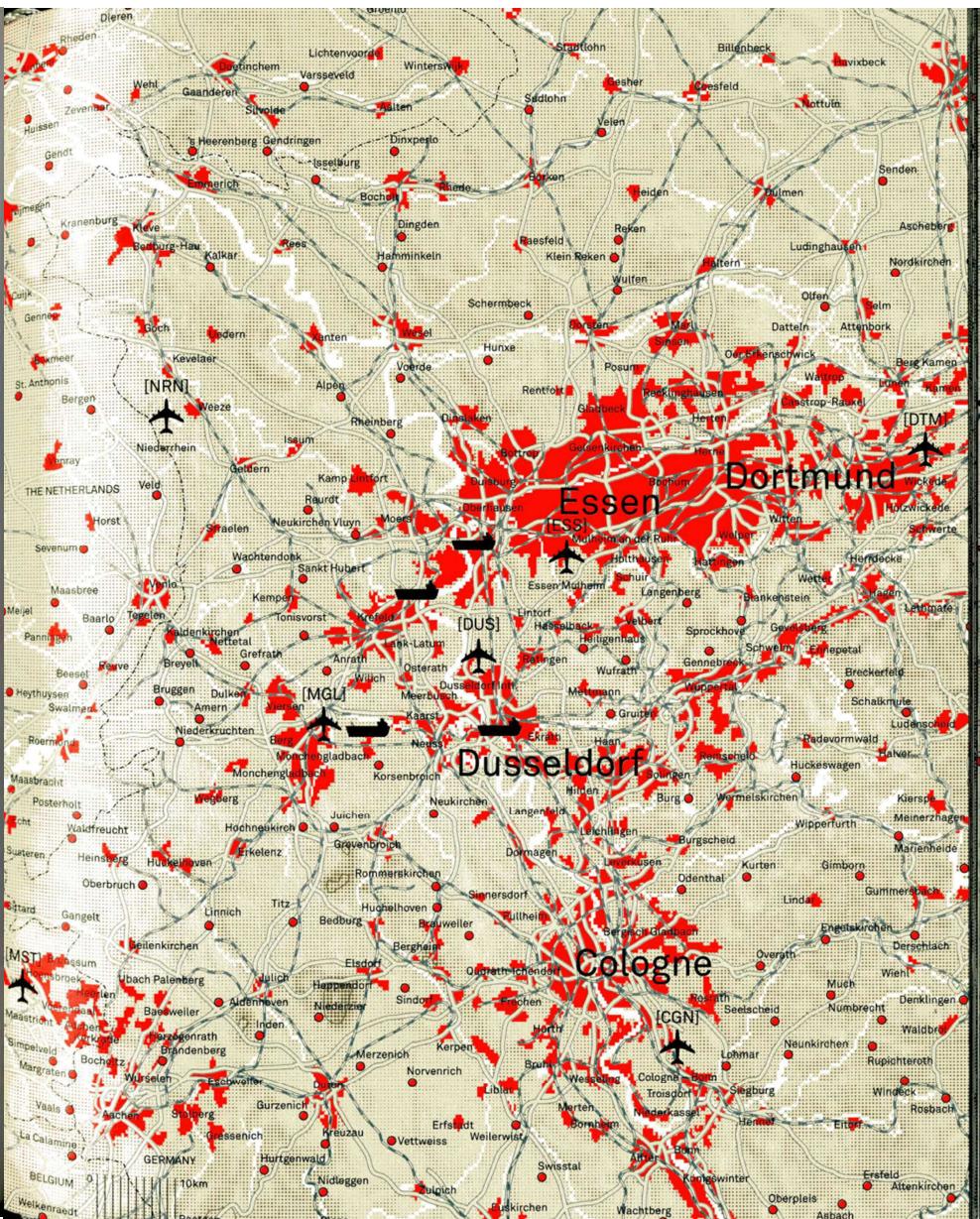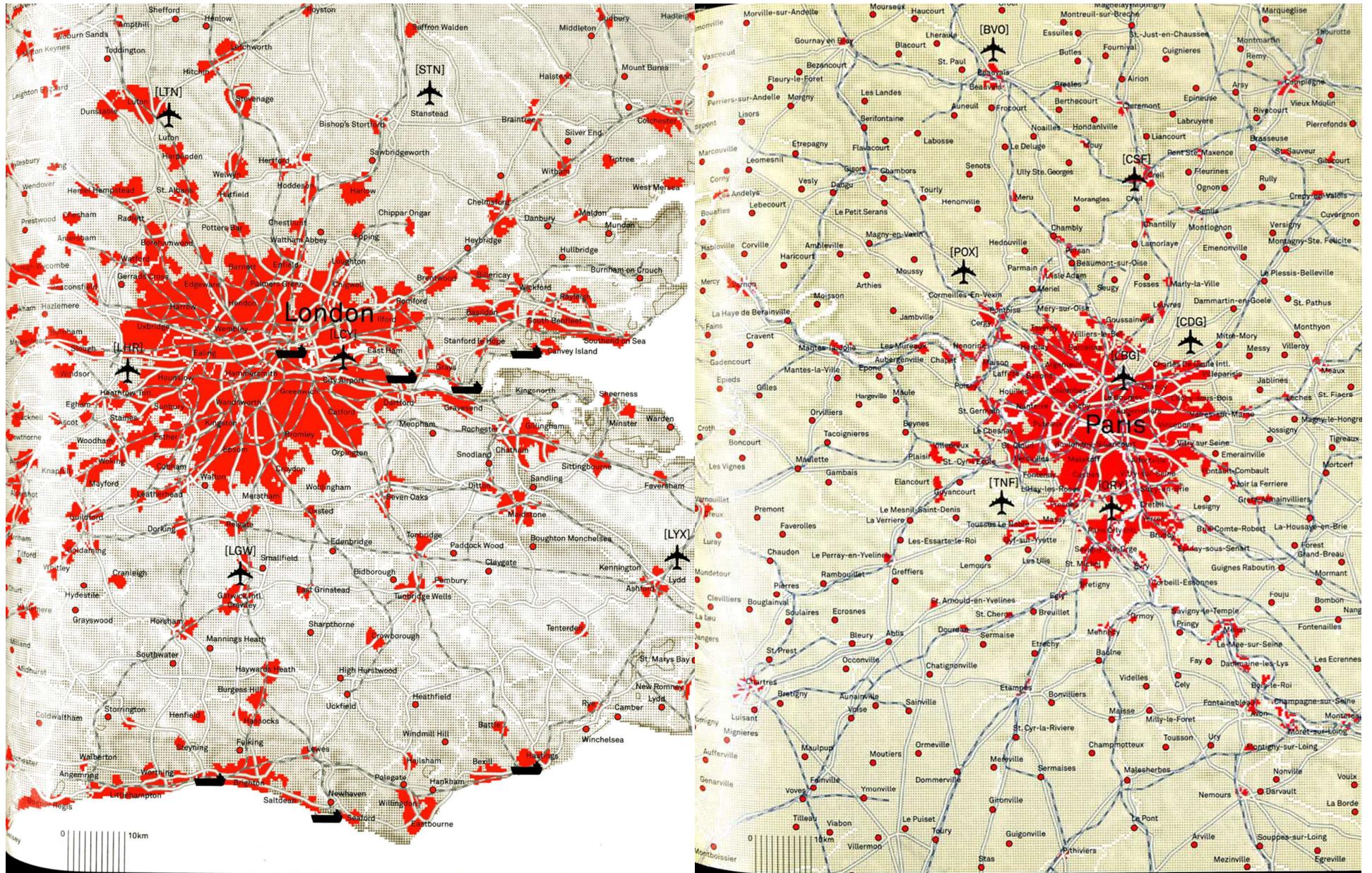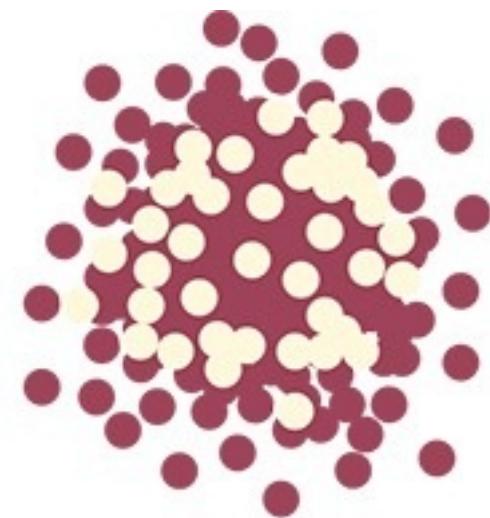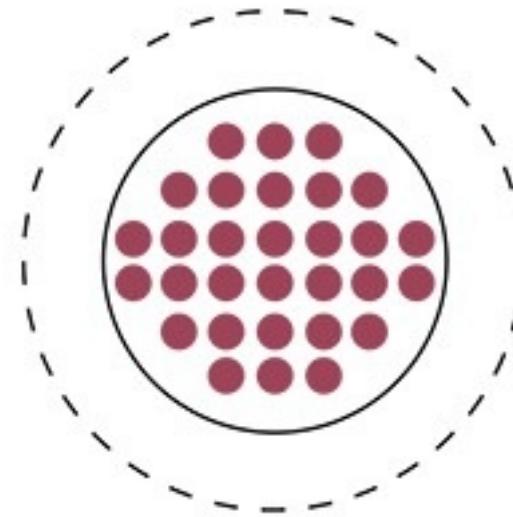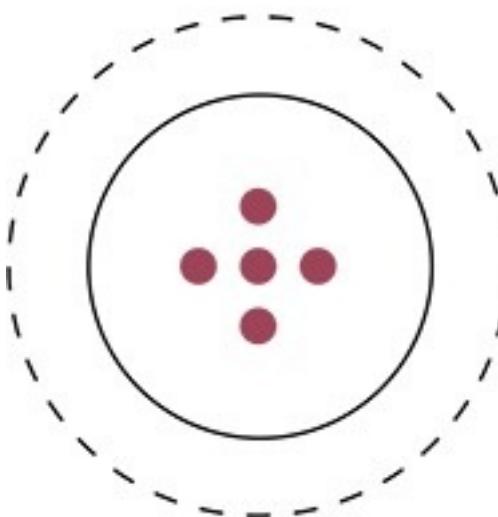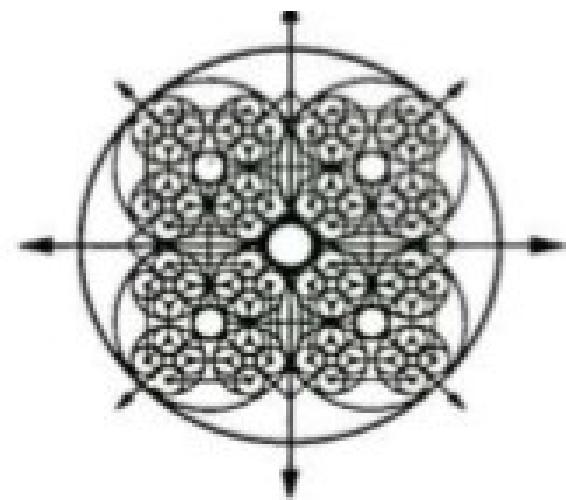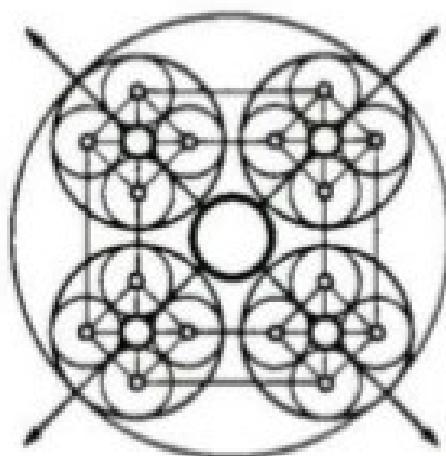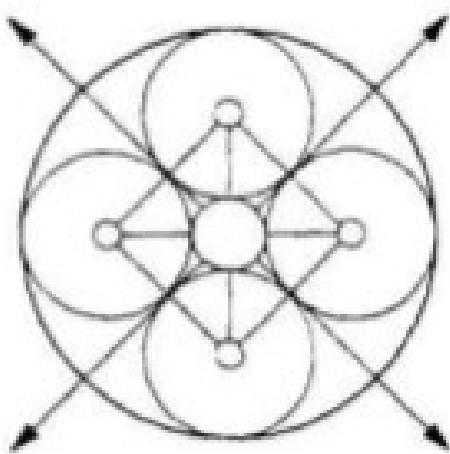
Growth and decline in metropolitan areas

Changes in the size of the population in cities are the result of natural processes (births and deaths) and migration. In most European metropolitan areas, the population is growing. Cities in Europe are also becoming more culturally and ethnically diverse, as a result of the free movement of citizens within the European Union and the influx of migrants and asylum seekers from non-EU countries. Most EU cities saw an increase in the share of non-national inhabitants in recent decades.

In the 2000–2010 period, the strongest population growth took place in London, Madrid and Paris. But also Dublin, Toulouse, Oslo and metropolitan areas in Spain gained in population. However, not all metropolitan areas have been growing. In the same period, population numbers in Athens, Tallinn, Genova and a number of cities in Poland and Germany declined.

How are metropolitan areas defined?

The OECD database contains detailed data on 114 metropolitan areas in Europe. According to the OECD definition, metropolitan areas are urban areas with more than 500,000 inhabitants. The OECD, in cooperation with the European Commission and Eurostat, has developed a harmonised definition of urban areas that overcomes previous limitations linked to administrative definitions (OECD, 2012). According to this definition, an urban area is a functional economic unit characterised by densely inhabited 'cities' with more than 50,000 inhabitants and 'commuting zones' whose labour market is highly integrated with nearby cities.

City   Commuting zone

Decline
- 0–5 %
- 5–10 %
- 10–15 %
- More than 15%

Growth

Absolute growth — Growth or decline in %
Number of inhabitants at the start of the 10-year period

Number of inhabitants in 2010
- 10 million
- 4 million
- 1 million

18
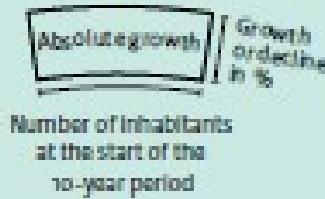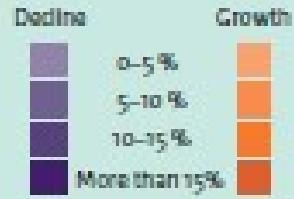
Metropolitan economies...

Cities are the engines of the economy. Metropolitan regions contain 59% of the EU population, but they hold 62% of its jobs and represent 67% of GDP (European Commission, 2014).
The concentration of people, capital and business opportunities means that cities are more productive than other places. It is therefore not surprising that cities figure prominently in the EU strategy for jobs and growth. The Urban Agenda for the EU, in particular, aims to ensure maximum utilisation of the growth potential c[...]

Many of E[...]
most afflu[...]
and Londo[...]
highest GD[...]
such as M[...]
Frankfurt.[...]
relationshi[...]
Naples, bu[...]
capita and[...]
rate. Bigge[...]
better. The[...]
as the nati[...]
which they[...]
the geogra[...]
capita of c[...]
countries i[...]

Cities also[...]
real engine[...]
speeds. Ag[...]
matters – [...]
appear to [...]
much as g[...]

2000–2010 period, a north–south divide could be seen, with northern cities generally outperforming those in the south. The most significant growth, however, occurred in central and eastern European cities, particularly in Poland. Some of this difference can be attributed to a lower starting point, but also to the EU's Cohesion Policy, under which especially new recipients are eligible to receive high European subsidies.

Population
metropolitan area 2010

GDP per capita USD

The largest metropolitan area of the country has the highest GDP per capita

Decrease in GDP per capita

Highest GDP per capita of all European regions but little growth

Low GPD per capita but strong growth

Largest GDP growth of all metropolitan areas

Europe 2020 targets for smart growth
The 2020 strategy aims to stimulate the transition towards an economy based on knowledge, research and innovation by:
- Increasing combined public and private investment in R&D to 3% of GDP
- Reducing school dropout rates to less than 10% and increasing the share of the population aged 30 to 34 who have completed their tertiary education to at least 40%

...grew stronger in eastern Europe

GDP per capita growth
Annual average 2000–2010
Source: OECD Metropolitan Explorer, adaptation by PBL

-1% 0% 1% 2% 3% 4% 5%

no data on growth

London · Dublin · IRELAND · Oslo · NORWAY · Stockholm · SWEDEN · Helsinki · FINLAND · Copenhagen · DEN-MARK · Amsterdam · NETHERLANDS · Brussels · BELGIUM · Berlin · GERMANY · Warsaw · POLAND · Tallinn · ESTONIA · Paris · FRANCE · Marseille · Lyon · SWITZER-LAND · Vienna · AUSTRIA · Prague · CZECH REP. · Bratislava · SLOVAKIA · Budapest · HUNGARY · Milan · Rome · Naples · ITALY · Athens · GREECE · SLOVENIA · Madrid · Barcelona · SPAIN · Lisbon · PORTUGAL · UNITED KINGDOM

Poorten en overstekken Gateways and overhangs	Tramstation Tram station
(Woon)boten Boats and houseboats	Ondergrondse tramlijnen Underground tram lines
Kavels Plots	Metrolijnen Metro lines
Openbaar groen Public green space	Metrostation Metro station
Sportvelden Sports fields	Hoogspanningslijnen Power lines
Volkstuinen Allotment gardens	Gemeentegrens Municipal border
Bos (nieuw aanplant) Newly planted wood	Landsgrens National border
Strand Beach	Nog te ontwikkelen Yet to be developed
Wadi Wadi	Spoorlijnen Railway lines
Water Water	Kavels Plots
Water Water	Groenzone Green zone
Parkeerplaatsen Parking places	Water Water
Ondergronds parkeren Underground parking	Infrastructuur Infrastructure
Parkeerplaatsen op dak Rooftop parking	Bestaand Existing
Infrastructuur Infrastructure	Bebouwing Buildings
Spoorlijnen Railway lines	Kassen Glasshouses
Treinstation Railway station	Situatie Situation
Hogesnelheidslijn High speed rail system	

Legenda 1 : 2.000 Legend 1 : 2.000

Bebouwing Buildings	Water Water
Poorten en overstekken Gateways and overhangs	Parkeerplaatsen Parking places
Kavels Plots	Ondergronds parkeren Underground parking
Erfscheiding Property boundary	Straten en fietspaden Streets and cycle-ways
Entrees Entrances	Stoepen en pleinen Pavements and squares
Bomen Trees	Tramlijnen Tram lines
Muren Walls	Tramstation Tram station
Hagen Hedges	Nog te ontwikkelen Yet to be developed
Openbaar groen Public green space	Kavels Plots
Collectief groen Communal green space	Bestaand Existing
Speelplaatsen Playgrounds	Bebouwing Buildings
Hoogtelijnen	Situatie

Leidschenveen, Den Haag
p. 186

Ypenburg, Den Haag & Pijnacker-Nootdorp
p. 97

Bergschenhoek Vinex, Bergschenhoek

Wateringse Veld,
Den Haag
p. 234

Nesselande, Rotterdam

Portland-Carnisselande,
Albrandswaard & Barendrecht p. 224

Vrederust
p. 240

De Krpeter, Breda

Westerpark,
p. 236

Nieuw Wolf,
Breda
p. 238

Veersepoort, Middelburg
p. 274

Vrouwenzand
& De Nollen,
Hymen

Oostertocht, Zuidwijk-Huygenhoek
& Stad van de Zon, Heerhugowaard
p. 131

Dronckaert,
Silverdam/Beemskerk
p. 149

Spaendell,
Zaanstad

Waldevenne, Purmerend
p. 143

Almere Buiten,
p. 182

Stellinghof,
Vinkeveen
Vinex

De Aker,
Amsterdam

Liburg, Amsterdam
p. 156

Glorieind,
Hoofddorp
p. 135

Vierde Kwadrant, II
p. 125

Gelataveoord, Nieuw-Vennep

Phoeligeest, Oegstgeest
p. 150

Doornburg, Leiden

De Held, Groningen
p. 58

Zuidertwerd, Leeuwarden

Riethoven, Bremen

Maarzanen, Zwolle

Woudhurst & Ossenveld-Oost,
Apeldoorn

De Vijfhoek, Deventer

Kostersveld, Hengelo

De Eschmarke, Stad
p. 72

Predlažem tezu da se ovde nalazimo u prisustvu nečeg sličnog mutaciji u samom izgrađenom prostoru. Podrazumevam pritom da mi sami, ljudski subjekti koji su se našli u tom novom prostoru, nismo držali korak s tim razvojem; desila se mutacija objekta koju do sada nije pratila nikakva odgovarajuća mutacija subjekta; još ne posedujemo perceptivno oružje koje bi bilo doraslo tom novom hiperprostoru, kako ću ga zvati, delimično zato što su naše perceptivne navike formirane u onoj starijoj vrsti prostora koju sam nazvao prostorom visokog modernizma.

V. Post-Modernism and the City
Frederic Jameson
POSTMODERNISM or The Cultural Logic of Late Capitalism