

Metropolitan area of Brno

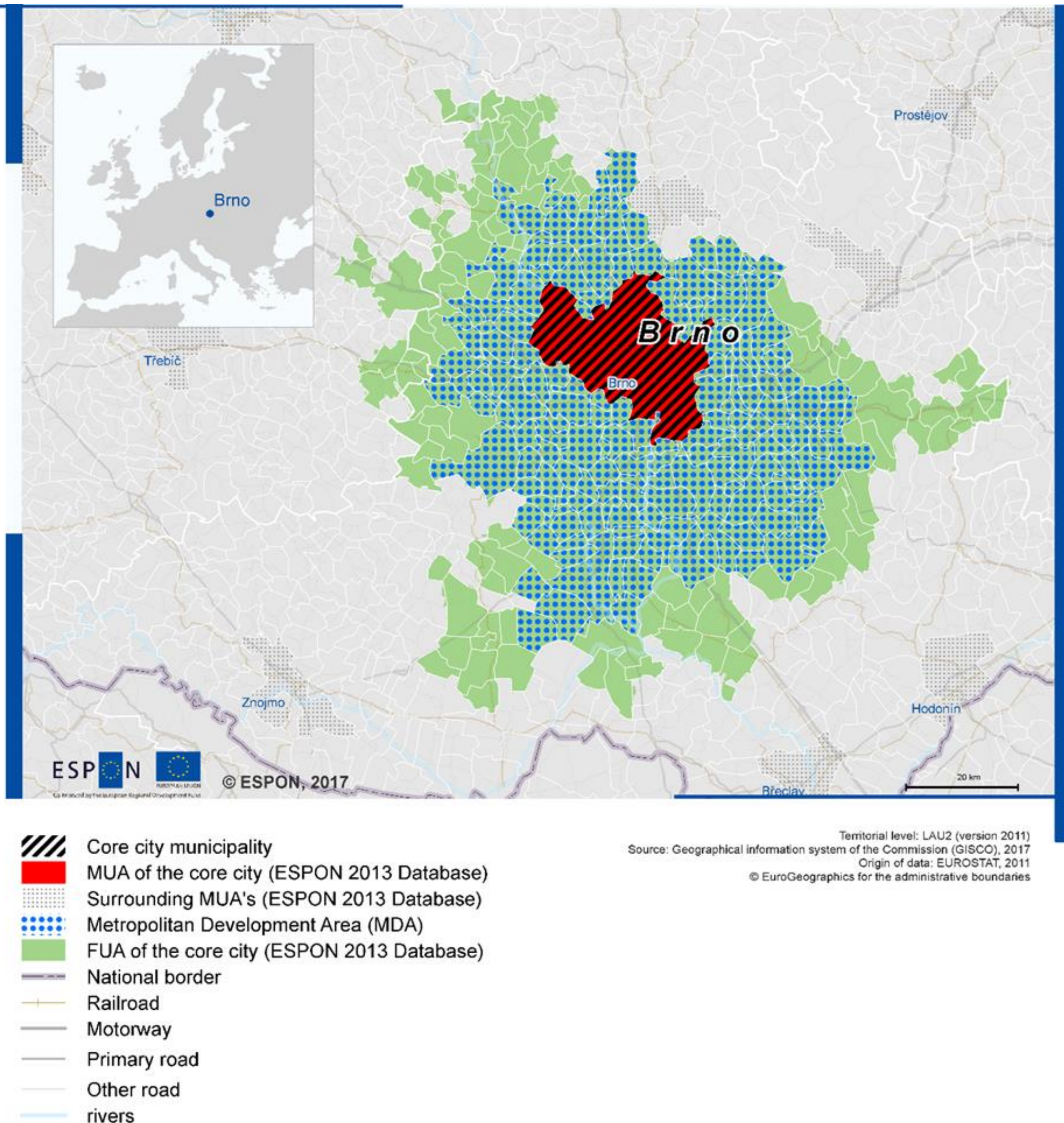
Spatial dynamics and strategic planning

The Metropolitan development of Brno

The current perspective of the Brno metropolitan area (BMA) was developed 2014 within the framework of the Integrated Territorial Investment project (ITI). BMA has a territory of 1755 km² and inhabits 52% of the South Moravian Region with a population of about 617.270 people (2016). The metropolitan area of Brno is defined based on five key indicators each representing important urban developments, such as commuting patterns, education, migration, transport and accessibility. The BMA provides the basis for the future cooperation and coordination between the municipalities and the regional authorities on these key developments.

Metropolitan Development Area (MDA)

Map of the MDA of Brno



- MDA of Brno represents the Brno Metropolitan Area (BMA) territory used for the implementation of the ITI project. It consists of 167 municipalities and covers a territory of 1755 km².
- Within the ITI project an organisational structure was created for the period 2014-2020, with Brno municipality being the official secretariat. The ITI's steering group includes representatives of Brno municipality, the regional authorities and the 5 biggest municipalities in the area.
- The ITI structure has as well working groups on transport & environment, competitiveness & education and social issues. These topics are the target areas of the ITI plan (ITI Strategy for the Brno Metropolitan Area).
- The BMA is located inside the European FUA. It has a monocentric structure and shows the central role of Brno in the region.
- The urbanization is taking place the entire BMA, with densification patterns along transport infrastructure and within existing build up areas and on the MUA border of the core city of Brno.

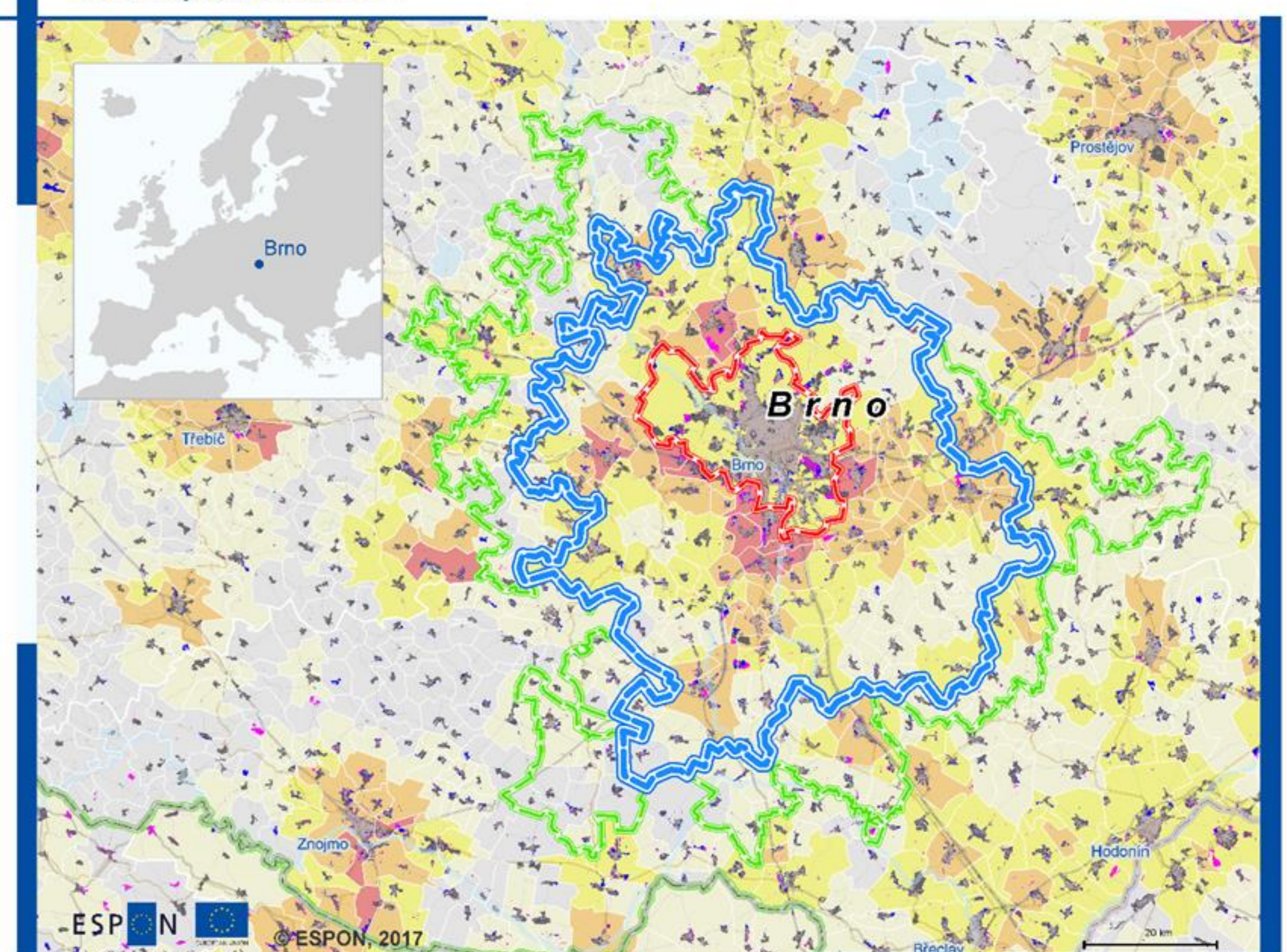
Current spatial development challenges

The population of the metropolitan area of Brno is stagnating and there is no significant growth pressure. However the suburbanisation trend is strong and steady.

- The suburbanisation, resulting from large differences in land and property prices between Brno and the surrounding area creates a number of challenges:
 - Dealing with the insufficient capacity of public transportation and transport infrastructure, and shortage of cycling paths.
 - The cost and benefits for provision of public services by the municipalities tend to become unbalanced between the core urban area and the suburban areas. While the core city municipality of Brno provides significant share of financial resources for services located in the suburban parts, the tax system does not provide for compensation of these costs.
- Suburbanisation threatens the environment and land quality.
- There are challenges in terms of coordination between Brno and the regional authorities on spatial developments

Map of the Urban Sprawl in MDA, FUA and MUA of Brno

Urban Sprawl 1975-2014



Increase in Night Light Intensity 1992 - 2012



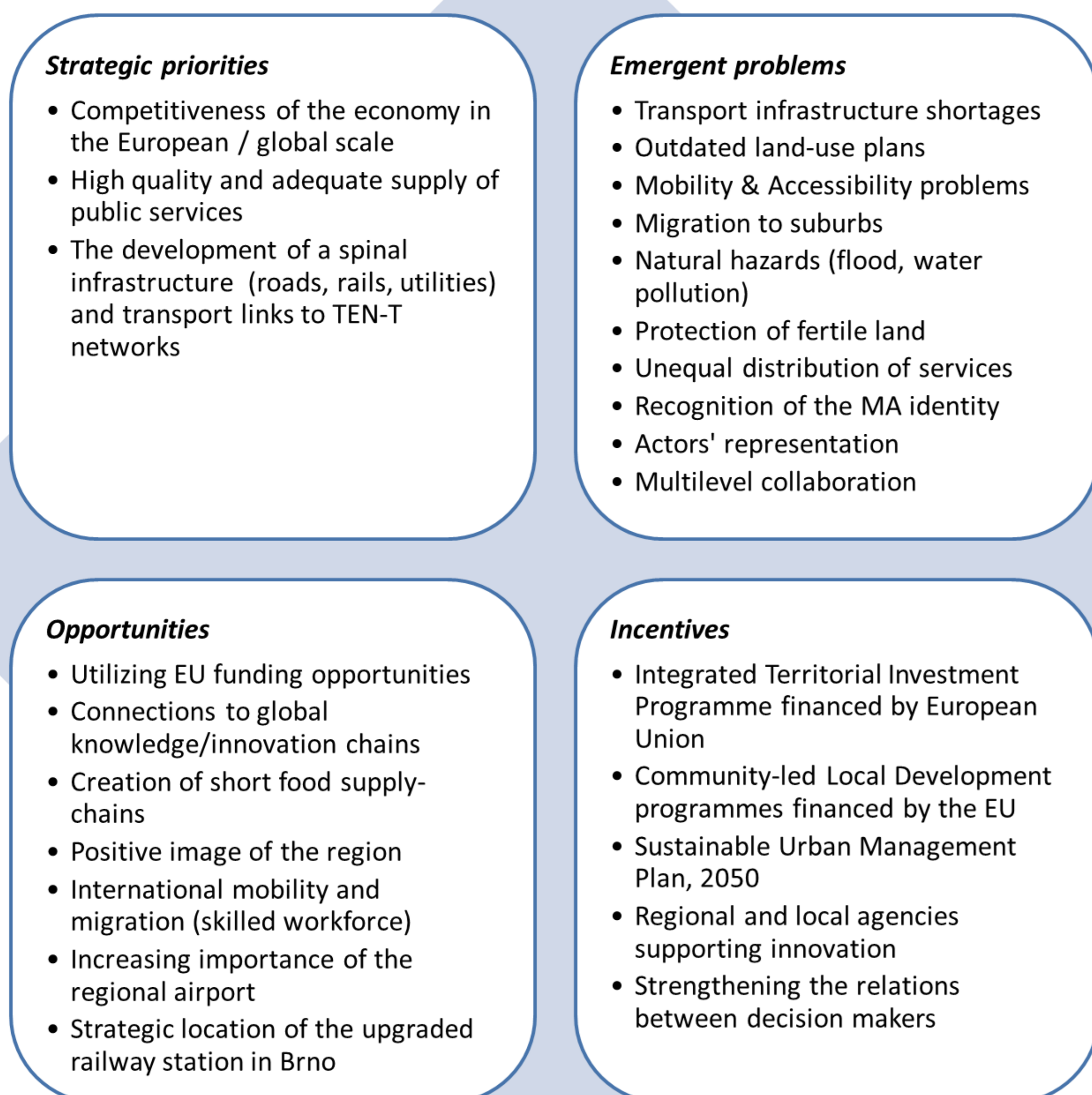
Source: Geographical information system of the Commission (GISCO), 2017. Origin of data: EUROSTAT, 2011. © EuroGeographics for the administrative boundaries

- MUA of the core city (ESPON 2013 Database)
- Metropolitan Development Area
- FUA of the core city (ESPON 2013 Database)
- National border
- Railroad
- Motorway
- Primary road
- Other road
- rivers

Strategic priorities, opportunities and incentives

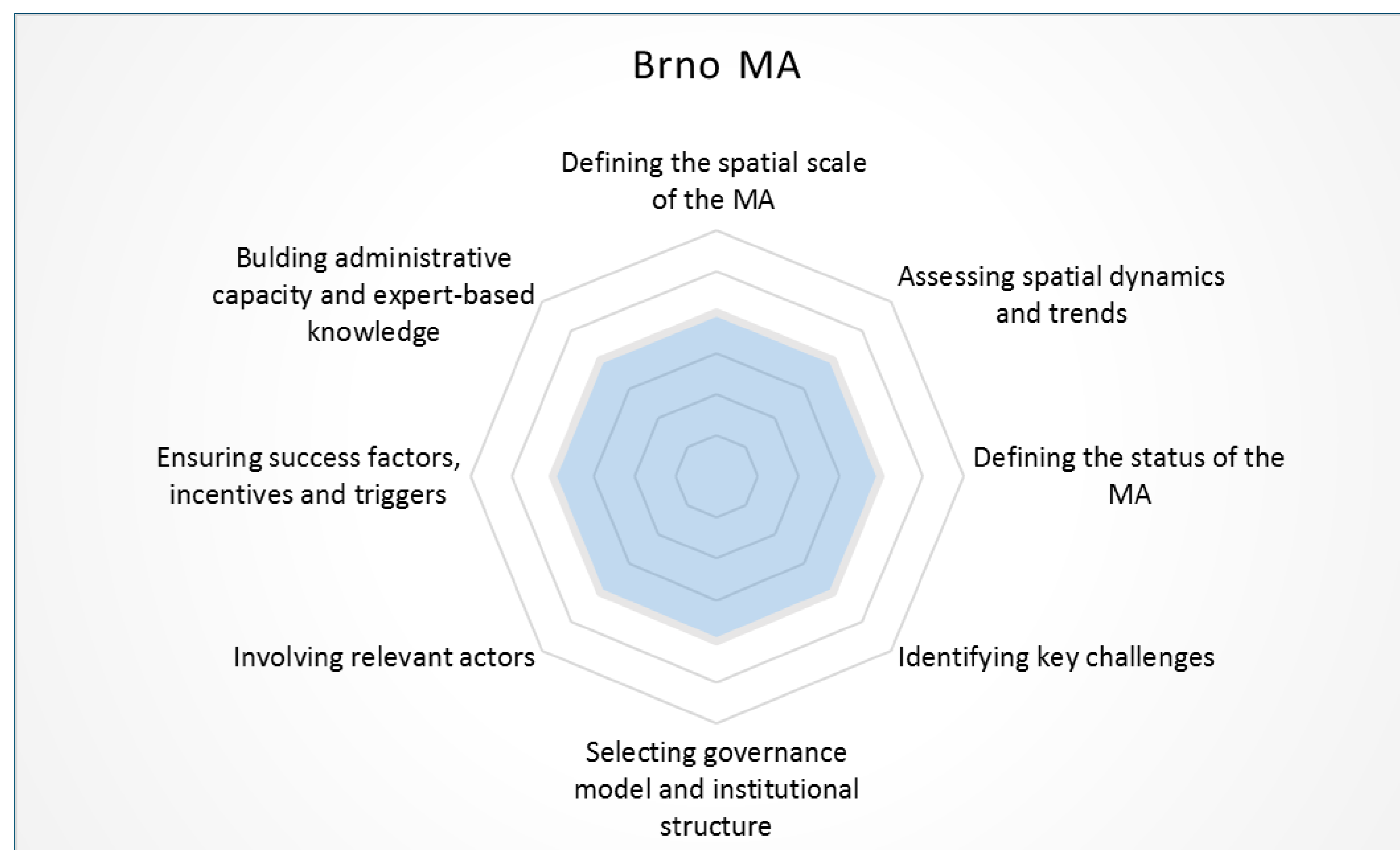
- The development strategies of Brno and the South Moravian Region aim to gain more international visibility in economic terms. A key priority is to develop public services and infrastructure and improve the mobility and accessibility by the spinal road system and the TEN-t networks.
- The ITI project is a key incentive for further capacity building in metropolitan governance of Brno.
- The Community-led Local Developments (financed from EU funds) that support coordinated investments in developments by groups of municipalities.
- Municipalities are enabled by law to create their common groups of interests. There were 56 such municipal associations in the region in 2012.
- Since 2004, the South Moravian region and Brno (i.e. a larger territory than the metropolitan area) have had an integrated transportation system that serves as basis for joint collaboration at the level of the BMA.

SOEI matrix of the Metropolitan city of Brno



Key recommendations and relevant policy tools

Progress in Metropolitan Planning Approach within eight action areas



- The ITI project contributed for starting up debates on metropolitan planning approach for Brno. Several action areas have been already initiated for introducing a metropolitan planning approach for Brno. These action areas need to be further developed and implemented in the spatial planning process of the municipalities and the regional authorities. This requires sufficient support from broad range of actors.
- The most important actions will be to identify suitable mechanisms to maintain the strategic process initiated by the ITI. This process should be based on a shared-governance principle and be embedded in the institutional structure of the regions and the municipalities.
- More efforts are needed in ensuring administrative capacity of the regional and local authorities to initiate and participate in a metropolitan governance.
- The most relevant policy tools to further implement metropolitan planning approach in Brno are collaborative and coordinating policy tools followed by strategic policy tools. Recommended priority measures include:
 - Efficient coordination tools for land use planning that can be used by the local authorities to bridge the implementation gap between strategic and statutory planning.
 - An ITI-based institutional structure with the involvement of the regions, municipalities and politicians beyond 2020.
 - Bottom-up initiatives to launch coordinated actions. Using the Community-led Local Developments (CLLD) to strengthen the cooperation between municipalities and identify win-win solutions on specific issues (e.g. transportation, housing etc.).



References:

SPIMA final report <https://www.espon.eu/metropolitan-areas>

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