


iTOD: IMPLEMENTING TOD ACTORS, INSTITUTIONS & GOVERNANCE

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BACKGROUND AND GOALS

- ▶ Project I aimed to determine how the Netherlands could overcome barriers to TOD implementation
 - ▶ The end goal of this research was to identify the practices, policies and governance models that were essential in TOD implementation: the causal mechanisms or processes at work
 - ▶ Another goal was to determine the implications of these approaches for policy-makers in the Netherlands
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TOD DEFINITION

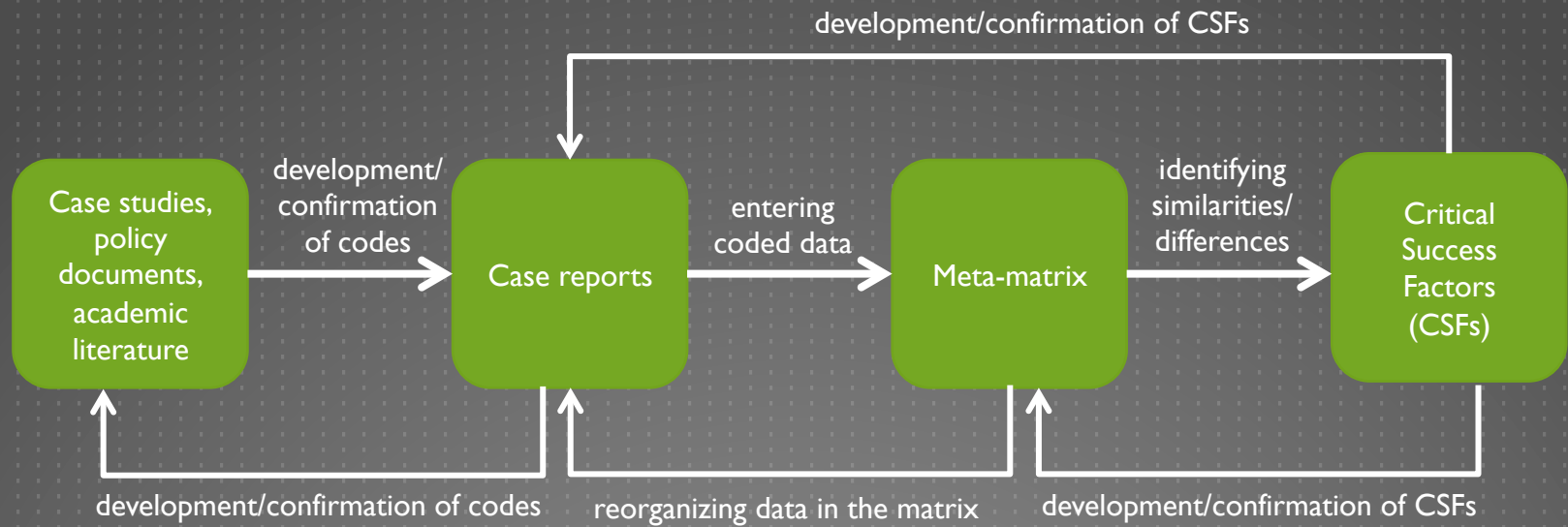
TOD can be described as land use and transportation planning that makes walking, cycling, and transit use convenient and desirable, and that maximizes the efficiency of existing public transit services by focusing development around public transit stations, stops, and exchanges. Successful TOD can be defined as implementation of this type of development at a regional scale

RESEARCH QUESTIONS

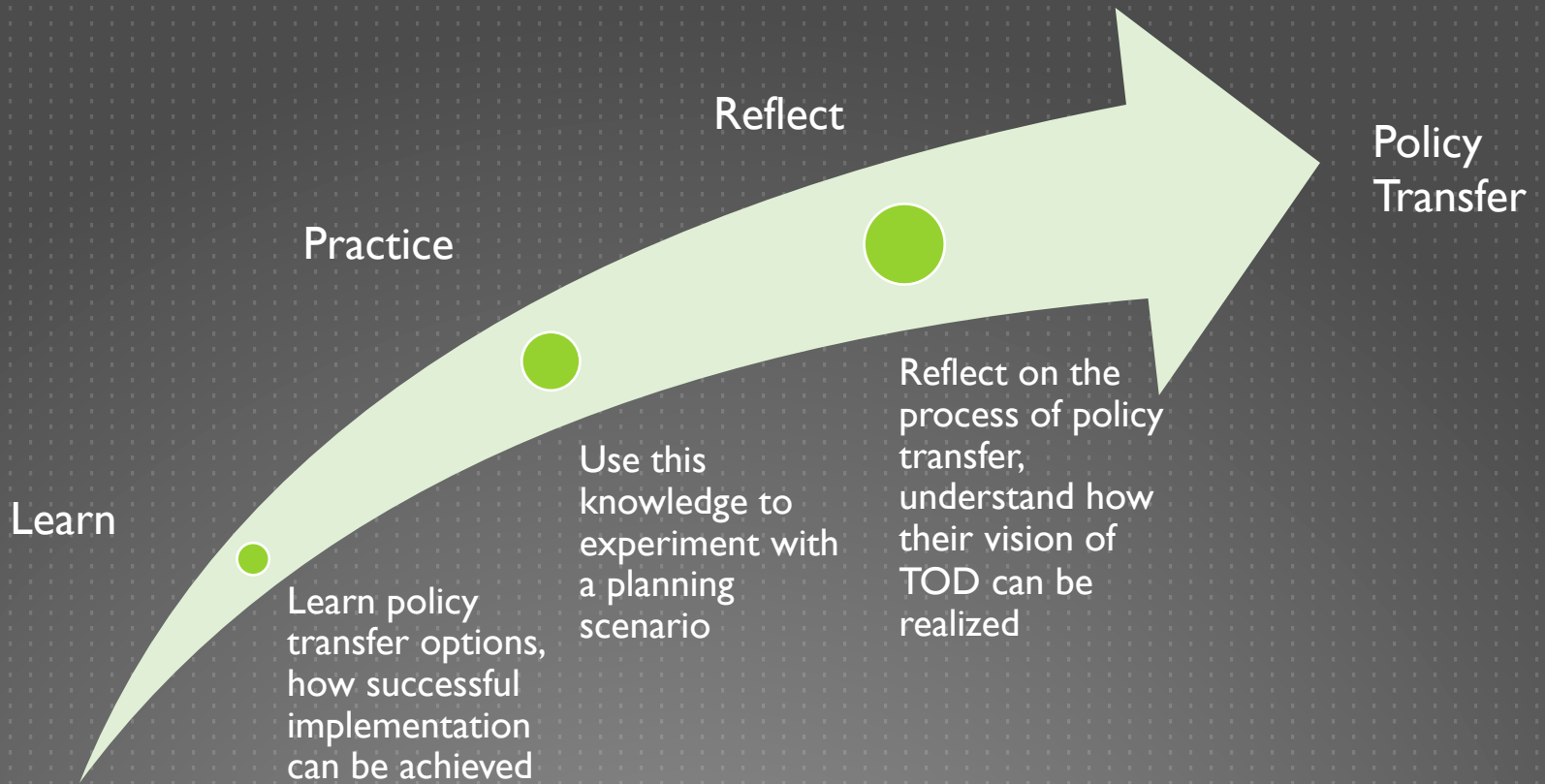
- ▶ Phase 1: What are the factors contributing to successful TOD implementation in international city-regions (those who have been attempting TOD for at least 20 years)?
- ▶ Phase 2: Can policy ideas (governance models, institutions, actor relationships) contributing to successful TOD implementation in other contexts be transferred to The Netherlands? Are these policies applicable in the Dutch context?

RESEARCH APPROACH

- ▶ Phase 1: Meta-analysis of 11 international city-regions using existing case studies in TOD
 - ▶ Meta-matrix to systematically compare cases, determine within-case and cross-case patterns, and distil critical success factors
 - ▶ Rough set analysis to determine relationships between the factors and which may be more important
- ▶ Phase 2: Workshops with Dutch practitioners
 - ▶ Policy transfer exercise to determine applicability in the Dutch context, whether ideas (removed from their contexts) could be recontextualized to Dutch regions



Phase I approach



Phase 2 approach

RESEARCH FINDINGS: PHASE I

- ▶ 16 critical success factors across the cases:
 - ▶ Plans and Policies: policy consistency, vision stability, government support, political stability (national), political stability (local)
 - ▶ Actors: actor relationships, regional land use-transportation body, inter-municipal competition, multidisciplinary implementation teams, public participation, public acceptance, key visionaries
 - ▶ Implementation: site-specific planning tools, regional-level TOD planning, certainty for developers, willingness to experiment
- ▶ More generalizable results than single-case studies
- ▶ National political stability, relationships between actors in the region, regional land use-transportation body, interdisciplinary implementation teams, and public participation were the CSFs with the highest frequency in the decision rules

RESEARCH FINDINGS: PHASE 2

- ▶ Local practitioners acknowledged several weaknesses in their regions (Amsterdam-Utrecht, Rotterdam-The Hague):
 - ▶ Weak actor relationships (particularly with the national government)
 - ▶ Lack of regional land use-transportation planning bodies
 - ▶ Unwillingness to experiment (esp. within the North Wing)
 - ▶ Lack of engagement with the public
- ▶ Possible solutions included:
 - ▶ Marketing and communication strategies (for the public and actors outside transportation planning)
 - ▶ The development of better actor relationships (esp. within the North Wing)
 - ▶ Development of a regional “story” that could include TOD and other goals

IMPLICATIONS FOR POLICY-MAKERS IN THE NETHERLANDS

- ▶ Pre- and post-workshop surveys showed that most participants found it useful to consider policies and ideas from other contexts to identify strengths/weaknesses and TOD solutions in their region, and were able to develop a shared understanding on possible solutions
- ▶ Participants indicated that they would share the ideas at their workplaces and integrate some into their daily practice
- ▶ Ideas that seemed to resonate the most with local actors
 - ▶ Improving actor relationships
 - ▶ Formal and informal governance concepts (e.g. a joint planning authority incorporating both land use and transportation planning)
 - ▶ The development of a common vision for the future growth of the region

BROADER IMPLICATIONS FOR POLICY-MAKERS IN THE NETHERLANDS

- ▶ The concept of TOD is still only known among transportation planners. Knowledge needs to be built through small-scale planning or in the development of a common vision for the region
- ▶ Development of a “TOD Hollandaise” should build on the successful medium-rise, high density built form around bus and tram lines prevalent in the Dutch context; it need not be confined to high-rise developments in station areas
- ▶ The role of the actors is not clearly defined: developers do not often initiate TOD, municipalities do not agree on areas for future growth and do not communicate plans to each other
- ▶ TOD is a means to more sustainable, compact urban regions—can be aligned with other methods to contribute to regional goals

IMPLICATIONS FOR POLICY-MAKERS IN CANADA

- ▶ Municipalities and regions can use the critical success factors to determine their own strengths and weaknesses in land use and transportation planning, and to develop solutions to strengthen weak areas
 - ▶ e.g. increasing public participation, developing better communication/collaboration between transportation authorities and municipal governments
- ▶ Developing a common planning vision for the future can be a key step in aligning different goals and getting buy-in from developers, residents, and public authorities. However, stability (in government, vision, and policy) is critical
- ▶ The process of transferring policy ideas from other countries can be made easier by decontextualizing them

RESEARCH OUTPUT

- ▶ Thomas, R. and Bertolini, L. (2014) Beyond the case study dilemma in urban planning: Using a meta-matrix to distil critical success factors in transit-oriented development. *Urban Policy and Research* **Published**
- ▶ Thomas, R. and Bertolini, L. Defining critical success factors in TOD implementation using rough set analysis. **Under review**
- ▶ Thomas, R. and Bertolini, L. Policy transfer among planners in transit-oriented development. **Under review**
- ▶ Thomas, R., Lenferink, S. and Pojani, D. The ABCs of TOD Hollandaise. **Under development**

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