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**THE CULTURAL AND ECONOMIC CONDITION OF DECISION - MAKING FOR SUSTAINABLE CITY** (International research project funded by CEC Contract No. EV5V-CT92-0150)

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**CASE STUDY: BRNO**

In the sphere of communication policy, the basic question consists in the relation between mass public transportation and individual transportation relation between the centre, subcentral parts of the city and its suburbs. The privatisation of retail is completed and finished. The basic problem also is the relation centre - subcentral zones - suburbs. Location of green spaces in the area of the city is disproportional. In Brno, there are strictly defined areas of the protection of nature. The major instrument for decision making is Territorial Plan. Factors of decision-making process are discussed.

**Tiner, T.**

**CASE STUDY: BUDAPEST**

During the decades of urban transport development of Budapest, different types of conceptions and policies were made. The constant element of these policies was to give priority to public transport over the private means of transport in the development supported by the state. As a result Budapest managed to reach a relative high level of public transport in Europe in the mid 1970s. Later, the increasing volume of private car traffic in Budapest marked a new challenge for urban transport policy. At the same time, the economic difficulties started to appear which slowed down public transport development of the Hungarian capital. During the 1980s, these problems became more serious and led to such a negative phenomenon as traffic jam, environmental pollution, decline in the quality of public transport et cetera. After the regime change, the matter of urban transport development became a more important political issue where different type of interests are versus each other on different level of decision-making. Meanwhile the transport problems of Budapest accumulated and there is an urgent need to resolve the most important ones for avoiding a chaotic situation in the traffic. Short and long term plans as means of suitable urban development contain what is to be done now and in the future to achieve a harmonic urban transport development in Budapest.

**Douglas, M. J.**

**PIVATIZATION, GROWTH AND SUSTAINABILITY IN BUDAPEST**

In contrast to other socialist countries, private sector in Hungary has always been accepted with certain respect to its role in national economy. Therefore, retail trade policy is compared for 1951-1990 and from 1990 onwards. On the example of Gödöllő - a part of Budapest agglomeration situated some 30 km from the historical centre - present situation of privatized and self-started grocery stores has been subjected to a detailed analysis.

**Tózsá, I.**

**GREEN SPACES AND URBAN SUSTAINABILITY IN BUDAPEST**

The past and the present of green areas in Budapest is subjected to an analysis and major sustainable conditions are formulated for future development. Land use development in the city is assessed as related to greenery as well as responsibility and role of politicians in green space management.

**Špes, M.-Lampič, B.-Smrekar, A.**

**CASE STUDY: LJUBLJANA**

Environmental degradation of Slovenian towns is discussed on the example of Ljubljana. Concepts of city traffic to 2010 are discussed on the background of growth of the urbanized area in 1880-1993, development of city transport system and present land use. Attention is also paid to the development of retail trade and problems of green areas. Since Ljubljana has recently become capital of a new European country - Slovenia, its further development must be scheduled with respect to this new function of the city.

## ***REPORTS***

**Kirchner, K.:** TO THE RESEARCH OF PSEUDOKARST

**Vicherek, P.:** INTERNATIONAL CONFERENCE "GEOGRAPHY OF TOWNS"

## ***CHRONICLE***

**Professor Miroslav Havrlant (70)**

**Professor Jaromír Demek (65)**