



WP4.1,3 Review of policy measures aiming to tackle urban sprawl



Final Seminar



Objectives:

Review of policy measures that target urban sprawl

provide input for the selection of policies to be used in the simulation models (WP5)

All policies are now part of the online policy database



Three components of WP4.1,3:

review of the current literature and documents covering the recent debate on the problems connected to urban growth (sustainability) and the policy measures addressing these

description of the policies implemented in 11 case studies (5 of the 6 SCATTER cities, 5 European cities and 1 city in US)

interviews conducted with US experts



Compared to existing and similar reviews (Transland and Transplus projects) WP4.1 has adopted an innovative approach based on the use of a common reference matrix.

Policies are described according to several categories:

- issues addressed**
- policy type and goal**
- sustainability principle**
- scale of target area**



Space	Issues	Main Principle of Sustainability	Broad Policy Goals	Policies			
				Fiscal	Land Use Planning Instruments	Housing and Design in the Private Sector	Transport
All All All	Environmental Quality Loss of environmental quality to region Increased land pollution Increased air pollution	ECOLOGICAL: Reduce use of natural resources;		Tax on new transport infrastructures for protection of natural resources (taxe sur les	greenbelts	infill development; brownfield development; concentrated development	energy efficient travel; increased public transport
Suburbs/H interland	Consumption High land consumption for housing development Land consumption for infrastructure development Higher local government costs Higher housing and infrastructure development costs	ECONOMIC AND ECOLOGICAL: Reduce use of natural resources	limit outward movement of growth, revitalize urban centres, improve environmental quality, public control on land and housing markets	development impact fees	decentralized concentration, new towns, greenbelts	compact building design (new urbanism, cluster development) <i>infill development</i>	<i>focus development near transport hubs</i>
All Regional Centres Core Suburbs Core	Mobility Increased trip numbers, trip lengths and travel times Increased congestion of radial roads Rings of traffic jams Inefficient use of public transit due to low density development Reduced accessibility of low income residents to jobs and services	ECOLOGICAL: Management of demands; reduce use of natural resources	reduce number of car km travelled, increased access to jobs and services of low income residents	Versement Transport; location efficient mortgage, public transport tariff integration at metropolitan area level (with a single ticket, people can use buses, coaches and trains), high automobile taxes; high	focusing development near transport hubs	<i>reduced demand for suburban development; compact building design (new urbanism, cluster development, infill development);</i>	increase dependable high quality public transit, policies decreasing auto use, parking policies, HOV lanes,
Core Core Core Suburbs, Regional Centres	Adaptability of Physical Infrastructure Loss of economic activities / jobs in certain sectors and in areas of disadvantaged groups (urban centre) Degradation of built environment Loss of local tax revenues from urban centre Inequitable distribution of services among subregions	SOCIO-CULTURAL, ECONOMIC: Equity	increase choice of housing location; improved urban design; revitalize urban centre; improve environmental quality	decrease demand for suburban housing (tax on new building in the periphery, tax incentive for new home owners locating in urban centre); incentive property taxation, location efficient mortgage		increased demand for core area housing (neighbourhood traffic calming, infill development, families needs)	
Suburbs Core Suburbs	Segregation of Social Groups Concentration of disadvantaged groups in suburbs (lowest income groups, minorities, elderly) and loss of middle class groups to core (families, first time home buyers from centre) Concentration of disadvantaged groups in urban centre and less attractive areas (lowest income groups, minorities, elderly) and loss of middle class groups (families, first time home buyers from centre) Shortage of affordable housing in suburbs	SOCIOCULTURAL: Diversity; Equity	increase choice of housing for low income groups; revitalize urban centre	rent housing vouchers/subsidy; tax transfer between areas, social housing subsidies, local tax in case of a lack of social housing in a municipality)		<i>increased demand for core area housing (infill development);</i>	<i>dependable high quality public transit</i>



Selection criteria for case studies:

to cover a wide range of different European contexts and planning backgrounds;

to cover different demographic scales and city types from European capitals to metropolitan regions to medium-size cities;

to cover all the issues related to urban sprawl identified in the analysis matrix;



Brussels, 9 November 2004



Policy case studies can be grouped as:

land use policies based on **constraints imposed on the supply of land (to reduce land consumption);**

land use policies based on selective **location of land uses (to improve mixed land use, accessibility, reduce car dependency);**

transport policies that supply new **infrastructures and networks;**

measures based on the supply and/or organisation of transport and mobility **services (to reduce car usage and improve modal**

e)



Policy case studies (cont'd)

regeneration schemes (social, economic and environmental);

fiscal measures for the redistribution of costs (collective) and benefits (individual) of suburban development.

Policies either provide a “physical” infrastructure for individual and collective behaviour (indirect effect) or induce/prevent behaviours directly



Results 1

Is urban sprawl promoting innovations in the planning practice?

The application of tight land use control regimes alone is not effective

Planning institutions are changing the contents and the practice of their activity



Results 1

New contents:

New urbanism and smart growth ideas;
Proactive containment (land banking);
Reuse of more brownfields;
Public transport oriented urban development;
Alternative modes of transport;



Results 1

New practices:

From welfare to entrepreneurial planning approach;

More tight coupling of regional frameworks and strategies with local planning (long term coherence);

From top-down to bottom-up (centralised to decentralised, government to governance);

Institutions building in response to trans-boundary and trans-sector nature of urban development



Results 2

Which are the most interesting and successful features of the implementation process that should be taken into account?

In “real life” policies are often integrated: with regional or national strategies, with sector plans at the local level or with EU policies; Integration is a response to interaction of events and effects and is identified as a key success factor



Results 2

Policy integration:

**Land use measures to control suburban development are only successful if accompanied by policies for the regeneration of urban core and secondary regional centres;
Secondary centres development is successful if accessibility between them is improved by public transport;**



Results 2

Institutional integration (WP4.2):

Intersectoral integration: coordination of all actors involved in the provision of public transport services.

Multilevel integration (governance): coordination of all administrative levels that have authority over a specific region (territoire);