PAPERS 50 EUROPEAN METROPOLITAN AGGLOMERATIONS

PRESENTATION

Talking of population in Europe is almost synonymous to talk about cities, about urban areas with thousands of inhabitants where economic activities are concentrated. It is to refer to the nodes that are centers of the regions that surround them, the links between the flows that define a worldwide network of global relationships.

In the early years of 21st century, the European Union is expanding in different ways. On the one hand, adding new countries, and so, adding new urban realities mixed with more consolidated areas; on the other hand, with the strengthening of their relationships with its own surroundings, especially with the Mediterranean south coast countries. The launch of the Union for the Mediterranean is another step towards the construction of a Europe that wants to reinforce a social space of coexistence. In this scenario cities play an important role thanks to its capacity to revitalize and unify their surrounding regions.

The consolidation process of this euromediterranean space depends, among other aspects, on having an exhaustive knowledge of the economic and population structures that defines it. Also, depends on studying the cities and urban areas that extend beyond its administrative boundaries and that form large metropolitan agglomerations. We present in this issue of PAPERS journal, the results of the analysis of the urban areas of the 25 countries that formed the European Union in 2006. It would be very interesting to apply this analysis to all the countries that make up the Union for the Mediterranean, an organization committed to the construction of a common Mediterranean space and that have located its secretariat in one of the European large metropolitan agglomeration, Barcelona.

This study has been carried out by the Servei d'Estudis Territorials de la Mancomunitat de Municipis de l'Àrea Metropolitana de Barcelona and continues the one wrote in 2002 and published in the issue 37 of PAPERS journal. It is important to point out the novelties in this edition. First, the area of study has been widened and now includes those 12 countries that joined the European Union in 2004. Second, a new chapter has been added with the reasons of the complexity of government

entities and the competences of different metropolitan agglomerations. Finally, new information about the 14 countries studied in 2002 is presented allowing the analysis of the evolution of these agglomerations during these years.

The result is a monographic issue based on the statistical and cartographical information (cities that make it up, size and density) and on the metropolitan government of each metropolis. 104 metropolitan agglomerations are identified in 20 countries using the same methodology developed in 2002. The methodology analyzes a straightforward and widely available variable: the number of inhabitants. It allows the identification of urban municipalities and metropolitan areas in all the studied countries. Despite of its constraints, it is a method that shows, using urban densities, some of the hierarchical relationships in higher population areas. Also, it permits mapping urban agglomerations, showing clearly that they form urban constellations spreading outside the boundaries of European Union countries.

METROPOLITAN AGGLOMERATIONS

URBAN EUROPE AND METROPOLITAN GOVERNMENTS

Urban Europe configuration

Almost 300 million people are concentrated in the urban areas of the European Union countries. Some 65% of the population live on 9% of Europe's land surface. These urban areas have developed around cities that over a long period absorbed the rural exodus and became cores of economic activity, culture, communication, research and development.

At a later stage, the processes of residential and industrial sprawl shifted population and activity out into the metropolitan hinterland around the urban core. Many peripheral municipalities were incorporated into the orbit of influence of the cities. In this respect, more recent growth has been less along the lines of an increase in the concentration of the population of urban areas and more in terms of the extension of their boundaries, that is, of their edges. Today most suburban environments show stronger population growth than their cities.

However, the distribution of this urban occupation over the continent is uneven. The cluster of agglomerations that condenses on the land surface can be explained by both historical and geographical factors, and ultimately gives rise to two different patterns of land use.

On one side, there is a diffuse, homogeneous distribution that extends through central European countries such as France, Belgium, the Netherlands, Germany, Poland, the Czech Republic, Slovenia and Slovakia. This model is reminiscent of the urban grid systems of Christaller's theory. Urban agglomerations are distributed to form a network of relatively equidistant central places that have two or more levels of demographic concentration. This pattern extends over regions with high levels of occupation.

On the other side, there is a form of distribution that draws points and lines of demographic concentration on the map of Europe. These correspond either to urban cores that spread their influence radially over the surrounding region or to linear strings of agglomerations.

Examples of cores are the cities of Paris, Madrid, Berlin, Hamburg, Munich, Budapest and Prague. They have a radial structure of polarisation and deconcentration, and they spread out in any direction that is not conditioned by geographical features.

Linear clusters of agglomerations, on the other hand, generally respond to the configuration of certain geographical elements, such as the Rhine basin, which has a total population of 15.5 million living between Friedrichshafen, on Lake Constance, and Rotterdam, via Basel, Karlsruhe, Mannheim, Frankfurt, Cologne, Essen, Arnhem and Amsterdam. These cities and urban agglomerations follow the course of the river from the Alps to its mouth on the North Sea.

Lying crosswise to the Rhine agglomeration there is another continuous line of urban municipalities from Hanover to Calais, via Bielefeld, Dortmund, Düsseldorf, Liège, Brussels and Lille, with a total population of 20.5 million. This agglomeration reaches the Strait of Dover, the narrowest point in the English Channel, Calais being the traditional port communicating France with the UK, and it could be considered to continue on the other side of the Strait with the conurbations of London, Manchester and

Liverpool, which accumulate another 31.1 million inhabitants.

South of the Alps, we find the cluster of urban municipalities of the Po basin, which stretches from Turin and Milan, at its western end, through Brescia, Verona and Padua, finally reaching Venice and the urban sprawl of the Veneto, at the foot of the Dolomites. It also embraces, on the other side of the valley, Parma and Bologna, at the foot of the Apennines. The urban agglomerations of this basin trace perfectly the valley that lies between the Italian Alps and the Apennines.

Tracing other river valleys, we find the line that joins the cities of Dijon, Lyon and Marseille in the Rhone valley; in the Garonne valley there is Toulouse and Bordeaux, and further north, in the Loire valley, the cities of Orléans, Tours and Nantes. If we follow the Danube we come across the cities of Linz, Vienna, Bratislava and Budapest.

Another characteristic form of urban concentration has been that of coastlines. Although this was linked historically to the establishment of trade networks, in the second half of the 20th century these regions have also become consolidated as tourist resorts and first-home residential areas. The most extensive line of coastal agglomerations is to be found in the Mediterranean, from Málaga to Genoa, passing through Almería, Alacant, Valencia, Barcelona, Marseille and Nice. It is an agglomeration of a diverse nature, with a succession of industrial cities, centres of agricultural production and distribution and tourist resorts. Another coastal urban continuum, in which tourism alternates with some commercial ports, lines the Adriatic coast, with cities such as Rimini, Pesaro, Ancona, Pescara, Foggia, Bari and Brindisi.

Urban Europe process shows that the densification of land use follows patterns linked to the specific geographical characteristics of each place and the history of settlement in each country, but at the same time there are common features that are widespread throughout the continent.

Lastly, we should mention that in some situations urban systems have spilt over international borders. Cities grow regardless of the conditioning factors imposed by administrative limits. First of all municipal limits were crossed, on many occasions regional boundaries have likewise been ignored, and finally urban conglomerations are beginning to take on a transnational character. The formation of all these new continuities will redefine the great network of cities of the European continent.

Municipal divisions in Europe

European municipal divisions tend to have a historical origin linked to the distribution of power with a view to controlling territory. The mosaics they form, mostly arising from feudalism, have lived on to this day.

At first, the land covered by each municipality was of sufficient size to withstand the growth of its built-up areas and the economic activity carried on within its territory. But with the passing of time, some of these cities have grown spectacularly, to the extent that the municipality has become too small to take in the entirety of its urban activity. These situations highlight the contradiction between the material reality of cities and their administrative boundaries.

Over the last 50 years, in order to adjust the existing administrative limits to the real city, some cities have opted to annex adjoining territory by absorbing other municipalities. There have also been cases of two municipalities merging to create a new one, which sometimes takes the name of the larger of the two and sometimes takes a new name. However, today such procedures are unpopular among the municipalities that would be annexed because of the associated loss of identity and autonomy.

The spreading of democratic and participative political systems, achieving high degrees of municipal autonomy, strengthens local identities and makes these operations increasingly improbable. As a result, the map of municipal boundaries is very rigid and shows a great resistance to changes. Nevertheless, these mergers and annexations of municipalities still happen occasionally.

Cities may again find themselves at odds with existing divisions at a higher level of government than the municipal, namely that comprising political and administrative bodies of state decentralisation such as regions, autonomous communities and provinces. In fact, the various forms of territorial decentralisation of the state respond to criteria for the administrative distribution of space that have nothing to do with urban agglomerations because they were fixed when these agglomerations did not even exist. In this case there is also strong resistance to the recognition of metropolitan entities, as today big cities concentrate such a huge population and economic weight that any proposal to translate this into specific forms of political organisation is viewed by regions and states with considerable mistrust.

In the case of the municipalities, in addition to the resistance to merge into a larger body as mentioned above, sometimes there is also reluctance to recognise the existence of the metropolitan reality. The idea of coordinating to reach consensus decisions in the joint interest of several municipalities is not always positively valued in local political culture, which is often mediated by atavistic attitudes towards the inhabitants.

Conflict is to be found, then, between urban agglomerations and administrative areas both at the municipal level and on that of higher administrative bodies, and indeed often on both levels simultaneously.

Metropolitan phenomena and changing patterns of urban growth

The economy of the European countries grew steadily, with few setbacks, in the second half of the 20th century. The evolution of the gross domestic product shows a permanent increase in wealth, and European countries have therefore been getting richer and richer since 1950. This wealth is concentrated mainly around the big cities, which act as organised systems sustaining and promoting economic activity. This consolidated pattern is strong enough to resist the 2008 crisis that will stop and even decrease the growth of GDP in almost all the european countries.

At the same time, the points at which this economic growth occurs attract migratory flows, encouraged by the prospect of achieving a particular standard of living. In this regard, the degree of attraction that cities exert on the population around them or more distant areas is a reflection of their economic dynamism.

For decades, European metropolises have amassed growth in both population and activity, and have become larger and larger. These growth processes were initially concentrated around the central cores, when the pattern of mobility between home and workplace was more short-distance. Most travelling was on foot or by means of an incipient network of public transport, and the city resulting from this was a compact one.

Starting in the 1940s, this twofold model of economic growth and migratory flow was overlaid by the transport revolution, which unleashed the mass dissemination of the private car as a new consumer good. The popularisation of the private car, coupled with policies of ongoing investment in road infrastructure networks, brought about a structural transformation of the transport model throughout the industrialised world. The ability to move about more rapidly and without restrictions with regard to timetables and routes made distances shrink and rendered accessibility more even. Residents and workers had access to a much larger area, and most urban activities could be located anywhere in a much wider radius. This new mobility model was more

versatile and dynamic and at the same time resulted in a much more disperse city, where population, economic activities and services spread over the territory.

The compact and concentrated growth process of cities was thus succeeded by a new way of situating people and activities that has led to an indiscriminate occupation of space and to territorial dispersion. A large proportion of the urban relations that until 70 years ago occurred within one municipality have now become relations within a network of towns belonging to different municipalities.

The cities of the 21st century are extensive and complex, and are fed by flows of people, energy, activity and goods. Furthermore, they are urban agglomerations that take in supramunicipal areas.

Metropolitan governance

The multimunicipal nature of metropolitan agglomerations raises the issue of governance, as municipal authorities are unable to respond individually to the metropolitan phenomena that always affect much larger areas than the municipality itself. There must be some sort of government to organise and manage the territorial, social and economic aspects that simultaneously affect a number of municipalities. The various municipal authorities involved need to be coordinated, or there has to be some higher-level political structure to deal with the issues that arise in urban agglomerations.

In the face of this widespread need for administrative structures to organise the policies of Europe's urban agglomerations, solutions have been adopted that give rise to a great diversity of institutions at local, regional or state level. Typifying present forms of metropolitan government in Europe is a complex task, but nevertheless we propose a classification taking into account the five variables set forth below. The combination of these institutional, political and jurisdictional variables yields a specific form of government in each agglomeration.

Powers

The administrative powers involved are the first factor to bear in mind in any comparative analysis of metropolitan institutions, because as well as knowing who governs we want to know over what affairs they govern. It is only possible to compare governmental institutions in relation to the same political powers. If one metropolitan institution has powers over transport and another one has powers over security they will not be comparable because they deal with objects of a different nature. The most usual ones tend to be urban and regional planning,

management of public transport, the water cycle and waste disposal, economic promotion and tourism, health services, fire prevention and security.

Institutional level

Territorial power is wielded from the various strata of the institutional continuum that runs from the level of the state to that of the municipality. Between these two extremes we find different forms of political or administrative decentralisation of the state and forms of association or coordination of local governments.

The comparison of the various levels of government between European countries presents many difficulties because the way each country is organised territorially and the administrative categories that are derived from this are not homogeneous. Nevertheless, some correspondences can be drawn that enable us to get a general overview. To this end we provide a table of equivalences of the various administrative levels of European Union countries, based on the data provided by the European Commission and Eurostat.

Each of these administrative levels forms part of a hierarchical order that is specific to each country and organises power in a particular political and territorial context. In some situations, one of the administrative levels coincides with the area of a metropolitan agglomeration, but this is not usually the case.

If governance is approached from a more specifically metropolitan perspective, we will find even more institutional levels that are not reflected in the table above, such as voluntary associations of municipalities, specific corporations, sectoral agencies and specifically metropolitan institutions derived from some ad hoc legislative provision.

Legal recognition

If we analyse the above classification from the viewpoint of the legal formalisation of metropolitan institutions, differentiating those of an obligatory nature – set up by state or regional law – from those of a voluntary nature, we can stress one essential feature. The latter are forced to arrive at solutions by consensus, which is very positive in that it generates a good climate of political and institutional cohabitation, but on the other hand makes it difficult to reach decisions for the common good when some of the associated municipalities are in manifest disagreement. In contrast, if the institution was set up under the provisions of a law that establishes the territory over which it has powers and endows it with a system of agreements by majority, the capacity to govern will be strengthened, as will agility in decision-making.

Capacity to govern

The practical implementation of powers can entail a series of actions of a different instrumental nature. The exercise of these actions presupposes various levels of capacity to govern that can be classified as follows:

– Determining policies and setting goals.

– Planning actions and control systems.

– Managing and administrating the means and resources to achieve the goals set.

– Coordinating and organising the actors and elements involved in implementing the programmes.

A body can have power to exercise, alternatively or simultaneously, the coordination, planning, management of the planning and definition of its own policies. But often we find that different bodies overlap and may exercise different levels of government action over the same area of responsibility. On other occasions, institutions manage policies that are decided at a different level, in practice acting as technical and/or sectoral agencies.

Financing

The financing system of Europe's urban agglomerations is directly related to that adjudicated to local authorities by each country. Here too we have a very wide range of situations, although the main components of the financing of metropolitan agglomerations are usually the following:

– Tariffs for the provision of services.

– Local taxes (on property, business activities, personal income, etc.).

– Financial transfers from the coordinated city councils.

– Transfers or subsidies from the state or the regional government.

Taxes on the provision of services tend to procure the self-financing of some of these services, or to control deficits between the real operating costs and the revenue from tariffs. Obviously these deficits, when they are assumed politically, can only be offset through subsidies.

The relative weight of each of the other types of financing in the make-up of the metropolitan finances is indicative of the level of financial autonomy or dependence. If the largest percentage of funds comes from sufficient own resources derived from local taxation, there will be greater autonomy than if the own resources are not sufficient and the major contribution

comes from state or municipal subsidies. Local taxation tends to be insufficient to meet the service provision obligations of local authorities. Only when local taxes are raised on income does local financial autonomy become significant.

Forms of metropolitan government

In the spectrum of institutions that can exercise government responsibilities in metropolitan agglomerations, situated at any point on the scale from the local level to that of the state, there is a band occupied by institutions with a specifically metropolitan outlook.

Some institutions are of a local nature and operate in one specific metropolitan territory; others cover a substantially larger area, as a result of a territorial subdivision of the state adopted aside from metropolitan dynamics. Nevertheless, as we mentioned earlier, institutional levels of state decentralisation, such as regions or provinces, may sometimes coincide with the metropolitan area. In these cases, the institutions concerned can in fact act as metropolitan governments, even though they were created for a different reason.

Below we list some of the different forms adopted by metropolitan governments in various European cities:

– **Local governments with metropolitan powers:** Warsaw, Katowice, Budapest.

– **Voluntary associations of municipalities:** the *Mancomunitat de Municipis* of Barcelona Metropolitan Area, the *Regionalverband Ruhr* in Cologne.

– **Specific bodies and sectoral agencies:** the Metropolitan Areas of Lisbon and Porto, the Regional Planning Agencies of Frankfurt/Rhine-Main and Munich, the Environment and Transport Authorities of Barcelona and Valencia, the Tyne and Wear Fire and Civil Defence Authority in Sunderland, the Greater Manchester Waste Disposal Authority, the West Midlands Passenger Transport Executive.

– **Consortiums:** Metropolregion Hamburg, Barcelona Metropolitan Transport Authority.

– **Provinces:** Stockholm, Vienna, Milan, Turin, Naples.

– **Regions with metropolitan powers:** Île-de-France, Madrid, Lazio, Piedmont, Lombardy, Campania, Brandenburg and Berlin, Nottingham, Prague.

– **Specifically metropolitan governments created by law:** Greater London Authority, the various *Communautés Urbaines de France*.

It is clear from the above that the institutional diversity is very great, and that even within the same country different solutions are adopted to organise supramunicipal realities. These solutions often entail overlapping institutions and duplicated powers, leading to malfunctions in the governance of these urban areas. In some cases, the tendency to reinforce some instruments of municipal cooperation prevails, in order to achieve a better management of common services, from the efficiency and effectiveness point of view.

In order to clarify this complexity a summary datasheet has been incorporated into the study, describing the institutions and the government responsibilities of each of the large metropolitan agglomerations. It consists of a systematic description of the various bodies and administrative levels that make up the 35 large agglomerations defined in this study, in accordance with the variables and categories described in this section, with the aim of objectivising the comparative analysis of the forms of government.

URBAN PERSPECTIVE

Objectives

In order to get more insight into the European metropolitan realities and with the aim of analizing the transformations in the urban network, the report *Grans Aglomeracions Metropolitanes Europees (European Large Urban Agglomerations)*[1], published in 2002, has been updated. It contained the results of a study carried out with the aim of providing a methodology allowing the delimitation of large urban concentrations in Europe according to a homogeneous and comparable set of criteria. In this revision the methodology used in the previous edition has been kept: the variable of population density, the geographical contiguity between the various municipalities and the criteria of urban intensity.

In 2002 the study employed statistical data for the years 1996-1998 and the map databases of the 15 countries that comprised the European Union at that time. With the enlargement of the European Union it was considered necessary to extend the study to the whole of Community territory, including all the urban agglomerations of the countries that made up the European Union in 2006[2], and the present study on *European Metropolitan Agglomerations (EMA)* was undertaken. We have taken advantage of this new process to update all the statistical data and also to validate and simplify some of the steps of the methodology used. In this way we have obtained up-to-date results for all the metropolitan agglomerations and

furthermore we have been able to start a monitoring process of the demographic development of European metropolises from the demographic and territorial point of view. We ought to mention that some aspects in favour of the methodology used are ease of updating and the systematic and homogeneous application of the same criteria to all the cities studied. These aspects have been confirmed in this study. They allow obtaining a precise representation of the extension and boundaries of the more dense urban areas and, at the same time, emerging agglomerations not found by other studies can be identified.

The results forthcoming from this methodology have been contrasted with those of other studies of a functional nature (that employ data on commuting to define metropolitan area) or of a physical kind. The comparison of results shows that, despite the diversity of approaches, in most cases there is agreement about the dimensions and the delimitation of the European urban reality.

The European demographic context

This revision has incorporated 11 new countries[3]; this has meant extending the study by nearly 85 million inhabitants and 17,500 municipalities. More than 455 million people live in the 25 European Union countries studied, which have a total surface area of almost 4 million sq km and an average density of 117 inhabitants per sq km. One prominent feature is the great heterogeneity of the different European countries regarding the size of their population, their surface area and their administrative structure.

The population is not distributed evenly over the EU countries, and very diverse demographic realities are to be found:

– Six countries with a very large demographic weight: in first place Germany with 82 million; France, Italy and the UK with populations of around 58 million; and then Spain with 44 million and Poland with 38 million. These six countries alone account for 75% of the population and occupy 60% of European territory.

– Six countries with populations of around 10 million: Austria, Belgium, Czech Republic, Portugal, Sweden and Hungary. The Netherlands stands in an intermediate position at 16 million.

– Three countries with populations of around 5 million: Denmark, Slovakia and Finland.

– A group of countries with populations that are smaller but range widely, from the 4 million of Ireland and Lithuania, through

the 2 million of Slovenia, Latvia and Estonia, to the three countries with a population of around half a million, namely Luxembourg, Malta and Cyprus.

With regard to population densities, the countries presenting the highest values – tripling and quadrupling average European values (117 inh/sq km) – are Belgium and the Netherlands, while at the other extreme, with very low population densities that fall short of a third of the EU average, we find Finland and Sweden, very large countries, and small countries such as Estonia and Latvia.

One country that merits a special mention is Malta, which stands out for its high level of urbanisation, as its 400,000 inhabitants live in territory measuring 320 sq km, with a resulting density of more than 1,200 inh/sq km.

The administrative divisions at a local level of the various European countries do not respond to a single model, as the historical conditioning factors have shaped a particular municipal structure and have generated a great diversity of situations: administrative divisions of mediaeval origin are overlaid with more modern structures, either by means of the annexing of small villages, or because the modernisation of the structure of the state reaches the local sphere.

Nor should we neglect the effect of different legal approaches about territorial matters in each country. In the case of the countries with an Anglo-Saxon tradition this has shaped a very dynamic perception of administrative divisions. Continental Europe countries use to show a more rigid and steady fragmentation of its territory and, in some cases, use to adapt to new needs through intermunicipal cooperation. France, Germany, Spain, Italy and the Czech Republic are countries with a high number of municipalities as a result of the permanence of these structures. At the same time they are an example of this kind of organization, although keeping their own specific features.

It should be pointed out that in the cases of Ireland, Lithuania and the UK we were unable to study the most basic local levels for technical reasons, due to the impossibility of cartographic identification and insufficient breakdown of demographic data.

Urban municipalities

One of the most widely known demographic characteristics of the European Union is its high level of urbanisation and the concentration of the majority of the population in a small number of municipalities. In order to be able to

analyse and measure this phenomenon, in this study the concept of the *urban municipality* has been defined as one which has a population density of 250 inh/sq km or higher. This threshold, contrasted with other sources, proved to be significant in the previous edition. It draws a map of the EU that shows the main urban concentrations, more sparsely urbanised areas, and unoccupied areas, showing the continent's high degree of urbanization.

Urban municipalities constitute the basis on which, following the procedures established in the methodology of the present research, it will be possible to recognise metropolitan agglomerations. Urban municipalities are the frame on which the compact urban fabric, an identifying element of Europe's big cities, is spread.

Among the 88,000 European municipalities studied only 11,000 are urban municipalities and are inhabited by 300 million people[4]. In other words, 65% of the population of the EU lives in 12% of its municipalities. This makes for high population densities in urban centers, with a European average of 877 inh/sq km, variyng from about 1700 inh/sq km of Greece and Lithuania to aproximately 600 inh/sq km of Slovenia and Slovakia.

The countries with the highest percentages of urban population are the Netherlands, Belgium and the UK, where more than 75% of the respective national populations live in urban municipalities. Germany, Spain, Italy, France and the Czech Republic, among others, also have levels of urban population that are above the European average (64.2%). The countries with the lowest urbanisation percentages are Finland, Slovenia, Ireland and Sweden, all of them with less than 40% urban population, result of the low global densities of these countries.

However, sometimes the percentage of urban population does not correspond to the number of urban municipalities. The two clearest cases among the countries studied are Spain and France, which despite their relatively low number of urban municipalities (less than 10% of the total of their municipalities) nevertheless have a very significant volume of urban population, thus indicating a high level of concentration of the population in a small number of cities.

Metropolitan agglomerations

Metropolitan agglomerations are generally characterised by the existence of a core city of prime demographic, historic and social importance, around which are organised urban networks that relate physically, economically and functionally.

In this edition, working from the basis of the urban municipalities, we have identified 104 metropolitan agglomerations (MAs) which define the urban sprawls constituted by contiguous municipalities that add up to a population of over a quarter of a million inhabitants and have an overall density higher than 1,500 inh/sq km.

More than 155 million people live in these 104 MAs, on a surface area equivalent to 2% of EU territory. This means that more than a third of European citizens live in a small number of densely populated areas, defined as metropolitan due to the physical contiguity that exists between their municipalities and urban intensity.

The 104 MAs identified can be classified according to their population:

– 35 MAs, with more than 1 million inhabitants, European metropolises.

– 27 medium MAs, with between 500,000 and 1 million inhabitants

– 42 small MAs, with between 250,000 and 500,000 inhabitants

As was to be expected, the largest number of metropolitan agglomerations is detected in those countries with the greatest demographic weight: Germany and France have 15 agglomerations each, and Italy and the UK have 12.

However, Spain – the fifth largest country in Europe in population terms – is top as regards the number of agglomerations, as 16 are detected within its borders: 4 metropolis with more than 1 million inhabitants (Madrid, Barcelona, Valencia and Seville), 2 medium ones (Bilbao and Las Palmas de Gran Canaria) and 10 smaller ones.

Although it has been an EU member state since 1981, it was not possible to study Greece in the previous edition due to lack of statistical data and accurate place-names. These technical impediments now overcome, it is incorporated into the study with two metropolitan agglomerations: the metropolis formed around the capital, which totals three and a half million inhabitants and a medium-sized one around Thessaloniki with a population of 900,000.

The countries that joined the EU in 2004 and have been analysed for the first time in this edition contribute a total of 16 metropolitan agglomerations. Poland, with a population of almost 40 million, has an urban structure that follows a similar pattern to other European countries of a comparable size. There are 10 MAs within its borders, 2 of them metropolis (Katowice and Warsaw, each with a population of around 2 million), 5 MAs medium-sized and 3 MAs small.

In Hungary and the Czech Republic we find two metropolis centred on their respective state capitals: Budapest with 2,260,000 inhabitants and Prague with 1,240,000. Czechia also contains a small agglomeration, around Brno.
Estonia, Latvia and Lithuania each add a medium-sized or a small metropolitan agglomeration: Riga with 800,000 inhabitants, and Tallinn and Kaunas with approximately 400,000 each.

In the remaining countries there is no MA: Slovakia and Slovenia because their respective capitals, Bratislava and Ljubljana, even though their population exceeds 250,000, do not meet the density criterion to be centres of an agglomeration; and Luxembourg, Malta and Cyprus because there is no city reaching the required population threshold.

It should be noted that in Europe there are other major urban realities that do not feature as metropolitan agglomerations because they fail to meet the established selection criteria. This is the case of the Italian region of the Veneto, where an urban continuum exists around cities such as Venice, Verona and Padua that contains more than 3 million people, yet on applying the selection filters, only the city of Padua meets them and forms a small MA of 300,000 inhabitants.

Still in Italy but further down the Adriatic coast, the Rimini area constitutes another area with a high level of urbanisation and over 1 million inhabitants, but there is no city with the required minimum population to be the core city of an MA.

Spain provides more examples around the cities of Málaga and Murcia, where urban areas are formed with close to 1 million inhabitants, but their capitals fail to reach the required density. In turn, the city of Zaragoza has over 670,000 inhabitants, but because it has a very large municipal district it does not reach the density required to be considered an MA.

The European metropolises

The 35 large metropolitan agglomerations or European metropolises, those that exceed 1 million inhabitants, are studied in greater depth from the demographic and governance viewpoints in the detailed datasheets for each agglomeration, which can be consulted below. If we analyse them as a whole, bearing in mind their size and internal structure, we can single out several characteristic features:

– 3 metropolises with more than 10 million inhabitants: London with 12.7 million, and Paris and Cologne with 10 million each. In London and Paris the core cities are clearly discernible. In contrast, the agglomeration

of Cologne has a polycentric configuration made up of 5 cities with a population of over 500,000, usually called the Rhine-Ruhr area and coinciding approximately with the agglomeration defined in this study as regards both its population and its extension.

– 3 metropolises with a population of around 6 million inhabitants: Amsterdam-Rotterdam, Liverpool-Manchester and Milan. Some studies give the metropolitan areas of these cities tighter limits than those provided by the EMA methodology. These differences are due to the fact that these other studies consider each of the main cities individually, without their surrounding areas, and therefore do not recognise their twin-core nature (in the case of Amsterdam and Liverpool). As for Milan, the differences would derive from the fact that the parameters established in the EMA methodology, which are effective for most cases, extend the agglomeration whenever it is possible to establish contiguity among urban municipalities. Around this city there is a large number of medium-density urban municipalities are contiguous and enable the agglomeration to spread.

– 14 metropolises with a population of between 5 and 2 million, 7 of which are centred on state capitals (Madrid, Berlin, Athens, Rome, Brussels, Lisbon and Budapest). Barcelona occupies eighth place, with 4.6 million inhabitants. These agglomerations are usually formed around core cities with very high population densities and a marked urban hierarchy.

– The 15 remaining metropolises, with a population of between 1 and 2 million, including 5 state capitals (Vienna, Warsaw, Copenhagen, Stockholm and Prague). The other 10 that are not state capitals all belong to the 5 big European states, with the exception of Porto-Vila Nova de Gaia.

As far as density is concerned, the agglomerations with the highest concentrations are those of Athens (4,500 inh/sq km), Paris (3,150 inh/sq km) and Barcelona (2,680 inh/sq km): these figures reflect the high densities of the core cities, as a result of the small size of their respective municipal districts.

As regards the surface area of the agglomerations, London with 8,400 sq km and Cologne with 6,750 sq km are the largest, followed by Amsterdam-Rotterdam, Liverpool-Manchester and Milan, with surface areas in the region of 4,200 sq km. The agglomerations of Paris, Naples, Birmingham and Madrid all have a surface area of about 2,500 sq km. There are 11 agglomerations that occupy less than 1,000 sq km.

The internal structure of the agglomerations from the point of view of the urban hierarchy of the cities of which

they are comprised takes highly diverse forms depending on the historical and geographical peculiarities of each of them. In order to characterise the different structures we have considered the weight of the core city with respect to its metropolitan environment and we have identified the following models of urban configuration:

– Metropolises in which the weight of the core city amounts to more than 50% of the total of the agglomeration, and that therefore constitute clearly *monocentric* structures in which the core city has a great preponderance over its surrounding area. This is the model adopted by most European state capitals, such as London, Paris, Berlin, Madrid, Rome, Budapest, Stockholm, Vienna, Warsaw and Prague. Other cities that are not capitals but follow the same pattern are: Munich, Turin, Marseille and Seville.

– Metropolises with a core city that is important but accounts for less than 50% of the population of the agglomeration as a whole. These cities have a metropolitan structure that could be defined as *radial*, because despite the presence of a marked core, it coexists with medium-sized cities that show a certain degree of centrality, albeit with a very different intensity to that of the core city. This is the structure of the agglomerations of Barcelona and Milan, which are surrounded by second-order medium-sized cities that are related to the main city and at the same time agglutinate their own respective surrounding area. This is the case of cities such as Sabadell, Terrassa and Mataró near Barcelona, and Brescia, Monza and Bergamo near Milan.

– *Polycentric* metropolises characterised by the presence of two or more cities with equivalent representativeness and demographic characteristics and that are closely interrelated by means of communication flows and networks. Examples of this type of structure are the twin-core agglomerations of Brussels-Antwerp and Amsterdam-Rotterdam.

One very specific polycentric model, emphasising the lattice arrangement of the cities that make up the agglomeration, is the one centred on Cologne. Following the criteria laid down in this study, the agglomeration is named after the city with the largest population, Cologne, but it includes 4 cities with more than half a million inhabitants (Dortmund, Essen, Düsseldorf and Duisburg), 7 cities with a population of 200,000 to 500,000 and 13 cities with over 100,000 inhabitants. Together they make up a region that encompasses 10 million inhabitants and is commonly known as the Rhine-Ruhr area. On a smaller scale, but again displaying this lattice structure, is the Liverpool-Manchester agglomeration, which consists

of 15 cities with a population of 200,000 to 500,000 (including Leeds, Bradford, Wirral, Wakefield and Wigan) that together total 6.5 million inhabitants.

METHODOLOGY

Methodological procedure

The delimitation method used in the revision of the EMA study is essentially the same as that used in the first version, although some aspects have been simplified.

The delimitation process uses two basic information sources: a map database of EU municipalities and the statistical data on population, surface area and density of the administrative units of each country, equivalent to Eurostat's level 1 and 2 local administrative units (LAU): municipalities, *communes*, wards, *Gemeinden* or similar units. These sources are incorporated into a geographic information system that integrates them and provides the spatial analysis tools that make it possible to carry out delimitation processes.

The first step, once the records are homogenised and standardised, is to link the statistical data for each of Europe's 87,901 municipalities. Then we select those that have a population density equal to or greater than 250 inh/sq km; these constitute the urban municipalities (10,630 in the European countries studied) to which the delimitation process will subsequently be applied.

Then we select the cities that are eligible as metropolitan agglomeration core cities because they meet the established criteria of having a population greater than 100,000 and a density higher than 1,500 inh/sq km. Once these are identified, a succession of search procedures is put into operation for each city in order to find, out of all its contiguous urban municipalities, the one with the highest population density and incorporate it into its area, thus forming a new area. This procedure is repeated as many times as necessary until the agglomeration is complete, either because no further contiguous urban municipality can be found or because the population density of the agglomeration as a whole drops below the fixed threshold of 1,500 inh/sq km.

The results obtained with this procedure have defined 104 metropolitan agglomerations, i.e., 104 cities around which an urban sprawl has formed that meets the conditions laid down to detect a particular level of metropolitan intensity. They are urban areas made up of contiguous municipalities that form areas with a population greater than 250,000 and a density higher than 1,500

inh/sq km, and have at least one central core consisting of a city with more than 100,000 inhabitants, which provides the name of the agglomeration. Of Europe's 104 metropolitan agglomerations, which are made up of 3,211 urban municipalities, 35 have more than 1 million inhabitants, 27 between 500,000 and 1 million, and 42 fewer than half a million.

In an effort not to overlook any major urban entity, we ought to mention that there is a group of cities each with a population greater than 250,000 which the methodology used does not identify as metropolitan agglomerations. Although these cities constitute notable urban centres, they have low population densities and do not meet the required density criterion (over 1,500 inh/sq km). The 24 European cities in this situation are listed below.

At the end of the study, it is included a list of all European cities with a population greater than 100,000, and as such eligible to be considered core cities and to form a metropolitan agglomeration. For each of them we specify the basic demographic data and its urban characteristics in relation to the criteria established in this study.

Results of the 2000 and 2006 editions

One of the aims of updating this study is to analyse the evolution of the urban reality over the period 2000-2006 by comparing the results of the two editions. However, obviously we can only compare those countries that are common to both reports.

In general terms, most of the European countries have remained demographically steady. Austria and Belgium have grown a 3% and The Netherlands, Luxembourg and Ireland a 6, 7, and 8 % respectively. Spain has had the higher increase with the arrival of 4.4 millions of inhabitants that makes a 11% increment.

In the period studied there has been an increase in the population living in urban municipalities of six and a half million people, which amounts to a rise of 2.7% over the 2000 data. The statistical sources consulted confirm this rising trend and at the same time indicate that the growth corresponds to the migratory flows experienced by all of Europe.

In order to know if the population increments have been homogeneous among all the studied cities, the urban municipalities have been analysed according to municipality size. This analisys shows that the European urban configuration is characterised by the huge number of cities with fewer than 50,000 inhabitants. In these cities (8,423) is where the great majority of people live, more than 90 million, and have registered the

steepest increases in absolute numbers. The more significant growth rates, a 3.9%, are registered in the medium-small cities (495), those with a population between 50,000 and 100,000 inhabitants.

The population's increments in this group of medium and small cities confirm a trend towards more intense growth in the periferies of big cities rather than in their centers. This data corroborate the deconcentration of the population to the metropolitan surroundings and emphasize the urban sprawl phenomenon in contrast with the compact city, model of the European city.

A comparative ranking of metropolitan agglomeration is drawn up with 81 MA, 7 being excluded in respect to the 2000 edition for various methodological reasons[5]. If we observe the demographic variations of the 81 agglomerations as a whole, we find that approximately half have grown larger and have gained population, while 25% have kept stable, without significant changes, and the remaining 25% have undergone population losses in both absolute and relative terms.

The demographic balance shows an increment of 2,3 milion inhabitants, that is a 2% growth respect to the previous edition. Those agglomerations that show increases mostly do so by spreading out territorially and incorporating new urban municipalities around their edges rather than through the demographic increase of their built-up areas. There are 10 MA that grow more than 100,000 inhabitants and it should be noted that Madrid, Barcelona and Valencia are the cities with the stronger increments, with absolute demographic increases of 800,000, 500,000 and 226,000 inhabitants, a reflection of the Spanish demographic dynamisn in recent years.

The MA losing population more significantly are Liverpool-Manchester (-400.000 inhab.), Rome (-330.000 inhab.), Cologne (-200.000 inhab.) and Sunderland (-140.000 inhab.). These losses can not be only attributed to demographic elements, for example the decrease of population density is some municipalities, but to the dissapearing of municipal contiguities due to technical questions of the delimitation process.

If we focus in the study of all MA's central cities we can see that the demographic balance of the whole is positive on 350,000 inhabitants. Of all this group the spanish cities are the ones that attract our attention: Madrid with 274,000 inhab. followed by Barcelona with 88,000 inhabitants and Valencia and Palma de Mallorca with 57,000 inhab. The cities with greater losses are the italian: Roma with -160,000 inhab., and Torino and Genoa with -46.000 inhab.

Thus, if we study the comparable agglomerations we see that the most populated continues to be London, with more than 12 million inhabitants and a slight demographic increase over the previous edition. Then comes Paris, with an increase of 175,000 inhabitants; this change places it above the Cologne agglomeration, which has lost population. Liverpool-Manchester falls one position due to population loss and gives way to Amsterdam-Rotterdam, which has gained 269,000 inhabitants. Milan and Madrid maintain their respective positions, both of them increasing their populations both in number of inhabitants and in number of municipalities. Next, Barcelona occupies eighth place, moving ahead of Naples in the ranking: both cities have gained population, but whereas Barcelona has gained 510,000 inhabitants, Naples has grown by only 12,700.

In order to gain more insight into the dynamics at work in Europe's metropolitan areas over the last 6 years and furthermore observe their demographic evolution, it is also interesting to analyse the relationship between the core city and its immediate surroundings, and to see what changes it has undergone.

As a general trend, it can be observed that there is a predominant loss of weight by the core cities with respect to their surroundings: 60% of comparable MA peripheries gain weight in relation to their respective central cities. This phenomenon depicts a scenario of metropolitan deconcentration that is characteristic of the evolution of many European cities with residential mobility from the denser, more compact city centres towards the outskirts with looser, and more disperse residential fabrics and affordable properties. This phenomenon is perfectly visible in the agglomerations of Paris, Milan and Naples, where the core cities lose population and density to their areas of influence. There are other agglomerations where both the core cities and their surrounding areas gain population, but proportionally the increases are more intense in the metropolitan hinterland. This is the most frequent dynamic among agglomerations such as those of Lyon, Lisbon and Barcelona.

However, there is also another trend in the evolution of agglomerations, in which precisely the opposite phenomenon occurs, i.e., a certain process of urban concentration, noticeable in the increased weight of the core cities with respect to their surroundings. Brussels, Lille and Leipzig are examples of core cities that are gaining population and density while the rest of the municipalities in their agglomerations are losing weight. In yet other agglomerations, such as Stockholm, Aachen and Bordeaux, both the cores and their hinterlands gain weight, but the core city grows to a greater extent.

Urban growth phenomena in European cities tend to follow long-term cycles of demographic development. Although this study has been updated in a relatively short lapse of time (6 years), the analysis of the results points towards the existence of expansive urban dynamics in the agglomerations of the European Union.

Comparison with other sources

The difficulty of understanding the complexity of the urban reality advises a certain level of external validation of the results obtained in this study in order to contrast and, if possible, consolidate the methodology applied.

Out of the various reference sources consulted that provide information on urban dynamics, we have selected three works: the European Union's Urban Audit project, the Geopolis database supplied by the Statistical Institute of France, and the World Urbanization Prospects (WUP) study conducted by the United Nations on urban agglomerations. These three sources analyse the urban phenomenon according to different criteria. The Urban Audit uses functional criteria to define urban areas around major cities; Geopolis uses physical criteria of urban occupation of the territory such as morphological contiguity; and lastly, the United Nations WUP study combines both these methodological approaches by taking into account both contiguity and functional relations.

As the reader will see below, the delimitations obtained in the EMA study are in general a little larger than those based on physical criteria and a little smaller than those that use functional criteria.

Urban Audit – Eurostat

This is a joint project by the Directorate-General for Regional Policy (DG Regio) and Eurostat to facilitate the comparison of the urban areas of the EU. The Urban Audit contains information on 258 European cities and the quality of life of their inhabitants regarding the economy, employment, transport, education and so on. In addition to providing data on the core city, it also takes into consideration Larger Urban Zones (LUZ), which are defined as the "functional urban regions" (commuting zones) around the core city. In order to ensure data availability, both the Urban Audit and the EMA work with the existing administrative limits in the urban area under study.

In general, the values given in the Urban Audit are slightly higher in the cases of Berlin, Hamburg, Katowice, Munich, Warsaw and Turin, very similar for Madrid, Barcelona, Lisbon and Budapest, and lower for Milan, Naples and Lille. In the case of

the metropolises of Cologne, Liverpool-Manchester and Brussels-Antwerp, the results are fairly similar if compared with the sum of the different cities that make up the EMA agglomerations.

Geopolis 2005

This is a database supplied by the Statistical Institute of France, with information on the cities of the world. Its definition of metropolitan areas is based on physical criteria. It considers that an *urban unit* consists of one or more municipalities with a total population of more than 2,000 in which the built-up areas are separated by no more than 200 metres. If the urban unit spreads over more than one municipality, it forms an urban agglomeration. This study was conducted by the University of Avignon following and updating the methodology set forth in *NUREC - Atlas of Agglomerations in the EU* (1994).

In general terms, the population figures on agglomerations offered by Geopolis are lower than those obtained by the EMA, and are higher in only 7 cases. The biggest differences occur with the largest agglomerations, such as London, Amsterdam-Rotterdam, Liverpool-Manchester, Milan and Naples. These differences can be attributed to the fact the contiguity criteria for built-up urban areas are very restrictive, as 200 m is a relatively short distance within a consolidated urban fabric.

United Nations World Urbanization Prospects: The 2005 Revision

With a view to making demographic projections for urban and rural areas in all the world's countries, this study identifies those urban agglomerations that have a population of at least 750,000, plus all state capital cities. An *urban agglomeration* is defined as the actual population living in a contiguous territory with high urban densities, regardless of administrative divisions. A *metropolitan area* is considered as the contiguous territory with high levels of urban residential density, together with their surrounding areas, with lower densities, that are under the direct influence of a core city by means of public transportation, the road network, service's infrastructures, commuting, etc.

This definition of the urban agglomeration coincides with that in the present study, in that urban density is regarded as the defining factor of the urban phenomenon. In some cases the population figures given by the WUP study are very similar to the results obtained with the EMA methodology; for example, those for Paris, Madrid, Barcelona, Athens, Rome, Lisbon, Warsaw, Turin, Lyon, Porto and Prague. However, in other cases the figures diverge considerably, and in general

EMA study detects larger conurbations than those defined by the WUP, as in the cases of Cologne, Liverpool-Manchester, Brussels and Lille.

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1 This report was published in Papers. *Regió Metropolitana de Barcelona*, No. 37. Institut d'Estudis Regionals i Metropolitans de Barcelona. Barcelona, June 2002.

2 Bulgaria and Romania are not included because they joined the EU on 1 January 2007, after the completion of the study.

3 The 10 countries that joined the EU in January 2004 (Poland, Hungary, Czech Republic, Slovakia, Slovenia, Lithuania, Latvia, Estonia, Cyprus and Malta) and Greece, which could not be included in the previous edition due to lack of data.

4 In the present edition, 1.263 administrative units with urban municipality condition have been added. In these munipalities, that belong to the countries that joined the UE in 2004, live 45 milions of inhabitants.

5 The cities that have been excluded are: Nancy because it has lost population and falls short of 100,000 inhabitants and Dresden because its density has fallen below 1,500 inh/sq km, neither city therefore reaching the threshold values established to be considered the "core city" of an MA; and Saint-Étienne, Halle, Kingston upon Hull, Plymouth and Stoke-on-Trent because they fail to form an agglomeration of more than 250,000 inhabitants around them, as a result of population decreases in the municipalities of which they are comprised.

DATA ON EUROPEAN LARGE METROPOLISES

Amsterdam-Rotterdam

General aspects
This agglomeration is very extensive: it has two dense cores (Amsterdam and Rotterdam), 12 cities with 500,000 to 100,000 inhabitants, and about 100 municipalities of various sizes. It accounts for 40% of the Dutch population and a quarter of the country's municipalities, and is known as the *Randstad*. No institutional structure exists that includes all the municipalities of the agglomeration.

Amsterdam City Council
The city council is governed by an executive comprising a *burgemeester* or mayor appointed by central government and a college of *wethouders* or aldermen elected by the municipal Council. The Council is formed by 45 members elected every 4 years and is the organ of political representation of the citizens. The city is divided into 14 neighbourhoods, each with its own neighbourhood council dealing with local services and affairs.

Rotterdam City Council
The municipal Council is the organ of political representation of the citizens and is made up of 45 members elected every 4 years. The Council elects the aldermen (*wethouders*), who together with the mayor (*burgemeester*), appointed by central government, form the executive power. The city is divided into 11 neighbourhoods, each with its own neighbourhood council dealing with local services and affairs.

Metropolitan area
There is no political structure to coordinate the policies of the metropolitan agglomeration. Central government has fostered several attempts at an integrated management of the metropolitan areas of Amsterdam and Rotterdam which have been unsuccessful (the creation of administrative bodies such as suburban councils and city-provinces). The Ministry of Housing, Spatial Planning and the Environment has, on the other hand, played a very active role in the regional planning of the *Randstad*, by passing several development plans and directives. Provinces (supramunicipal bodies) are also responsible for drafting regional plans. However, they have no political or legislative autonomy; their responsibilities are limited to exerting regulatory power, especially with reference to the areas of regional planning, the environment, infrastructures and regional development.
Despite the absence of a metropolitan institution, this region functions as an integrated whole thanks to its infrastructures and communications (particularly the network of motorways). Cooperation exists without

institutionalisation, especially in economic promotion. For example, the *Regio Randstad* network, an association for the promotion of the competitiveness of the region, operated from 2002 to 2007.

Other bodies and public enterprises
GVB (Amsterdam Transport): public body that coordinates public transport in Amsterdam and its neighbouring cities. Includes bus, tram, underground and ferry services.

Rotterdam Development Corporation (OBR): local public agency that works to promote economic development, new investment and tourism in the city of Rotterdam.

Websites of interest
Amsterdam City Council: www.amsterdam.nl
Rotterdam City Council: www.rotterdam.nl
GVB (Amsterdam Transport): www.gvb.nl
Rotterdam Development Corporation: www.rotterdam.com

Athinai / Athens

General aspects
The agglomeration of the Greek capital has a central core, Athens, three more municipalities with a population of over 100,000, and some 60 municipalities of greatly varying sizes. The *Capodistrias* reform of 1997-98, which entailed the merging of municipalities and the restructuring of the regions and provinces (or prefectures), did not include the metropolitan agglomeration of Athens. This area still awaits a reform to simplify the coordination of metropolitan policies.

Athens City Council
The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, which is formed by 41 councillors elected every 4 years. The city is divided into 7 districts, each with its own district council composed of 15 directly elected members acting in an advisory capacity.

Metropolitan area
There is no coordinating body for the metropolitan agglomeration, but rather a great institutional fragmentation that has been a subject of political debate for years, without any decision having been reached to simplify the institutional framework. Traditionally, the state has managed the affairs of the capital. In recent years there has been a process of decentralisation with the creation of administrative regions with certain powers (*periphereia*) and the introduction of a system whereby posts at the level of provinces (*nomoi*) are elected by the people. In practice, all levels of government (central, regional, provincial and local) are involved in metropolitan policies, without there being any true

coordination. The state is responsible for the coordination of public transport and infrastructures; the region for regional planning, emergencies, social services, environmental impact studies, forest management and coordination of the application of state policies; the province (in this case the province of Athens-Piraeus) for the supervision of the municipalities and economic, social and cultural development; and the municipalities for the management of typically local services (technical and material infrastructures, social services, education and culture, urban planning, environmental protection, traffic and the local economy).

Other bodies and public enterprises
Electric Railway Company (ISAP): state-owned company set up to manage the light railway (Metro line 1) that joins the capital and its surrounding municipalities.
Attiko Metro SA: state-owned company responsible for managing the underground railway (Metro lines 2 and 3).

Hellenic Agency for Local Development and Local Government SA (EETAA): provides technical and legal assistance for local governments. It comprises the state, the Loans Fund, the Central and Local Unions of Municipalities and Communes (KEDKE and TEDK), the Technical Chamber of Greece, the Panhellenic Confederation of Unions of Agricultural Cooperatives (PASEGES) and other social sector agencies.

Websites of interest
Athens City Council: www.cityofathens.gr
Electric Railway Company: www.isap.gr
Attiko Metro SA: www.ametro.gr
Hellenic Agency for Local Development and Local Government SA: www.eetaa.gr

Barcelona

General aspects
The Barcelona metropolitan area, in which more than half the Catalan population lives, spreads along the central Catalan coastal strip. On an institutional level, several organisations operate in this region: city councils, metropolitan bodies, county councils, agencies and consortiums, as well as the organs of the regional and state governments.

Barcelona City Council
The Municipal Charter of Barcelona grants ample powers to the city council. The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens of Barcelona, which is formed by 41 councillors elected every 4 years. The municipality is divided into 10 districts with powers over local services. Each has its own district council the composition of which is proportional to the election results obtained by each party in that district.

Metropolitan area
The inner metropolitan area has two sectoral metropolitan bodies created by the regional planning laws of 1987. One is the *Entitat Metropolitana del Transport*, comprising 18 municipalities and having powers over the organisation, management and planning of public transport systems; provision of the underground railway service; organisation and control of the taxi service; and programming of traffic and the road network. The other is the *Entitat Metropolitana del Medi Ambient*, comprising 33 municipalities and with responsibility over the construction and maintenance of water infrastructures; water supply and wastewater treatment; and treatment of urban and industrial waste. In addition, 31 municipalities voluntarily decided to set up the *Mancomunitat de Municipis* with the aim of providing a common metropolitan viewpoint and acting in the areas of planning and improvement of metropolitan infrastructures, public space, housing and land use. On January 2009 the Consorci Àrea Metropolitana de Barcelona was established including the three mentioned metropolitan bodies and 36 municipalities.

Catalonia
The Generalitat of Catalonia is the historical institution of the Catalan government, and has ample powers over regional planning, urban planning, housing, public works, transport, health care, education and so on. The legislative body providing political representation is the Catalan Parliament, comprising 135 members.

Other bodies and public enterprises
Autoritat del Transport Metropolità: consortium formed by public administrations responsible for public transport services in the metropolitan region of Barcelona (165 municipalities). Its purpose is to ensure cooperation, coordination and planning in transport services, funding and infrastructures.

Websites of interest
Barcelona City Council: www.bcn.cat
Metropolitan Area: www.amb.cat
Autoritat del Transport Metropolità: www.atm.cat
Generalitat of Catalonia: www.gencat.cat

Berlin

General aspects
Berlin is a city-state (like Hamburg and Bremen), and as such, its local institutions are merged with those of the *länd*. Furthermore, Berlin is the German federal capital and is governed by a special law passed in 1995. The metropolitan agglomeration lies within the *länd* of Brandenburg (of which Berlin does not form part) and is strongly dominated by the core city. There is no coordinating metropolitan authority, although there is cooperation between the two *länd* regarding regional planning.

Government and parliament of Berlin
The governing mayor (*Regierender Bürgermeister*) is the head of the government. He or she directs and presides over the government of the *länd* (*Senate*), which has legislative initiative and regulatory power. The mayor and the government are designated by the parliament (*Abgeordneten-haus*), the legislative body that exercises control over the government and is also responsible for passing the budget. The 141 members are elected for terms of 4 years. The city-state is decentralised into 12 boroughs (*bezirke*) that carry out administrative activity under the supervision of the government. Each borough has an assembly, its organ of self-government, which oversees the administration and passes its budget. The assembly, formed by 45 members elected at the same time as the parliament, also elects the borough's administrative authorities: the office and the mayor.

Metropolitan area
There is no metropolitan authority that takes in the 25 municipalities of the agglomeration of Berlin. Services are provided basically from the capital, where the majority of the population is concentrated. This is the case of public transport, which is coordinated by the Berlin transport company.

As regards regional planning, a joint regional development department for Berlin and Brandenburg has existed since 1996. It is comprised of the department of urban development of Berlin and the ministry of regional planning of Brandenburg, and is a regional coordination body that takes in the city-state of Berlin and part of the *länd* of Brandenburg. Its tasks are to coordinate transport plans, regional development, green spaces and tourism.

Other bodies and public enterprises
Berliner Verkehrsbetriebe, BVG (Berlin Transport Company): public body created in 1996, grouping together the main public transport operators.

Berlin Tourismus Marketing GmbH: its main aim is to promote tourism in the region and publicise it nationally and internationally.

Unternehmensverbände Berlin-Brandenburg, UVB: (Confederation of Employers' and Business Associations of Berlin and Brandenburg): consists of 65 members, and seeks to promote the economic and social development of the Berlin-Brandenburg region.

Websites of interest
City-state of Berlin: www.berlin.de
Parliament of Berlin: www.parlament-berlin.de

Gemeinsame Landesplanungsabteilung:
www.gl.berlin-brandenburg.de
Berlin Transport Company: www.bvg.de
Berlin Tourismus Marketing GmbH:
www.berlin-tourist-information.de
Confederation of Employers' and Business Associations of Berlin and Brandenburg (UVB): www.uvb-online.de

Birmingham

General aspects
The core of the agglomeration consists of Birmingham and 7 more cities with over 200,000 inhabitants. The West Midlands Metropolitan County, a two-tier structure, existed from 1974 to 1986, but cooperation is now channelled through the agencies that depended on this structure and that cover part of the metropolitan agglomeration.

Birmingham City Council
The Council is headed by the Leader and has 120 councillors, a third of which are elected every 4 years. The city is divided into 40 wards, each with its own committee to deal with local issues. The city also has 10 constituency committees for implementing policies on housing, sport, culture, security and transport.

Metropolitan area
The West Midlands Metropolitan County is made up of 7 metropolitan boroughs with a total population of 2.5 million. Despite the abolition of the county council, these boroughs continue to have joint services such as transport, policing and fire prevention. The remaining cities that did not form part of the former county are included in the West Midlands region. This is the Government Office region, comprising more than 5 million inhabitants and a larger area than the metropolitan county. It has administrative functions to implement programmes in education, economic development, the environment, culture, health care and transport.

Other bodies and public enterprises
West Midlands Passenger Transport Executive: known as *Centro*, this is the public body in charge of promoting and coordinating public transport services (bus, train and metro). It has a board of managers formed by representatives of the 7 metropolitan boroughs of the county.

West Midlands Police: public body responsible for ensuring public safety.

West Midlands Fire Service: public body responsible for protection, prevention and intervention in the event of fires and emergencies.

Websites of interest
City of Birmingham:
www.birmingham.gov.uk

West Midlands Passenger Transport Executive: www.centro.org.uk
West Midlands Police:
www.west-midlands.police.uk
West Midlands Fire Service:
www.wmfs.net
Government Office for the West Midlands:
www.gos.gov.uk

Bruxelles-Antwerpen / Brussels-Antwerp

General aspects
The expansion of these two major cities has brought them to merge into a single metropolitan agglomeration comprising 78 municipalities. However, there is no institutional structure; on the contrary, it is politically fragmented, as it spreads over two separate regions (Brussels Capital and Flanders), each a federated body with ample powers.

Brussels City Council
The organ of representation of the citizens is the municipal council, constituted by 46 members elected directly every 6 years. The executive comprises 9 councillors appointed by the council, and is in charge of the day-to-day running of the municipality. The mayor is appointed by the government of the Brussels Capital region, out of all the members of the council.

Antwerp City Council
The municipal council, constituted by 55 members, is the organ of representation of the citizens, and the executive is in charge of the day-to-day running of the municipality. The mayor is the head of the municipal administration and the president of both the council and the executive. He or she is appointed by the government of the region of Flanders, out of all the members of the council.

Metropolitan area
As there is no institution coordinating this agglomeration, it is the regional governments that act, together with their parliaments, with ample powers over economic development, energy, transport, social services, the environment and employment. Brussels and another 18 municipalities make up the *Région de Bruxelles-Capitale*, which includes the capital's direct area of influence. These municipalities also belong to a voluntary cooperative association *(Association de la Ville et des Communes de la Région de Bruxelles-Capitale)*. Antwerp is the city with the largest population in Flanders, and capital of its province. In both cases, responsibilities of a metropolitan nature such as transport, planning and infrastructures are carried out by the two cities and their respective regions.

Other bodies and public enterprises
Société des Transports Intercommunaux de

Bruxelles (STIB): company responsible for the management of the public transport of the region's 19 municipalities, including the bus, metro and tram network.
Vlaamse Vervoermaatschappij De Lijn: company responsible for managing public transport (bus and tram) in the Flemish region. *De Lijn* was created in 1991 as a result of the merging of the municipal transport companies of Antwerp and Gent with the Flemish part of the Belgian transport company *Nationale Maatschappij van Buurtspoorwegen* (NMVB).

Websites of interest
Brussels City Council: www.brucity.be
Antwerp City Council: www.antwerpen.be
Brussels Capital region:
www.brussels.irisnet.be
Flanders: www.flanders.be
Société des Transports Intercommunaux de Bruxelles: www.stib.be
Vlaamse Vervoermaatschappij De Lijn:
www.delijn.be

Budapest

General aspects
Budapest has a special statute as capital city (*föváros*), with a two-tier system of government. The core city acts as the centre of the metropolitan area, as it accounts for 75% of its population, while the rest of the municipalities are very small (the largest has 60,000 inhabitants). The capital therefore undertakes most affairs of a metropolitan nature.

Budapest City Council
The capital city is organised according to a system of government on two tiers: municipal and district. Each level is independent and has powers fixed by the Law on Local Government of 1990. The municipality has a general assembly – the organ of political representation of the citizens – with 67 members, of which 66 are elected by means of party lists and one (the mayor) is elected directly, every 4 years. The mayor is the head of the municipal government and is responsible for the coordination of the departments.

The city is decentralised into 23 districts (*kerület*) with legal autonomy. Each district has an assembly, its organ of self-government, and its own directly elected mayor. In order to facilitate coordination with the city government, the district mayors can attend the general assembly and ask questions. With a view to the harmonisation of tasks, there are also cooperation mechanisms such as the permanent District Coordination Committee.

Metropolitan area
There is no metropolitan authority taking in the 39 municipalities of the agglomeration of Budapest. The metropolitan agglomeration is structured on the basis of

the capital and services are provided from the core city. As a municipality, Budapest is in charge of policies on housing, education, urban planning, tourism, transport and communications, traffic and technical infrastructures (water, gas, waste). The districts are in charge of health care, social welfare and maintenance of primary and secondary schools.

Other bodies and public enterprises
BKV (Budapest Transport): company that runs the urban passenger transport services (bus, metro, tram, trolleybus and local train) in and around the city. It coordinates the action of the various transport operators and fare integration.

Websites of interest
Budapest City Council: www.budapest.hu
BKV (Budapest Transport): www.bkv.hu

Frankfurt am Main

General aspects
Thanks to the Law on Conglomerations (*Ballungsraumgesetz*) passed by the Parliament of Hesse, since 2001 there has been a regional planning association encompassing the 75 municipalities of the metropolitan agglomeration. The association replaced the *Umlandverband Frankfurt* (UVF) (1975-2000), a multisector body covering 43 municipalities represented by a regional assembly, the members of which were elected directly by the people.

Frankfurt City Council
The mayor (*Oberbürgermeister*) is the head of the administration of the city and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens. All elected posts are renewed every 5 years. The city is decentralised into 16 districts, with powers over local services.

Metropolitan area
The *Planungsverband Ballungsraum Frankfurt/Rhein-Main* (Frankfurt/Rhine-Main Conurbation Planning Association) is a public body the function of which is to provide regional planning by drafting the Regional Land Use Plan and the Landscape Plan. It is also involved in the analysis of regional data, the management of projects funded by the European Union and the provision of technical advice to municipalities on European funds. The association is organised by the Council of the Region (*Rat der region*), the highest political organ of indirect representation, formed by the mayors, and the executive committee, which is responsible for day-to-day management and for preparing council meetings.

Hesse
The Prime Minister (*Ministerpräsident*) is the head of the government of the *länd*. The government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 110 members are elected for five-year terms.

Other bodies and public enterprises
Rhein-Main Verkehrsverbund GmbH: organisation coordinating the public transport of the metropolitan agglomeration (train, underground, bus, tram and river transport). It works in conjunction with the various operators and government areas.
Wirtschaftsförderung Region Frankfurt Rhein-Main: company founded in 1995 to promote the competitiveness of the region. It brings together local authorities, chambers of commerce, universities, enterprises, etc. It covers a large area of 13,000 sq km with a population of 5.2 million in three federated states (Hesse, Rhineland-Palatinate and Bavaria).

Websites of interest
City of Frankfurt: www.frankfurt.de
Frankfurt/Rhine-Main Conurbation Planning Association: www.planungsverband.de
Rhein-Main-Verkehrsverbund: www.rmv.de
Wirtschaftsförderung Region Frankfurt Rhein-Main: www.frankfurt-rhein-main.de
Government of Hesse: www.hessen.de/

Hamburg

General aspects
Hamburg is a city-state (like Berlin and Bremen), and as such, its local institutions are merged with those of the *länd*. The core city acts as the centre of the metropolitan area, as it accounts for 75% of its population.

Government and parliament of Hamburg
The governing mayor (*Erste Bürgermeister*) is the head of the government. He or she directs and presides over the government of the *länd* (*Senate*), which has legislative initiative and regulatory power. The mayor and the government are designated by the parliament (*Bürgerschaft*), the legislative body that exercises control over the government and is also responsible for passing the budget. The 121 members are elected for terms of 4 years. The city-state is decentralised into 7 boroughs (*bezirke*) that carry out administrative activity under the supervision of the government. Each borough has an assembly, its organ of self-government, which oversees the administration and passes its budget. The assembly, formed by 41 members elected at the same time as the parliament, also elects the borough's administrative authorities: the office and the mayor.

Metropolitan area
There is no metropolitan authority that takes in the 33 municipalities of the agglomeration of Hamburg.

There is, however, a sectoral agency that coordinates public transport: the *Hamburger VerkehrsVerbund* (Hamburg Transport Association). It is a public body comprising a total of 35 operators of public transport (bus, underground, tram and river transport) in and around the city-state, the association's responsibility thus extending beyond the boundaries of Hamburg and including parts of the *länd* of Schleswig-Holstein and Lower Saxony, and serving 3.3 million inhabitants. In fact, there has been voluntary cooperation between the three states since the 1950s, and in 1991 the association *Metropolregion Hamburg* was created, as a tool for informal cooperation between the municipalities of the agglomeration.

Other bodies and public enterprises
Hamburgischen Gesellschaft for Wirtschaftsforderung (Association for the Economic Promotion of Hamburg): association to foster the economic competitiveness of the metropolitan agglomeration and to encourage business.

Websites of interest
City-state of Hamburg: www.hamburg.de
Parliament of Hamburg: www.hamburgische-uergerschaft.de
Hamburg Transport Association: www.hvv.de
Metropolregion: www.metropolregion.hamburg.de
Hamburgischen Gesellschaft for Wirtschaftsforderung: www.wirtschaftsfoerderung.hamburg.de

Katowice

General aspects
This is a multicore metropolitan agglomeration, with Katowice as the city with the largest population and another 8 cities with more than 100,000 inhabitants. Although there is no metropolitan structure, there is voluntary cooperation between municipalities.

Katowice City Council
The mayor (*prezydent*) is the head of the municipal government (executive power) and is elected directly by the people every 4 years. He or she directs and presides over the municipal council (*rada miasta*), formed by 34 councillors elected every 4 years.

Metropolitan area
Polish municipalities have ample powers, and in the absence of recognition for the metropolitan areas, most services (sewerage and waste, water and gas provision, public transport, urban planning) are provided by local government. The counties (*powiat*) are in charge of secondary education, public safety and social services, except in major cities such as Katowice, which have county

status. There is therefore no metropolitan authority taking in the 22 municipalities of the agglomeration. There have, however, been several initiatives by the municipalities to offer joint services: this has been the case with public transport since 1991. In 2006, a new initiative paved the way for the creation of a voluntary association of municipalities.

Silesia

The region, Silesia, covers a much larger area (with almost 5 million inhabitants) than the metropolitan one and acts by state delegation on two tiers. The first tier is that of so-called decentralised tasks, and includes general and strategic regional planning, the regional road network, higher education and cultural facilities, regional hospitals and environmental protection. The second tier is that of so-called deconcentrated tasks, which consist of supervising the local functions of the state and maintaining motorways, expressways and local roads.

Other bodies and public enterprises

Komunikacyjny Zwiazek Komunalny GOP (Municipal Transport Union of the Upper Silesian Industrial District): 23 municipalities of the Katowice metropolitan agglomeration belong to this voluntary association for the management and planning of public transport. It coordinates the action of the various operators of the bus and tram services and also transport fare integration.
Górnośląski Związek Metropolitalny GZM (Metropolitan Association of Upper Silesia): 14 municipalities have participated in this voluntary association since 2006. Among its goals figure the development of a common vision, the elaboration of joint applications for European funds and the economic promotion of the region.

Websites of interest

Katowice City Council: www.um.katowice.pl
Region of Silesia: www.silesia-region.pl
KZK GOP: www.kzkgop.pl
Górnośląski Związek Metropolitalny (GZM): www.gzm.org.pl

København / Copenhagen

General aspects

The Danish agglomeration is characterised by the existence of a central core (Copenhagen) and 25 municipalities with fewer than 100,000 inhabitants. As of 1 January 2007 a new tier of government (*Region Hovedstaden*) has come into being as a result of the territorial reform process carried out by the Danish government.

Copenhagen City Council

The central political institutions are the municipal council and the structure of committees. The council is the organ of representation of the citizens, and is made

up of 55 councillors elected every 4 years. The 7 sectoral committees are elected by the council on the basis of proportional representation. The most important is the Finance Committee, as it coordinates the functioning of the city council as a whole. The Finance Committee is chaired by the lord mayor, and its members are the chairs of the other 6 committees plus 6 other council members.

Metropolitan area: Region Hovedstaden

The *Hovedstadens Udviklingsråd* (Capital Development Board) or HUR existed from 2000 to 2006. It was a council of mayors, created with the aim of reaching joint decisions on the development of the capital's metropolitan agglomeration. One of its lines was to foster cooperation with the Swedish city of Malmö, with which the city forms the geographical region of the Øresund.

The reform of 2007 ushered in the *Region Hovedstaden*, which basically has responsibility over the management of the health services (hospitals) and has an elected council. Other services are provided by the Danish municipalities, which have ample powers and strong financial autonomy.

Other bodies and public enterprises

Metro: public enterprise that manages the metro network (underground and overground), opened in 2002.
The Ørestad Development Corporation, created in 1993, is responsible for the construction of the metro and is owned by the City of Copenhagen (55%) and the state (Ministry of Transport, 45%).
Trafikselskabet Movia: public transport agency that runs the bus and train services in and around Copenhagen.
Copenhagen Capacity: official economic development agency of the *Region Hovedstaden*. Formed by representatives of the public and private sectors, its function is to promote the region in order to attract investment and generate wealth.

Websites of interest

City of Copenhagen: www3.kk.dk
Region Hovedstaden: www.regionh.dk
Metro: www.m.dk
Trafikselskabet Movia: www.movia.dk
Copenhagen Capacity: www.copcap.com

Köln / Cologne

General aspects

The Cologne agglomeration, which accounts for more than half the population of the *länd* of North Rhine-Westphalia, is a multicore one, as it comprises 20 cities with over 100,000 inhabitants, 8 of these with more than 300,000; Cologne has the largest population. There has been a long tradition of cooperation among the municipalities of one part of the

agglomeration (the Rhine-Ruhr region), basically the area around the cities of Dortmund, Essen and Duisburg.

Cologne City Council

The mayor (*Oberbürgermeister*) is the head of the city's administration and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens, with 90 members. All elected posts are renewed every 5 years. The city is decentralised into 9 districts, with powers over local services.

Metropolitan area

The *Regionalverband Ruhr*, an association of municipalities set up in 1979 (under the name of *Kommunalverband Ruhrgebiet*), was transformed in 2004 to endow it with greater powers. It covers an area of 4,435 sq km with a population of 5.3 million, half the total agglomeration. It is responsible for regional planning, and the planning of infrastructures, economic development and tourism. The association has a regional assembly consisting of 71 members elected by direct suffrage every 5 years. The assembly elects the president (a symbolic post) and appoints a general director. In the transport sector, there are different agencies: one for the Rhein-Ruhr district (corresponding to the Dortmund, Essen and Duisburg area) and one for the Rhein-Sieg district (Cologne and Bonn).

North Rhine-Westphalia

The Prime Minister (*Ministerpräsident*) is the head of the government of the *länd*. The government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 231 members are elected for five-year terms.

Other bodies and public enterprises

Verkehrsverbund Rhein-Ruhr (Rhine-Ruhr Transport Association): since 1980 has coordinated the activity of 25 local public transport companies and 3 public rail companies. It integrates train, local and regional bus, tram and river transport services.

Verkehrsverbund Rhein-Sieg GmbH (Rhine-Sieg Transport Association): since 1987 has coordinated the train, bus and tram services of the Cologne-Bonn region (an area of 5,111 sq km with 3.2 million inhabitants). It comprises 29 companies, notably the transport associations of Cologne (*Kölner Verkehrs-Betriebe AG*) and Bonn (*Stadtwerke Bonn*).

Websites of interest

City of Cologne: www.koeln.de
Regionalverband Ruhr: www.rvr-online.de
Verkehrsverbund Rhein-Ruhr: www.vrr.de
Verkehrsverbund Rhein-Sieg GmbH: www.vrsinfo.de
Parliament of North Rhine-Westphalia: www.landtag.nrw.de

Lille

General aspects
The Lille agglomeration has had a supramunicipal cooperation structure, the *Communauté Urbaine de Lille*, since 1966. As a result of the 1999 Law on Intermunicipal Cooperation, the structure was transformed.

Lille City Council
The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, the organ of political representation of the citizens and of control over the executive committee, comprising 62 councillors likewise elected for a 6-year term. The municipality has 10 districts or *quartiers*, each with its own district office, headed by a city councillor, with responsibility over the management of local services.

Metropolitan area
The *Communauté Urbaine de Lille* has a series of powers and a structure established by law, concerning economic, social and cultural development (creation and management of industrial and commercial zones, management of facilities and schools); regional planning (master plans, organisation of public transport and roads); public housing; urban regeneration and revitalisation; management of common services (water, cemeteries, abattoirs, fire prevention and emergency services); and the environment (waste treatment and pollution prevention). The organisation takes in 85 municipalities covering some 600 sq km with 1 million inhabitants. Its political structure comprises a president, an executive committee and a council, formed by 170 members. All these posts are renewed every 6 years by indirect election, through delegation to the municipalities.

Nord-Pas de Calais region
The regional council is an elected body for reflection and promotion in the areas of planning, regional organisation and economic and development action. It also acts as a coordinator in economic development, training and the environment, in a much larger area than that of the agglomeration.

Other bodies and public enterprises
Transpole: organises and funds the region's bus, metro and tram transport, under the auspices of the *Communauté Urbaine.*

Websites of interest
Lille City Council: www.mairie-lille.fr
Communauté Urbaine de Lille:
www.lillemetropole.fr
Nord-Pas de Calais region:
www.nordpasdecalais.fr
Transpole: www.transpole.fr

Lisboa / Lisbon

General aspects
This agglomeration is made up of 11 municipalities with more than 100,000 inhabitants surrounding the state capital, Lisbon. It is coordinated through the *Área Metropolitana de Lisboa* (AML), set up in 2004 to replace the previous structure, which dated from 1991.

Lisbon City Council
The mayor is the head of the executive (*câmara municipal*) and chairs the municipal assembly (*assembleia municipal*). This is the organ of political representation of the citizens, formed by 107 elected councillors, including the presidents of the 50 parish councils that exist in the area. Parishes are a lower level of local government that also have their own assembly (*assembleia de freguesia*) and executive (*junta de freguesia*).

Metropolitan area
Law 10/2003, of 13 May, reformed the organisation of the metropolitan areas of Portugal. The Metropolitan Area of Lisboa (AML) comprises three bodies: a deliberative assembly (*assembleia*), an executive council (*junta*) and a consultative council (*conselho*). The assembly of the AML has 55 members elected by all the municipal assemblies of the area; the executive council includes all the mayors of the area, who out of their numbers choose the president and the two vice-presidents. The consultative council consists of all the members of the executive, the president of the *Comissão de Coordenação da Região de Lisboa e Vale do Tejo* (the area's regional delegation of central government for planning issues) and representatives of public institutions and other economic, social and cultural institutions. It serves 18 municipalities and almost 3 million inhabitants.

The AML performs the following functions: to provide a structure for municipal investments of supramunicipal interest; to coordinate the actions of the municipalities and central government in the spheres of environmental infrastructures, health care, education, security and civil defence, roads and transport, social facilities, tourism and culture, sports, leisure and youth; and strategic planning of economic, social and regional management and organisational issues. Specifically, the AML has promoted the metropolitan geographical information system (SMIG) and a strategic study on vocational training.

Other bodies and public enterprises
Metropolitano de Lisboa: company created to run the Lisbon metro.

Carris: company that runs urban passenger transport services (bus and tram) in the city of Lisbon.

Websites of interest
Lisbon City Council: www.cm-lisboa.pt
Área Metropolitana de Lisboa: www.aml.pt
Metropolitano de Lisboa:
www.metrolisboa.pt
Carris: www.carris.pt

Liverpool-Manchester

General aspects
This very extensive multicore agglomeration is made up of two densely populated cities (Liverpool and Manchester) and two more cities (Leeds and Bradford) that have a larger population but a lower density. For the organisation of its metropolitan services each city has its area of influence with its own agencies, left over after the abolition of the metropolitan institutions in 1986, without the existence of any common structure at present.

Liverpool City Council
The 90 members of the city council are elected every 4 years. They in turn appoint the lord mayor and the head of the executive board (leader council). There are also 10 neighbourhood committees, with consultative functions.

Manchester City Council
The highest organ of political representation is the board formed by the lord mayor and 14 councillors, 12 of them appointed by each of the electoral wards and 2 by the city as a whole, every 4 years.

Metropolitan area
The two main cities retain the tradition of cooperation with their neighbouring municipalities, as they belonged to metropolitan structures from 1974 to 1986. In Liverpool, the county of Merseyside includes Liverpool, Knowsley, Sefton, St Helens and Wirral: an area of 645 sq km with more than 1 million inhabitants. Despite the abolition of the political structure, the following services continue to be run by sectoral agencies: public transport, police (Merseyside Police), waste (Merseyside Waste Disposal Authority), and fire prevention and emergency services (Merseyside Fire & Rescue Service). In Manchester, following the abolition of Greater Manchester County Council, services have continued to be provided through sectoral agencies: waste (Greater Manchester Waste Disposal Authority), police (Greater Manchester Police Authority), fire prevention and emergency services (Greater Manchester Fire and Civil Defence Service) and transport (Greater Manchester Passenger Transport Authority). In addition, in 1986 the municipalities joined together to form the Association of Greater Manchester Authorities (AGMA), in order to ensure a region-wide vision by means of strategic planning, especially in transport and the environment.

Other bodies and public enterprises
Merseytravel: public body coordinating transport in Liverpool and 4 more cities; it is governed by a board of councillors.

Mersey Partnership: public-private body seeking to promote economic development and attract investment and tourism to the Liverpool region.

Public Transport for Greater Manchester: funded by the Greater Manchester Passenger Transport Authority, which is responsible for planning and managing the integrated transport system for the Manchester region.

Websites of interest
Manchester City Council:
www.manchester.gov.uk
Liverpool City Council:
www.liverpool.gov.uk
Merseytravel: www.merseytravel.gov.uk
Mersey Partnership:
www.merseyside.org.uk
Association of Greater Manchester Authorities: www.agma.gov.uk
Public Transport for Greater Manchester:
www.gmpte.com

London

General aspects
Since 2000, the London agglomeration has been endowed with an institution responsible for providing metropolitan services: the Greater London Authority (GLA), in the wake of its predecessor, the Greater London Council (1965-1986). However, the GLA does not cover the totality of the metropolitan agglomeration, which spreads over 3 regions.

Greater London Authority
The Greater London Authority (GLA) covers the City of London and the 32 boroughs. The mayor holds executive power and political leadership, and heads the London Assembly, formed by 25 members. All elected posts are renewed by direct suffrage every 4 years. The GLA has powers over: public transport, planning, the environment, culture, health care, policing and emergency and fire services. However, it has very limited tax raising powers and cannot issue bonds, and funding comes basically from central government transfers. Each borough council is headed by a chief executive who is elected for a 4 year term. These councils provide local public services such as education, housing, social services, street cleaning and maintenance, waste management, local urban planning, culture and leisure. The borough councils are financed by means of a direct Council Tax and various central funds.

Metropolitan area
There is no institution that includes the totality of the metropolitan agglomeration, which spreads over the regions of Greater London, South East and East of England. The GLA is usually regarded as the body that represents the agglomeration.

Other bodies and public enterprises
Transport for London: organisation that depends on the GLA and is responsible for the planning and management of integrated transport, comprising the bus network, the underground system, the trams, the Docklands Light Railway, river transport and Victoria bus station. It is also in charge of traffic management on 580 km of the city's road network.

London Development Agency: agency depending on the GLA that promotes the economic development of the capital, with the aim of ensuring London's role as an international business centre and a generator of wealth.

London Fire and Emergency Planning Authority: under the auspices of the GLA, it has powers over fire prevention and control and emergency response.

Metropolitan Police Authority: under the responsibility of the GLA, it works to ensure public safety.

Websites of interest
Greater London Authority:
www.london.gov.uk
Transport for London: www.tfl.gov.uk/tfl
London Development Agency:
www.lda.gov.uk
Metropolitan Police Authority:
www.mpa.gov.uk
London Fire and Emergency Planning Authority: http://www.london-fire.gov.uk

Lyon

General aspects
The Lyon agglomeration has had a supramunicipal cooperation structure, the *Communauté Urbaine de Lyon*, since 1966. As a result of the 1999 Law on Intermunicipal Cooperation, the structure was transformed.

Lyon City Council
The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, the organ of political representation of the citizens and of control over the executive committee, comprising 72 councillors likewise elected for a 6-year term. The municipality has 9 districts or *arrondissements*, each with its own council and district mayor. This council is responsible for decision-making with regard to the implementation, conditioning and management of local facilities.

Metropolitan area
The *Communauté Urbaine de Lyon* has a series of powers established by law, including: economic, social and cultural development (creation and management of industrial and commercial zones, management of facilities and schools); regional planning (master plans, organisation of public transport and roads); public housing; urban regeneration and revitalisation; management of common services (water, cemeteries, abattoirs, fire prevention and emergency services); and the environment (waste treatment and pollution prevention). The organisation takes in 57 municipalities covering some 500 sq km with 1,300,000 inhabitants. Its political structure comprises a president, an executive committee and a council, formed by 157 members. All these posts are renewed every 6 years by indirect election, through delegation to the municipalities.

Rhône-Alpes region
The regional council is an elected body for reflection and promotion in the areas of planning, regional organisation and economic and development action. It also acts as a coordinator in economic development, training and the environment, in a much larger area than that of the agglomeration.

Other bodies and public enterprises
Transports en Commun Lyonnais: organises and funds the region's bus, metro and tram transport, under the auspices of the *Communauté Urbaine.*

Agence pour le Développement de la Région Lyonnaise (Aderly): agency created in 1974 to promote the economic development and competitiveness of the metropolitan agglomeration. It is made up of representatives of local and regional governments, together with chambers of commerce, enterprises, etc.

Websites of interest
Lyon City Council: www.lyon.fr
Communauté Urbaine de Lyon:
www.grandlyon.com
Rhône-Alpes region: www.rhonealpes.fr
Transports en Commun Lyonnais:
www.tcl.fr
Agence pour le Développement de la Région Lyonnaise: www.lyon-aderly.com

Madrid

General aspects
The present municipality of Madrid is the result of the amalgamation of 13 municipalities into Madrid between 1948 and 1954. In its capacity as state capital, it has a special status (Law on Capital Status, of July 2006, updating the 1963 and 1985 legislation) which establishes the Interadministration Capital Status Committee. This is articulated as a cooperation body between the state, the Autonomous Community of Madrid (CAM) and the City of Madrid on issues

such as public safety and the celebration of official events.

Madrid City Council
The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, formed by 55 councillors elected every 4 years. The municipality is divided into 21 districts with powers over personal services.

Metropolitan area
The metropolitan area has no organisational recognition. Powers are exercised either by the City Council, as the large surface area (600 sq km) and population of the municipality render it almost metropolitan in nature, or by the government of the autonomous community.

Autonomous Community of Madrid
The CAM was constituted by a statute passed on 1 March 1983, and its president is the highest authority. The legislative body providing political representation is the Madrid Assembly, comprising 111 representatives. The creation of the CAM entailed the abolition of the regional planning body that had existed since 1963, the *Comisión de Planeamiento y Coordinación del Área Metropolitana de Madrid*. The territory of the CAM encompasses the Madrid metropolitan agglomeration and in practice coordinates metropolitan policies through its powers over regional planning, urban planning, housing, public works, roads, railways, transport and water resources. Other powers are shared with the state, including economic planning, industry, security, education and health care. The CAM assumes the powers of Madrid Provincial Council, as the autonomous community consists of only one province.

Other bodies and public enterprises
Consorcio Regional de Transportes de Madrid: coordinates the services, networks and fares of the public transport system of the CAM. The state, the CAM, the municipalities and public and private transport companies are all represented.

Websites of interest
Madrid City Council: www.munimadrid.es/
Autonomous Community of Madrid: www.madrid.org
Consorcio Regional de Transportes de Madrid: www.ctm-madrid.es

Marseille

General aspects
The Law on Intermunicipal Cooperation passed in 1999 led a year later to the creation of the *Communauté Urbaine de Marseille Provence Métropole*, an indirectly elected structure for cooperation between municipalities that serves to coordinate the metropolitan policies of the agglomeration.

Marseille City Council
The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, the organ of political representation of the citizens and of control over the executive committee, comprising 101 councillors likewise elected for a 6-year term. The municipality has 16 districts or *arrondissements*, each with its own council and district mayor. This council is responsible for decision-making with regard to the implementation, conditioning and management of local facilities.

Metropolitan area
The *Communauté Urbaine de Marseille Provence Métropole* has a series of powers established by law, concerning economic, social and cultural development (creation and management of industrial and commercial zones, management of facilities and schools); regional planning (master plans, organisation of public transport and roads); public housing; urban regeneration and revitalisation; management of common services (water, cemeteries, abattoirs, fire prevention and emergency services); and the environment (waste treatment and pollution prevention). The organisation takes in 18 municipalities covering some 600 sq km with almost 1 million inhabitants. Its political structure comprises a president, an executive committee and a council, formed by 157 members. All these posts are renewed every 6 years by indirect election, through delegation to the municipalities.

Provence-Alpes-Côte d'Azur region
The regional council is an elected body for reflection and promotion in the areas of planning, regional organisation and economic and development action. It also acts as a coordinator in economic development, training and the environment, in a much larger area than that of the agglomeration.

Other bodies and public enterprises
Régie des Transports de Marseille: organises and funds the region's bus, metro and tram transport (the latter service being delegated by the *Communauté Urbaine*).

Websites of interest
Marseille City Council: www.marseille.fr
Communauté Urbaine de Marseille Provence Métropole: www.marseille-provence.com
Provence-Alpes-Côte d'Azur region: ww.regionpaca.fr
Régie des Transports de Marseille: www.rtm.fr

Milano / Milan

General aspects
The metropolitan agglomeration is made up of more than 400 municipalities of different sizes and densities. In addition to the core city, there are three cities with over 100,000 inhabitants (Brescia, Bergamo and Monza). Law 142 of 1990 provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. However, the application of the law has been non-existent; in practice, the municipality, the province and the region all exercise some metropolitan powers, such as transport.

Milan City Council
The mayor (s*indaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 60 members, likewise elected for 5-year terms. The city is divided into 9 boroughs (*zona*), each with a president and a council, directly elected every 5 years. They perform functions that are delegated by the municipality and promote citizen information and participation.

Metropolitan area
There is no metropolitan coordination structure. The city and the province of Milan are both involved in metropolitan planning through the drafting of regional and sectoral plans, which have to be passed by the region of Lombardy. The province is a second-level local government comprising 189 municipalities. It performs a support function for municipalities and facilitates their economic, regional and environmental planning. It also acts in the areas of culture, green spaces, civil defence and social services.

Lombardy
The region of Lombardy has exclusive legislative powers over urban planning, public works and infrastructures of regional interest, tourism, agriculture, health care and urban and rural local police, and shared powers over culture, the environment, occupational promotion and economic development. The Lombardy region organises public transport (bus, tram, taxi, funicular, etc.), including the management of the system of metropolitan and suburban trains in the Milan agglomeration.

Other bodies and public enterprises
Azienda Trasporti Milanesi S.p.A: created in 1999 out of the former public municipal transport company, it is responsible for the management of public transport in Milan (bus, tram and underground) and also the interurban transport system.

Websites of interest
Milan City Council: www.comune.milano.it
Province of Milan: www.provincia.milano.it
Region of Lombardy: www.regione.lombardia.it
Azienda Trasporti Milanesi S.p.A.: www.atm-mi.it

München / Munich

General aspects
The metropolitan agglomeration of Munich is characterised by the existence of a central core in the form of the city of Munich, capital of the *länd*, which accounts for 65% of the population, and several municipalities with fewer than 50,000 inhabitants. All these municipalities belong to a regional planning structure.

Munich City Council
The mayor (*Oberbürgermeister*) is the head of the city's administration and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens. All elected posts are renewed every 5 years. The city is decentralised into 25 districts, with powers over local services.

Metropolitan area
The Munich Regional Planning Agency is a public body without legislative powers; it operates as a structure for regional planning and economic development (drafting plans and studies to channel growth, providing support for municipalities, etc.). Its main organs are the federal committee (the highest political organ of indirect representation, formed by the mayors) and the executive committee (in charge of day-to-day management and preparing the meetings of the federal committee).

Bavaria
The Prime Minister (*Ministerpräsident*) is the head of the government of the *länd*. The government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 180 members are elected for five-year terms.

Other bodies and public enterprises
MVV (Munich Transport and Tariff Association): public-private association constituted on an equal footing by the transport operators and the competent authorities. It coordinates the planning and provision of services, fare integration, distribution of costs and profits, etc. The network includes urban rail, bus and tram services.

München Betriebs-GmbH & Co. KG: its main aim is to promote tourism in the region and publicise it nationally and internationally.

Websites of interest
City of Munich: www.muenchen.de
MVV, Munich Transport and Tariff Association: www.mvv-muenchen.de
Government of Bavaria: www.bayern.de
München Betriebs-GmbH: www.mux.de/muenchen-de

Napoli / Naples

General aspects
The metropolitan agglomeration is made up of almost 200 municipalities of different sizes and densities. In addition to the city of Naples, there are two cities with over 100,000 inhabitants (Salerno and Giugliano in Campania). Law 142 of 1990 provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. However, the application of the law has been non-existent; in practice, the municipality, the province and the region all exercise some metropolitan powers, such as transport.

Naples City Council
The mayor (s*indaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 60 members, likewise elected for 5-year terms. The city is divided into 10 boroughs (*municipalità*), each with a president and a council, directly elected every 5 years. They perform functions that are delegated by the municipality and promote citizen information and participation.

Metropolitan area and region of Campania
The city of Naples draws up its own plans for transport and urbanism, which require harmonisation with the provincial and regional plans. All three government levels have powers over the metropolitan agglomeration, although there is no overall coordinating body. As regards transport, there are 13 public transport companies, coordinated by the region through the *Consorzio Unico Campania*.

Other bodies and public enterprises
Compagnia Trasporti Pubblici di Napoli S.p.A.: public bus transport operator jointly owned since 2001 by the municipality and the province of Naples. The network covers an area of 850 sq km formed by 71 municipalities with a total population of one and a half million.

Consorzio Unico Campania: since 2002, has encompassed 13 public transport companies in order to run the fare integration system for the whole region. It includes bus, light metro, train and funicular services.

Websites of interest
Naples City Council: www.comune.napoli.it
Region of Campania: www.regione.campania.it
Compagnia Trasporti Pubblici di Napoli S.p.A.: www.ctpn.it
Consorzio Unico Campania: www.unicocampania.it

Nottingham

General aspects
The metropolitan agglomeration is multicore, with two cities of over 200,000 inhabitants (Nottingham and Derby) and five with 100,000. Nottinghamshire County Council has powers over most of the cities in the agglomeration, with the exception of Nottingham itself.

Nottingham City Council
The 55 members of the city council are elected every 4 years. They in turn appoint the lord mayor and the head of the executive board (council leader). There are also 9 area committees whose purpose is to bridge the gap between the council and the neighbourhoods, with consultative functions.

Metropolitan area
Nottinghamshire County Council serves a larger area than the metropolitan, with a population of 1 million. It is a two-tier government body, as there is a distribution of powers. The metropolitan body (Nottinghamshire County Council) deals with schools, social services, libraries, waste treatment and recycling, parks, security, emergency services, transport, etc., and has 67 representatives elected every 4 years. The 7 district councils are responsible for housing, leisure, refuse collection and council tax collection, and preserve local government.

The city of Nottingham used to belong to the county council but it no longer does so, and since 1998 the city council has taken exclusive responsibility for all the city's services.

Other bodies and public enterprises
Nottingham City Transport: responsible for bus services in the city of Nottingham (in conjunction with the private operator Trent Barton). Together with the company Transdev, it is a partner in the Nottingham Express Transit - Nottingham Tram consortium, which runs the tram service.
Greater Nottingham Partnership: created in 1994, this organisation comprises 15 representatives of the public, private and third sectors in order to revitalise the area and generate economic dynamism.

Websites of interest
Nottingham City Council: www.nottinghamcity.gov.uk
Nottinghamshire County Council: www.nottinghamshire.gov.uk
Nottingham City Transport: www.nctx.co.uk
Nottingham Express Transit - the Nottingham Tram: www.thetram.net
Greater Nottingham Partnership: www.gnpartnership.org.uk

Paris

General aspects
The Paris agglomeration is the largest in France in terms of population, and the heart of the Île-de-France region. The latter has a very densely populated inner core formed by Paris and its three surrounding departments (Hauts-de-Seine, Seine-Saint-Denis and Val-de-Marne), and a sparsely populated outer ring with rural municipalities. The region acts as a coordinator for metropolitan policies, unlike in France's other large agglomerations, which are regulated by the Law on Intermunicipal Cooperation of 1999.

Paris City Council
Paris has two territorial levels of administration: the municipality and the department. The mayor is the highest authority and is elected for a 6-year term. He or she chairs the municipal council, comprising 163 councillors likewise elected for a 6-year term, which is the organ of political representation of the citizens and of control over the executive committee. The municipality has 20 districts or *arrondissements*, each with its own council and district mayor. This council is responsible for decision-making with regard to the implementation, conditioning and management of local facilities.

Metropolitan area
The French regions have constituted a territorial administration with full powers since 1986. Their powers are binding and include several areas: public transport and roads, regional and urban planning, economic development, housing, education (higher education and research, construction and maintenance of schools, vocational training), the environment, culture, sport and tourism. The *Conseil régional d'Île-de-France* is made up of the following political organs: the executive (formed by the president and 15 vice-presidents) and the regional assembly (209 members elected directly every 6 years). It also has a permanent control committee and a regional economic and social council, an advisory body with 122 members drawn from trade unions, enterprise and civil society.

Other bodies and public enterprises
Syndicat des Transports d'Île-de-France (STIF): organises and funds the region's transport under the authority of the president of the Regional Council. It coordinates the activity of the RATP (metro), SNCF (regional and suburban trains) and 90 private bus operators.

Websites of interest
Paris City Council: www.paris.fr
Île-de-France region: www.iledefrance.fr
Syndicat des Transports d'Île-de-France: www.stif-idf.fr

Porto-Vila Nova de Gaia

General aspects
This agglomeration is made up of two neighbouring core cities, Porto and Vila Nova de Gaia, plus 8 other municipalities, 4 of them with a population of more than 100,000. It is coordinated through the *Área Metropolitana do Porto* (AMP), set up in 2004 to replace the previous structure, which dated from 1991.

Porto City Council
The representative organs are the assembly (*assembleia municipal*) and the executive (*câmara municipal*). The head of the executive, the mayor, is the leader of the most voted list. The assembly is the municipality's deliberative body and is made up of 39 directly elected members, including the presidents of the 15 parish councils that exist in the area. Parishes are a lower level of local government that also have their own assembly (*assembleia de freguesia*) and executive (*junta de freguesia*).

Vila Nova de Gaia City Council
The mayor is the head of the executive (*câmara municipal*) and chairs the assembly (*assembleia municipal*). This is the organ of political representation of the citizens, formed by 55 elected councillors, including the presidents of the 24 parish councils that exist in the area. Parishes are a lower level of local government that also have their own assembly (*assembleia de freguesia*) and executive (*junta de freguesia*).

Metropolitan area
Law 10/2003, of 13 May, reformed the organisation of the metropolitan areas of Portugal. The Metropolitan Area of Porto (AMP) comprises three bodies: a deliberative assembly (*assembleia*), an executive council (*junta*) and a consultative council (*conselho*). The assembly of the AMP is made up of 43 members elected by all the municipal assemblies of the area; the executive council includes all the mayors of the area, who out of their numbers choose the president and the two vice-presidents. The consultative council consists of all the members of the executive, the president of the *Comissão de Coordenação e Desenvolvimento Regional do Norte* (the area's regional delegation of central government for planning issues) and representatives of public institutions and other economic, social and cultural institutions. It serves 14 municipalities and 1.5 million inhabitants.

The AMP performs the following functions: to provide a structure for municipal investments of supramunicipal interest; to coordinate the actions of the municipalities and central government in the spheres of environmental infrastructures, health care, education, security and civil defence, roads and transport, social facilities, tourism and culture, sports, leisure and youth; and

strategic planning of economic, social and regional management and organisational issues. Specifically, the AMP has promoted the construction of the light metro and a strategic study on mobility.

Other bodies and public enterprises
Sociedade de Transportes Colectivos do Porto, S.A. (STCP): created in 1994 to run the urban passenger transport service in and around Porto.

Metro do Porto: company created to run the new light metro network, jointly owned by the AMP, the STCP and the state.

Websites of interest
Porto City Council: www.cm-porto.pt

Praha / Prague

General aspects
Prague is the capital of the Czech Republic and is governed by a special law (Act 131/2000 Coll.). It has its own statute as a city-region (*hlavní město*): i.e., local and regional institutions are merged. The core city accounts for 95% of the population of the metropolitan agglomeration, the remaining 5% being distributed in 18 very small municipalities (from 770 to 11,800 inhabitants) that belong to the region of Central Bohemia. Prague therefore undertakes most affairs of a metropolitan nature.

Prague City Council
The mayor directs and presides over the municipal council, the organ of political representation of the citizens, formed by 55 councillors elected every 4 years. The Czech capital's special statute grants it both local and regional powers.

Metropolitan area
The metropolitan agglomeration is clearly monocentric and services are provided from the core city. As a municipality, Prague is in charge of policies on housing, health protection and improvement, transport and communications, education, culture and public safety. As a region, it deals primarily with spatial planning and regional development, health care, social welfare and the environment.

Other bodies and public enterprises
Dopravní podnik hl. m. Prahy, a.s. (Prague Public Transit Co. Inc.): company that runs the city's urban passenger transport service (bus, metro and tram). It coordinates the action of the various transport operators and also fare integration.

Websites of interest
Prague City Council:
www.magistrat.praha-mesto.cz
Dopravní podnik hl. m. Prahy, a.s.:
www.dp-praha.cz

Roma / Rome

General aspects
The agglomeration of the Italian capital is structured around the core city, Rome, the rest of the municipalities having fewer than 100,000 inhabitants. There is no metropolitan institution, despite Law 142 of 1990, which provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. The application of the law has been non-existent, and in practice most services are managed by the capital.

Rome City Council
The mayor (s*indaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 60 members, likewise elected for 5-year terms. The city is divided into 19 boroughs (*municipi*), each with a president and a council, directly elected every 5 years. They perform functions that are delegated by the municipality and promote citizen information and participation.

Metropolitan area and region of Lazio
The city of Rome plays a dominant role in the agglomeration. Nevertheless, the region of Lazio has exclusive legislative powers over urban planning, public works and infrastructures of regional interest, tourism, agriculture, health care and urban and rural local police. Regarding transport, the region draws up regional plans and coordinates the public transport system (bus, tram, taxi, funicular, etc.), including the management of the system of suburban trains in the Roman agglomeration.

Other bodies and public enterprises
Metropolitana di Roma: responsible for the management of public transport in Rome (bus, tram and underground) and also the interurban transport system.

Azienda di trasporto pubblico regionale (CO.TRAL.S.p.A): public enterprise created in March 2001 to run the public transport of the Lazio region.

Websites of interest
Rome City Council: www.comune.roma.it
Region of Lazio: www.regione.lazio.it
Metropolitana di Roma S.p.A.:
www.metroroma.it
Azienda di trasporto pubblico regionale:
www.cotralspa.it

Sevilla / Seville

General aspects
The city of Seville is the core of a metropolitan agglomeration that contains 21 municipalities. There is no metropolitan institution coordinating the various policies; the Andalusian government articulates urban planning and transport.

Seville City Council
The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, formed by 32 councillors elected every 4 years. The municipality is divided into 11 districts for purposes of administrative management.

Metropolitan area
There is no metropolitan government, although there are several initiatives fostered by the Andalusian government. Notable among these has been the creation in 2000 of the *Consorcio de Transportes Metropolitano del Área de Sevilla*, formed by the various levels of government existing in the area (Junta de Andalucía, Seville City Council, the provincial council and a number of other city councils from the metropolitan area), which is responsible for coordinating the metro, bus and train network. A regional plan entitled *Plan de Ordenación del Territorio de la Aglomeración Urbana de Sevilla* has been in preparation since 2007. This plan, which takes in an area of 4,900 sq km with 46 municipalities and a population of 1,421,000 inhabitants, is scheduled to be approved during 2008. It will regulate the system of urban settlements, the system of public transport and highways, basic infrastructures (energy, telecommunications, water and waste), the regional protection system and areas of public use.

Andalusia
The *Junta de Andalucía* is the Andalusian autonomous government, comprising the president, the governing council and the parliament, with 109 members. The government has launched regional plans for Andalusia's urban agglomerations and has promoted the creation of 5 metropolitan transport consortiums.

Other bodies and public enterprises
Transportes Urbanos de Sevilla: Tussam is a municipal public limited company, set up in 1975 to run the urban passenger transport service for the city of Seville.

Ferrocarriles de la Junta de Andalucía: coordinates the services, networks and fares of the Andalusian public transport system, including the Seville metro.

Websites of interest
Seville City Council: www.sevilla.org
Junta de Andalucía:
www.juntadeandalucia.es
Transportes Urbanos de Sevilla:
www.tussam.es
Consorcio de Transportes Metropolitano del Área de Sevilla:
www.consorciotransportes-sevilla.com
Ferrocarriles de la Junta de Andalucía:
www.ferrocarrilesandaluces.com

Stockholm

General aspects
The Stockholm agglomeration is made up of the core city plus 10 municipalities with between 30,000 and 90,000 inhabitants. There is no metropolitan coordinating structure, but the county, which covers a larger area, undertakes certain functions such as transport.

Stockholm City Council
The central political institutions are the council and a structure of committees. The council is the organ of representation of the citizens, formed by 101 councillors elected every 4 years. The sectoral committees are elected by the council on the basis of proportional representation. The most important is the Executive Board, as it proposes all the decisions to be taken by the council. This means that before any decision is made concerning a draft bylaw, it must be presented to the Executive Board for approval. This body is made up of 13 members elected in proportion to the political composition of the council, and led by the mayor.

The city is decentralised into 18 districts, each responsible for the provision of essential local services. The organ of representation of the citizens is the district council, which reflects the political composition of the city council.

Metropolitan area
Sweden's municipalities (*kommuner*) and counties (*län*) are local government bodies with far-reaching powers and a similar political organisation. The municipalities are in charge of the provision of social services, including primary and secondary schools, nurseries, personal welfare, culture and leisure, and in most cases housing. They are also responsible for technical infrastructure and the provision of technical services (local roads, water supply and wastewater, gas and electricity, local and regional transport, refuse collection and disposal, etc.). The counties are responsible for health care and care of the elderly, transport and regional planning.

Metropolitan services are therefore provided basically by the city and the county of Stockholm (which comprises 26 municipalities).

Other bodies and public enterprises
Stockholms Stadshus AB: public enterprise encompassing 17 municipally owned service companies, including those responsible for housing, schools, sewerage, ports, economic promotion, technological infrastructure, etc.

Storstockholms Lokaltrafik SL: under the auspices of the county of Stockholm, it organises all integrated public land transport (metro, bus, train, trams), while

the services are run by private operators such as *Connex* (metro and trams) and *Waxholmsbolaget* (ferries).

Websites of interest
City of Stockholm: www.stockholm.se
Stockholm County Council: www.sll.se
Stockholms Stadshus AB:
www.s-husab.stockholm.se
Storstockholms Lokaltrafik SL: www.sl.se

Stuttgart

General aspects
The municipalities of the metropolitan agglomeration of Stuttgart form part of a regional planning agency that belongs to the *länd* of Baden-Württemberg, created in 1952 with powers over local government and regional organisation.

Stuttgart City Council
The mayor (*Oberbürgermeister*) is the head of the city's administration and chairs the municipal council (*Rat der Stadt*), the organ of political representation of the citizens. All elected posts are renewed every 5 years. The city is decentralised into 23 districts, with powers over local services.

Metropolitan area
The *Verband Region Stuttgart* was set up in 1994, with binding powers over planning issues (regional, infrastructures, traffic, transport, economic development, tourism, waste treatment). It can also organise regional-level fairs, exhibitions, congresses and cultural and sporting events. The association has a regional assembly consisting of 93 members elected by direct suffrage every 5 years. The assembly elects the president (a symbolic post) and appoints a general director. The budget comes almost exclusively from public funds, and 85% of expenditure is on public transport.

Baden-Württemberg
The Prime Minister (*Ministerpräsident*) is the head of the government of the *länd*. The government has legislative initiative and regulatory power. The parliament (*Landtag*) is the legislative body, and is responsible for controlling the government and passing the budget. Its 139 members are elected for five-year terms.

Other bodies and public enterprises
Verband Verkehrsmittel Stuttgart (Stuttgart Transport Association): organises public transport under the auspices of the *Verband Region*. It is a public-private association constituted on an equal footing by the transport operators and the competent authorities. It coordinates the planning and provision of services, fare integration, distribution of costs and profits, etc.

Wirtschaftsförderung Region Stuttgart GmbH: mixed capital company (i.e., with both public and private funds) responsible for promoting the region's economic activities and development.

Websites of interest
City of Stuttgart: www.stuttgart.de
Verband Region Stuttgart:
www.region-stuttgart.org
Government of Baden-Württemberg:
www.baden-wuerttemberg.de
Verband Verkehrsmittel Stuttgart:
www.s-bahn-region-stuttgart.de
Wirtschaftsförderung Region Stuttgart GmbH: wrs.region-stuttgart.de

Sunderland

General aspects
There are two main core cities: Sunderland and Newcastle upon Tyne. From 1974 to 1986 there was a two-tier authority (Tyne and Wear Metropolitan County) that encompassed 5 local government bodies (South Tyneside, North Tyneside, Newcastle upon Tyne, Gateshead and Sunderland). Following its abolition, sectoral agencies continue to provide common services.

Sunderland City Council
The 75 members of the city council are elected every 4 years. They in turn appoint the mayor and the head of the executive board (council leader). There are also 6 area committees whose purpose is to bridge the gap between the council and the neighbourhoods, with consultative functions.

Newcastle City Council
The city council has 78 members, elected every 4 years. They in turn appoint the mayor and the head of the executive board (council leader).

Metropolitan area
Following the tradition of cooperation established between the 5 boroughs, which together have a population of approximately 1 million people, a number of joint bodies were set up in 1986 to provide their respective services: the Passenger Transport Authority, Tyne and Wear Fire and Civil Defence Authority, Tyne and Wear Museums, and Tyne and Wear Archives Service.

Other bodies and public enterprises
Tyne and Wear Passenger Transport Executive: funded by the Passenger Transport Authority and known as Nexus, it is responsible for planning and running the region's integrated transport system, including the bus network, the Tyne and Wear Metro, trains and ferries.

Tyne and Wear Fire and Rescue Service: public body responsible for protection, prevention and intervention in the event of fires and emergencies.
Tyne and Wear Partnership: organisation comprising representatives of the public, private and third sectors with a view to revitalising the area and generating economic dynamism. It seeks to promote a regional vision though strategic and regional planning.

Websites of interest
Sunderland City Council:
www.sunderland.gov.uk
Newcastle City Council:
www.newcastle.gov.uk
Tyne and Wear Passenger Transport Executive: www.nexus.org.uk
Tyne and Wear Fire and Rescue Service:
www.twfire.org
Tyne and Wear Partnership:
www.tynewearpartnership.org.uk

Torino /Turin

General aspects
The agglomeration of Turin is structured around the core city, the rest of the municipalities having fewer than 60,000 inhabitants. There is no metropolitan institution, despite Law 142 of 1990, which provides for the creation of the *città metropolitana*, an administrative body for coordinating metropolitan policies. The application of the law has been non-existent, and in practice most services are managed by the region's capital.

Turin City Council
The mayor (s*indaco*) is elected directly by the people for a 5-year term. He or she is the political leader of the administration of the municipality and chairs the *Giunta*, the executive body. The *Consiglio Comunale* or Municipal Council is formed by 50 members, likewise elected for 5-year terms. The city is divided into 10 boroughs (*circoscrizioni*) that facilitate citizen information and carry out administrative tasks.

Metropolitan area and region of Piedmont
The city of Turin plays a dominant role in the agglomeration. Nevertheless, the region of Piedmont has exclusive legislative powers over urban planning, public works and infrastructures of regional interest, tourism, agriculture, health care and urban and rural local police. Regarding transport, the region draws up regional plans and coordinates the public transport system (bus, tram, taxi, funicular, etc.), including the management of the system of suburban trains in the agglomeration of Turin and the construction of line 1 of the underground.

Other bodies and public enterprises
Gruppo Torinese Trasporti: owned by Turin City Council and founded in 2003 as a result of a merger between two transport companies. It is responsible for the management of public transport in Turin (bus, tram and light metro) and also the interurban transport system.

Torino Internazionale: created in 2000, this strategic planning association is the first of its kind in Italy. It has already drawn up two strategic plans for the metropolitan area, with 118 members of the public and private sectors, with a view to building a common vision of the development of the agglomeration.

Websites of interest
Turin City Council: www.comune.torino.it
Region of Piedmont: www.regione.piemonte.it
Gruppo Torinese Trasporti: www.comune.torino.it
Torino Internazionale: www.torino-internazionale.org

València / Valencia

General aspects
The city of Valencia is the core of a metropolitan agglomeration that contains 65 municipalities. Metropolitan coordination is achieved through a number of metropolitan bodies of a sectoral nature (waste, transport, water). A general metropolitan coordination body, the *Consell Metropolità de l'Horta*, existed from 1986 to 1999. It had more extensive powers (urban planning, transport, waste collection and treatment, treatment and distribution of drinking water, fire fighting, etc.), but it was never properly set in motion.

Valencia City Council
The mayor is the highest authority and head of the municipal council, the organ of political representation of the citizens, formed by 32 councillors elected every 4 years. There are also 15 neighbourhood mayors, appointed by the mayor from among the residents, who hold authority for the fulfilment of municipal duties and are competent in those matters expressly delegated by the mayor.

Metropolitan area
Law 2/2001, of 11 May, establishes the creation of two sectoral bodies for service management: the *Entitat Metropolitana de Serveis Hidràulics* for water resources and the *Entitat Metropolitana per al Tractament de Residus* for waste treatment, formed by 51 and 45 municipalities respectively. Similarly, the *Entitat Pública de Transport Metropolità de València*, for metropolitan transport, was constituted in compliance with Law 9/2000, of 23 November. This body, which covers 60 municipalities, devises and implements the provisions of the Metropolitan Transport Plan of Valencia (fare integration, administrative management of services). It works in conjunction with other transport agencies (those of the Community of Valencia and the City of Valencia).

Community of Valencia
The Community of Valencia was created by Organic Law 5/1982, of 1 July, and

its president is the highest authority. The *Corts* or Parliament, comprising 99 members, is the legislative branch and provides political representation. It has powers to set up or abolish metropolitan bodies. The organ of government is the Generalitat of Valencia.

Other bodies and public enterprises
Ferrocarrils de la Generalitat Valenciana: public corporation that runs and manages the railway lines under the control the Community of Valencia. Within the metropolitan agglomeration of Valencia, it is responsible for 3 metro lines and 1 tram line, through the agency Metrovalencia.

Empresa Municipal de Transports de València: operates basically in Valencia and neighbouring municipalities, and runs a network of interurban buses (Metrobús).

Websites of interest
Valencia City Council: www.valencia.es
Community of Valencia: www.gva.es
Entitat Pública de Transport Metropolità de València: www.etmvalencia.es
Ferrocarrils de la Generalitat Valenciana: www.fgv.es

Warsawa / Warsaw

General aspects
Warsaw is the capital of Poland and the city is organised according to a special law on local government. However, there is no regulation concerning the metropolitan agglomeration; most services are provided by the core city.

Warsaw City Council
The mayor (*prezydent*) is the head of the municipal government (executive power) and is elected directly by the people every 4 years. He or she directs and presides over the municipal council (*rada miasta*), formed by 60 councillors elected every 4 years. The city has county status (supramunicipal scope of government), and has been decentralised since 2002 into 18 districts, which are responsible for local services.

Metropolitan area
Polish municipalities have ample powers, and in the absence of recognition for the metropolitan areas, most services (sewerage and waste, water and gas provision, public transport, urban planning) are provided by local government. The counties (*powiat*) are in charge of secondary education, public safety and social services, except in major cities such as Warsaw, which have county status. There is therefore no metropolitan authority taking in the 11 municipalities of the agglomeration. There have, however, been several initiatives by the suburban municipalities (which in 2000 created an association called Warsaw Metropolis with a view to setting up a

metropolitan government) without the participation of Warsaw.

Masovia
The region covers a much larger area (with almost 5 million inhabitants) than the metropolitan one and acts by state delegation on two tiers. The first tier is that of so-called decentralised tasks, and includes general and strategic regional planning, the regional road network, higher education and cultural facilities, regional hospitals and environmental protection. The second tier is that of so-called deconcentrated tasks, which consist of supervising the local functions of the state and maintaining motorways, expressways and local roads.

Other bodies and public enterprises
Zarząd Transportu Miejskiego, ZTM (Warsaw Transport Authority): public agency which operates the city's public transport network. It includes urban and suburban bus lines, tram and underground.

Websites of interest
Warsaw City Council: www.um.warszawa.pl
Zarząd Transportu Miejskiego (ZTM): www.ztm.waw.pl
Region of Masovia: www.mazowsze.uw.gov.pl

Wien / Vienna

General aspects
Vienna is the federal capital of Austria and a city-state. As such, its local institutions are merged with those of the *länd.* The metropolitan agglomeration is clearly structured around the city of Vienna, which accounts for 83% of the population. There is no coordinating metropolitan institution. Most services are provided by the capital, and the city exercises political leadership over the agglomeration as a whole.

Vienna City Council
The mayor is the head of the government. He or she directs and presides over the government of the *länd* (*Senate*), which has legislative initiative and regulatory power, and determines the political directives to be passed by the parliament (which is at the same time the municipal council). The parliament, formed by 100 members, is the legislative body that exercises control over the government and is also responsible for passing the budget. The city is decentralised into 23 districts, each with powers over local services and having its own district council.

Metropolitan area
Vienna is one of Austria's 39 urban regions (*Stadtregionen*). The urban regions exist for planning and statistical purposes, but in practice there is no political and administrative structure for metropolitan

management and coordination. There is therefore no metropolitan authority taking in the 41 municipalities of the Viennese agglomeration, although there has been some movement towards voluntary planning in matters of regional cooperation and transport. One example of this is the *Planungsgemeinschaft Ost* or PGO (Eastern Planning Community), created in 1978. This cooperation involves Vienna and two neighbouring *länd* (Burgenland and Lower Austria), making a total population of more than 3 million people. However, cooperation remains on a symbolic level, without visible results in planning terms. Planning and service provision are basically in the hands of the capital. As it is also a *länd* – a state of Austria with far-reaching powers – Vienna is capacitated to carry out policies in such fundamental areas as health care, education, housing, economic development, regional planning and the environment.

Other bodies and public enterprises
Wiener Linien: public enterprise that operates the public transport network in and around the city. This includes bus, train, tram and underground services. The company forms part of the *Verkehrsverbund Ost-Region* or VOR (Eastern Region Transport Association), which coordinates fare integration and transport planning in the region.

Websites of interest
City of Vienna: www.wien.gv.at
Planungsgemeinschaft Ost, PGO: www.pgo.wien.at
Wiener Linien: www.wienerlinien.at