Urban Sprawl in Vienna

Empirical evidence

Planning Systems and Cooperation Approaches

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Spatial Development: Historic overview

- **City of Vienna**
  - Originally monocentric city structure
  - 19th century: Gradual city expansion dominantly westwards (restricted by the Danube in the East)
  - 20th century: Expansion to the West restricted by the strict border of the Wienerwald, dominant inner city expansion beyond the Danube (new bridges, regulation)

- **Suburban areas**
  - Main development in the South (along the A2 motorway und the main railway): suburban municipalities grow together → coherent settlement from Vienna to Baden (typical suburban settlements with high share in industry and trade)
  - Delayed development in the North (Korneuburg and Gerasdorf), predominantly family housing (lack of jobs)
  - No development to the West (Wienerwald)
  - Slow development in the North-East and South-East (lack of attractive areas)
Spatial Development: Landuse

Spatial Development: Landuse (based on satellite data)
Spatial Development: Recent trends

- **City of Vienna**
  - Enhanced position of Vienna in „new“ Europe (fall of the „iron curtain“, EU-Enlargement, globalisation, city competition) → growing immigration, increasing foreign investment
  - Continuous decline in the densely populated inner-city and western areas
  - Accelerated inner-city growth beyond the Danube

- **Suburban areas**
  - Urban Sprawl has reached more remote areas (> 20km from city centre)
  - The main focus of Urban Sprawl has shifted from the South to the North
  - Urban Sprawl already affects the smaller municipalities more than the local centres
  - Urban Sprawl is totally based on migration, birth rates are already as negative as in the city
  - The Northern periphery has started to compensate its lack of jobs (catching-up process in economic development)
Spatial Development: Population Growth

Vienna Region: Population Growth from 1991 to 2001

- Suburban Centres

Population Growth Rate by Spatial Units from 1991 to 2001

- Negative growth
- Little growth (up to +10%)
- Average growth (+10% to +20%)
- Large growth (+20% to +30%)
- Very large growth (over +30%)

Main Roads and Borders

- Motorway
- New motorway
- Projected motorway
- NUTS 3 regions
- Inner Zone

Data Source:
- Statistics Austria
- Population Statistics
- Employment Statistics
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Spatial Development: Differenciated Processes

Empirical evidence

Planning Systems and cooperation approaches

Change of population and employment 1991 - 2001

Classification of suburban municipalities
Economic Structure and Structural Change

- City of Vienna
  - The industrial sector in Vienna in total is already very small
  - Remaining Industrial zones in the southern and eastern outskirts of the city
  - De-Industrialisation of the inner-cities areas has not yet come to an end (91/01: -30%)

- Suburban areas
  - High industrialisation of „classical“ industrial locations
  - De-Industrialisation decreases with the distance to the city centre
  - Strong concentration of trade in the South (huge Shopping malls)
  - Growing suburbanisation of trade towards the North
  - Fast growth of „booming“ business services in the inner suburban areas (>100% in 10 years!)
  - Dynamic development of the service sector in the outer suburban areas (personal services, education health,…)
Structural Change

Change of Employment by sectors 1991 / 2001

- Vienna
- Suburban Zone I
- Suburban Zone II

Vienna
Suburban Zone I
Suburban Zone II
Economic Structure: Retail

Vienna Region:
Retail Sector’s Share
in All Business Sectors

Share - Retail Sector
- Up to 10%
- 10 to 15%
- 15 to 20%
- 20 to 30%
- More than 30%

Main Roads and Borders
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Data Source:
- Statistics Austria
- Population Statistics
- Employment Statistics
Commuting: Major trends

- **Growing commuting in the suburban area**
  - The number of commuters in the suburban zone has increased from 165,000 to 200,000 (highest growth rates in the outer suburban area in the North)
  - The inner suburban area in the South is still attracts most commuters in the urban fringe, but the North and the outer zones have started to catch up
  - The number of daily commuters to Vienna has increased from 95,000 to 110,000 (highest growth rates in the outer suburban area)
  - In all types of suburban areas the share of commuters has increased, the share of people who live and work in the same municipality has declined
  - Commuting within the suburban area has increased more than between the periphery and Vienna

- **Changing modal split**
  - The share of private transport in total commuter traffic constantly increases
  - Public transport only seems to be attractive in remote suburban centres with good railway connections to Vienna

- **Transport Planning**
  - Projected ring-road around the city of Vienna (→ better connections between suburban areas in the North and in the South → avoiding traffic through the city)
  - Improving rail connections to Vienna (→ enhanced accessibility in the local centres)
  - Public transport can well conduct the radial traffic to Vienna, but hardly the traffic within the suburban zone
Commuting: Commuters to Vienna

Vienna Region:
In-Commuters to Vienna per Total Amount of Employed

- Suburban Centres

In-Commuters to Vienna (2001)
per Municipality
- Up to 20%
- 20 to 30%
- 30 to 40%
- 40 to 50%
- More than 50%

Main Roads and Borders
- Motorway
- New motorway
- Projected motorway
- NUTS 3 regions
- Inner Zone

Data Source:
- Statistics Austria
- Population Statistics
- Employment Statistics
Commuting: Destinations

Location of work of the active population in suburban areas (1991 / 2001)

- 'Commuters to Vienna': Place of work in Vienna city
- 'Out-Commuters': Place of work in different municipality (without Vienna)
- 'Interior Commuters': Place of work in the same municipality
- 'Non Commuters': Place of work in the same building
Lack of coordinated Spatial Planning in the Vienna Region

- Administrative separation of Vienna and Lower Austria in 1922
- Vienna and Lower Austria as two independent provinces („Bundesländer“) of the Federal Republic of Austria
- No federal spatial planning
- Federal Policies with spatial effects (e.g. Transport networks)

- Spatial planning on provincial level
  - Different Planning Laws
  - Different Planning Strategies and Concepts
  - Different Planning Instruments

- Approaches of interregional cooperation between the provinces
  - Political declarations of intent
  - Coordination of provincial planning departures
  - Interregional spatial development concepts
  - Discreet efforts in interregional cooperation
Planning Concepts in Vienna

- **City Development Concept** („Stadtentwicklungsplan: STEP05“)
  - Spatial Development Perspective (Corridors and centres of development)
  - Selected target areas of city development
  - Regional Development Perspective

- **Strategic Plan** („Strategieplan“)
  - Reference to Centrope („Commitment for a cross-border European Region“)
  - Strategic Positioning of the „Vienna Region“
  - Lack of explicit discussion of suburban cooperation

- **Landuse and Zoning Plan** („Flächenwidmungs- und Bebauungsplan“)
  - Obligatory definition of landuse and zoning (including buildings heights, building lines, building densities,…)
  - Decided by the municipal council (legally binding)
Planning Concepts in Lower Austria

- **Provincial Level**
  - Lower Austria Development Concept („Landesentwicklungskonzept Niederösterreich 2004“): Spatial Structures and Perspectives, Sectoral Issues
  - Sectoral Planning Programmes („Sektorale Landesraumordnungsprogramme“): tourism, central places, transport, health services, social services, education, leisure, resources)

- **Regional Level**
  - Regional Spatial Planning Concepts („Regionale Raumordnungsprogramme“): 5 main regions of Lower Austria
  - Regional Managements („Regionalmanagements“): 5 regions
  - Development Concepts for small regions („Kleinregionale Entwicklungskonzepte“): 8 selected regions

- **Municipal Level**
  - Local Development Concepts („Örtliche Entwicklungskonzepte“)
  - Landuse Plans („Flächenwidmungspläne“): area-wide
  - Zoning Plans („Bebauungspläne“): selected areas
Approaches of interregional cooperation

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<tr>
<th>Year</th>
<th>Description</th>
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<tbody>
<tr>
<td>1978</td>
<td>Planning Association East („PGO: Planungsgemeinschaft Ost“): Contracted Association of the provinces Vienna, Lower Austria and Burgenland for coordination and cooperation in spatial planning</td>
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<td>1984</td>
<td>Transport Union Eastern Region („VOR: Verkehrsverbund Ostregion“): Coordination of Public Transport Systems in the Vienna Region</td>
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<td>1993</td>
<td>PGO: Spatial Concept of the Eastern Region („Siedlungspolitisches Konzept der Ostregion“):</td>
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<td>2003</td>
<td>CENTROPE: Economic and political cooperation in Central European Region</td>
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<td>2006</td>
<td>Regional Development Concept North-East („Entwicklungskonzept Wien-Umland Nordost“): Cooperation of the provincial Planning Departments</td>
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<tr>
<td>2006</td>
<td>Urban-Suburban-Management („SUM: Stadt-Umland-Management“): Emancipated cooperation of Vienna and suburban municipalities - regional coordination, mediation and information exchange involving all relevant actors</td>
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