

**Interreg
Danube Region**



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Participatory FUA Planning - Guideline

Partner meeting 2. – FUNDA Project

Partner meeting 2
12 February, 2026

Lechner NKft.
Lead Partner.

Main Objective of the Guideline

- To provide a practical, transferable, and flexible methodological framework
- Useful tools, steps and explanations for participatory FUA planning
- Stakeholder engagement: basics & significance



Highlights - Actors

Stakeholder involvement - the base of participatory FUA planning

- Partnership = real needs + shared knowledge
- Continuous, two-way communication

Levels of involvement

- Informing → building trust
- Consultation → collecting feedback, opinion
- Co-design → developing joint solutions



Identifying and Categorising Stakeholders

Categorising stakeholders helps to design a realistic and effective engagement strategy during the FUA planning process.



Category	Characteristics	Examples
Key actors	High influence + high interest, act as strategic partners	Core city, regional development agency
Primary stakeholders	Directly affected, require regular involvement	Local municipalities, service providers, chambers of commerce
Secondary stakeholders	Indirectly affected, involved through occasional consultation	Residents, small NGOs, local businesses

Working in the 3 thematic groups



Thematic working groups support the preparation of the relevant chapters of the FUA-level planning documents

Main functions:

Problem analysis and proposal-making: Each group analyses challenges related to its focus area and formulates concrete development suggestions.

Thematic groups are the “engines” of participatory planning.





Planning process: from problems to solutions



The planning process starts with defining the problem space



Question	 Green Infrastructure Example	 Business Infrastructure Example
Who?	Metropolitan residents, families with young children, elderly people, environmental NGOs	Industrial park employees, SMEs, regional development agency, municipal economic departments
What?	Lack of shaded public parks in several municipalities; during heatwaves there are no recreational areas available	Industrial parks are hard to access by public transport; missing last-mile infrastructure
Where?	Suburban settlements within the FUA, residential areas, surroundings of schools	Economic zones around the city, industrial parks, logistics centres
Why?	Critical for climate adaptation; affects residents' comfort and health	Limited labour mobility, reduced economic competitiveness, increased environmental pressure

Planning Process: from problems to solutions



Focus Area	Identified Problem	Short Explanation	Possible Solution
Human public services	Access to social and healthcare services is limited in smaller municipalities.	Travelling to the core city for services is time-consuming and costly, especially for elderly and vulnerable residents.	Mobile services, telemedicine, establishment of local or inter-municipal service points.
Green infrastructure	The distribution of green areas within the FUA is uneven; several municipalities lack public parks.	Spatial inequality in recreational opportunities and low climate adaptation capacity.	Creation of green corridors, community park development, planting of trees, shading vegetation.
Business infrastructure	Industrial parks are difficult to access by public transport; last-mile infrastructure is missing.	This limits labour mobility, increases car dependency, and reduces economic competitiveness.	Launch of feeder bus lines, development of intermodal transport hubs, expansion of cycling infrastructure.

Planning Process: Problems and Solutions



Point-based



Lack of health center
within the settlement



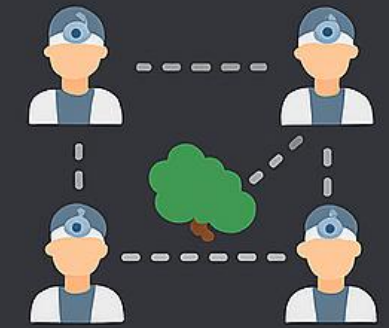
Park deficiency
at municipal level



Inaccessibility of
industrial park
from part of
the settlement



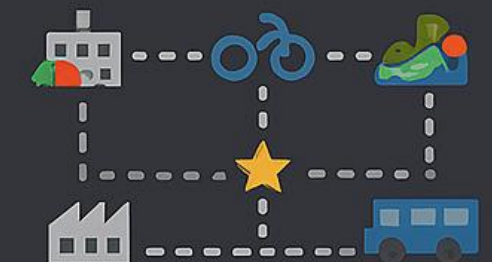
Network-based



Underserved human
public amenities in
functional urban area

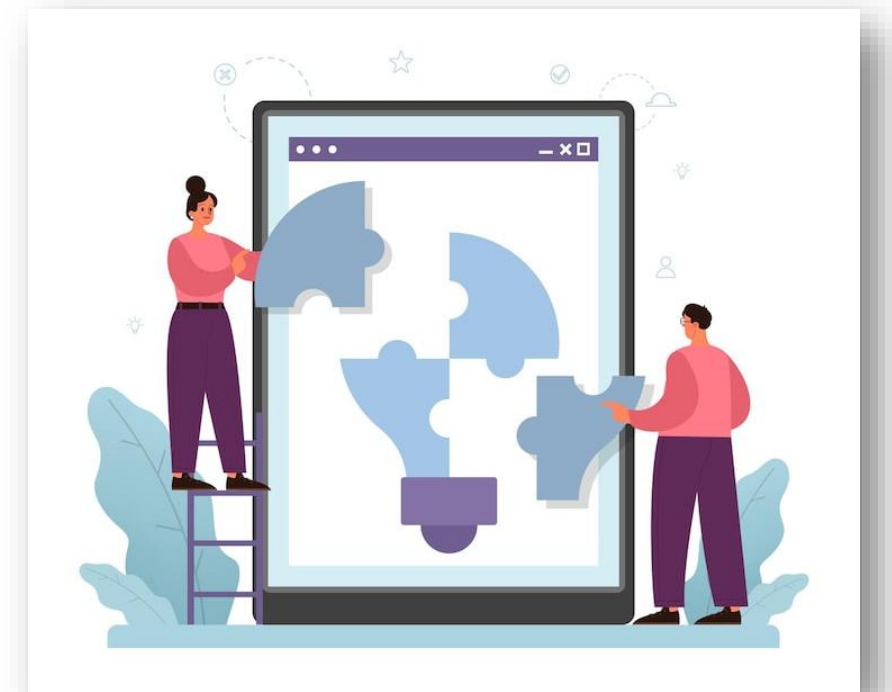


Creating green corridors
to tackle the lack of
parks and greenspace



Improving industrial park
accessibility through
feeder lines, cycle path
and intermodal node

Organisational Framework for Cooperation



Organisational Framework for Cooperation

1. Possible governance model /not a formal administrative unit/
2. Forms of partnership cooperation
3. Decision-making mechanisms /clear, transparent/



cooperation is based on institutional agreements, coordinated task-sharing and continuous dialogue

**Thank you for your
attention!**

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