beyond the case study dilemma in planning research

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- Case studies are widely used in planning theory and practice
- But often done in isolation and don't learn from each other
- Contextual issues can make it difficult to generalize research findings
- Synthesizing case studies findings can be valuable in knowledge development

the case study dilemma

Project 1: Which land use and transport policy measures?	Project 2: Which public-private financial arrangements?	Project 3: Which information and knowledge, and in which form?
International meta-analysis and case studies; workshops in the NL	International case studies; workshops in the NL	Comparative case studies; workshops in the NL
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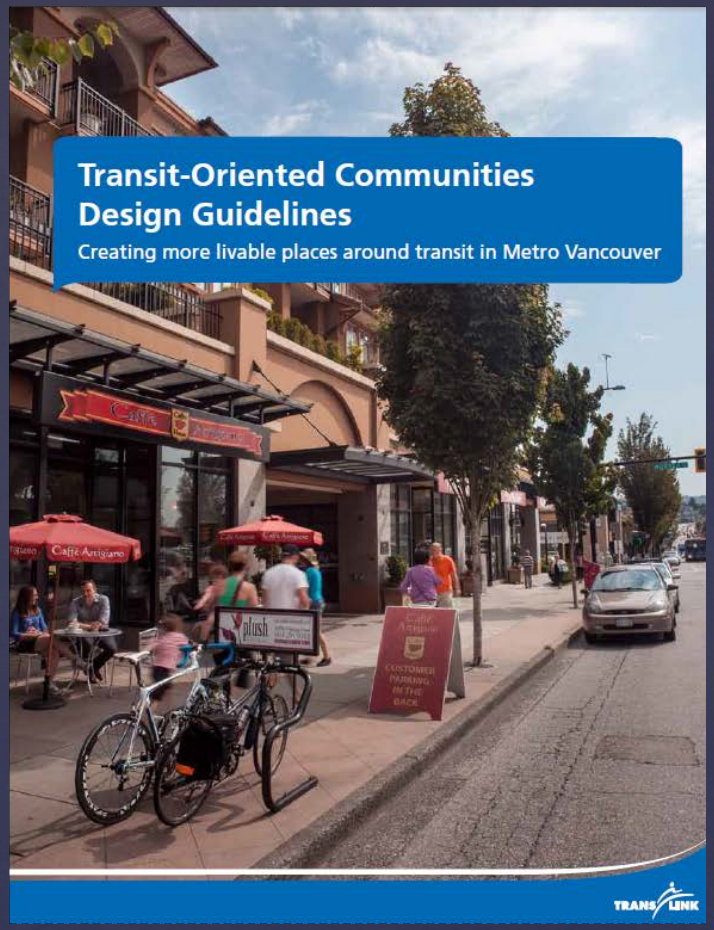
three questions, three projects



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 transit services by focusing development around transit stations, stops, and exchanges. TOD can be seen as part of a broader approach to urban development. Successful TOD can be defined as implementation of this type of development at a regional scale.

our definition of TOD

methodology

- Phase 1 (July 2012-July 2013) meta-analysis and rough set analysis to determine which policies, actors and institutions are most influential in TOD implementation
- Phase 2 (July 2013-July 2014) workshops with Dutch planners to determine which of these could work in The Netherlands

Perth

Melbourne

Naples

Amsterdam-Utrecht

Arnhem-Nijmegen

Rotterdam-Den Haag

meta-analysis

We used in-depth case studies to determine critical success factors: 11 case city-regions

Tokyo

Copenhagen

Toronto

Vancouver

Montreal

meta-analysis

- Meta-matrix: created coded case reports, summarized studies in matrix format, noted commonalities and differences between cases (Miles and Huberman 1994)
- Sorted meta-matrix by 5 major themes:
  - policy consistency
  - actors/roles
  - land use-transport connections
  - specific tools and policies
  - barriers to TOD
- Identified possible critical success/failure factors for each case

Plans and Policies

1. Consistency in planning policy supporting TOD over time
2. Vision stability
3. Support of higher levels of government
4. Political stability: national
5. Political stability: local

Actors

5. Relationships between actors
6. Presence of a regional transport-land use planning body
7. Level of competition among municipalities
8. Presence of interdisciplinary teams
9. Public participation
10. Public acceptance
11. Presence of key visionaries

Implementation

12. Use of site-specific planning tools (FAR bonuses, leasing of air rights, density targets)
13. Corridor-level planning
14. Certainty for developers
15. Willingness to experiment

critical success factors

Critical Factors in TOD Implementation		Scale				
		1	2	3	4	5
	PLANS AND POLICIES					
2	How consistent would you say planning policy has been in supporting TOD over time? (including specific station areas, transit corridors, cycling and pedestrian infrastructure)	Very inconsistent / major changes over time	Mostly inconsistent / a lot of changes over time	No clear consistency / inconsistency	Mostly consistent / a few changes over time	Very consistent / no major changes over time
3	How stable would you say the vision of the city-region has been over time? (e.g. city-regional vision for land use-transport planning or urban sustainability)	Very unstable / major changes over time	Mostly unstable/ a lot of changes over time	Some degree of change in vision	Mostly stable / a few changes over time	Very stable / no major changes over time
4	How much support is there from higher levels of government for TOD? (e.g. state tax on gasoline to support public transit, national station location or regeneration policy, provincial funding for cycling infrastructure)	No support / no policies or funding	Very little support / very few policies or funding	Some degree of support / some policies or funding	Good support / some policies and funding	Very good support / extensive policies and funding
5	How stable has the political situation been at the national level?	Very unstable / major changes over time	Mostly unstable/ a lot of changes over time	Some degree of change over time	Mostly stable / a few changes over time	Very stable / no major changes over time
6	How stable has the political situation been at the local level?	Very unstable / major changes over time	Mostly unstable/ a lot of changes over time	Some degree of change over time	Mostly stable / a few changes over time	Very stable / no major changes over time
7	Would you like to make any comments to clarify your answers to questions 2-6?					

local expert feedback

Convenience and Desirability

Overall convenience and desirability of walking, cycling, and public transit

Efficient Infrastructure

Maximization of efficiency in existing transit services (concentration of development at stations and in corridors)

Overall Success

Aggregate measure

Scale of Implementation

Scale of implementation of TOD across the city-region

Modal Split

Modal split for cycling, walking and public transit in the city and region

performance measures

Performance Measures		Scale				
		1	2	3	4	5
22	Overall, would you say that your city-region makes public transit convenient and desirable?	No public transit infrastructure / no access to public transit	Very little public transit infrastructure / poor access to public transit	Some public transit infrastructure / average access to public transit in some areas	Good amount of public transit infrastructure / good access to public transit in many areas	Widespread public transit infrastructure / excellent access to public transit across the region
23	Overall, would you say that your city-region makes cycling convenient and desirable?	No cycling infrastructure / no safe access to cycling	Very little cycling infrastructure / somewhat unsafe access to cycling	Some cycling infrastructure / safe access to cycling in some areas	Good amount of cycling infrastructure / safe access to cycling in many areas	Widespread cycling infrastructure / very safe access to cycling across the region
23	Overall, would you say that your city-region makes walking convenient and desirable?	No walking infrastructure / no safe access to walking	Very little walking infrastructure / not very safe access to walking	Some walking infrastructure / safe access to walking in some areas	Good amount of public transit infrastructure / safe access to walking in many areas	Widespread public transit infrastructure / very safe access to walking across the region
25	What is the modal split for cycling, walking, and public transit in your city? In the region?					
26	Would you say that your city-region maximizes efficiency of existing transit services by focusing development around public transit stations and corridors?	Not efficient / development not focused around stations or corridors	Not very efficient / little development around stations or corridors	Some degree of efficiency / some development around stations and corridors	Efficient / focused development around stations and corridors	Maximizes efficiency / development very focused around transit stations and corridors
27	Overall, how would you describe the scale of TOD implementation in your city-region?	No station areas, no public transit corridors	Only one main station area, no public transit corridors	A couple of station areas, no public transit corridors	Some station areas and public transit corridors	Many station areas, many public transit corridors

examples

- **Naples:** very unstable political regime and visions, but increased support from the EU and national government in the past 15 years, has used interdisciplinary teams to implement TOD
- **Copenhagen:** consistent vision, but intense competition between municipalities, lack of site-specific tools, instability in policy supporting TOD
- **Perth:** better relationships between actors, cultivated public acceptance of higher densities, mixed-use development and TOD, very willing to experiment, but sector-specific teams have led to TOD that focuses on car-rail integration

summary

- The meta-matrix allowed a structured analysis of each case and led to insights on cross-case patterns: CSFs
- Because the factors are important in each case, we start to see some generalizable trends in TOD implementation—removing issues of context to arrive at more universal findings
- Next steps: rough set analysis to determine which of the factors are most influential


Certainty for developers
Consistency in planning policy supporting TOD over time
Level of competition among municipalities
Presence of a regional transport-land use planning body
Willingness to experiment
Use of site-specific planning tools
Relationships between actors
Presence of key visionaries
Support of higher levels of government
Political stability local
Public acceptance
Public participation
Vision stability
Corridor level planning
Presence of interdisciplinary teams
Political stability national

codified data matrix

Critical Success Factors		TOK	PER	MEL	MON	VAN	TOR	NAP	COP	AMS	ARN	DEN
PLANS AND POLICIES												
1	Policy Consistency	4	3	3	3	4	2	3	4	3	3	3
2	Vision Stability	3	3	2	4	5	2	3	4	3	3	3
3	Government Support	3	3	3	3	3	2	4	4	3	3	3
4	Political Stability (National)	4	3	3	3	3	2	2	4	2	2	2
5	Political Stability (Local)	4	4	3	4	4	2	3	4	3	3	3
ACTORS												
6	Actor Relationships	4	3	2	2	4	3	3	3	2	4	4
7	Regional Land Use-Transport Body	4	4	1	4	4	3	2	3	1	4	4
8	Inter-Municipal Competition	3	4	3	2	2	2	3	3	2	3	3
9	Interdisciplinary Implementation Teams	3	3	2	3	4	3	4	3	3	3	3
10	Public Participation	2	4	3	3	5	3	2	2	2	3	2
11	Public Acceptance	3	3	2	3	4	3	4	3	3	4	2
12	Key Visionaries	2	4	1	3	4	3	4	3	2	3	3
IMPLEMENTATION												
13	Site-Specific Tools	5	3	2	3	5	4	2	3	1	2	2
14	Regional TOD Planning	4	4	2	3	4	4	4	3	1	3	3
15	Certainty for Developers	5	4	2	3	4	3	3	3	2	3	3
16	Willingness to Experiment	4	4	2	3	4	3	3	3	3	4	4

Performance Measures		TOK	PER	MEL	MON	VAN	TOR	NAP	COP	AMS	ARN	DEN
1	Convenience and Desirability of Walking, Cycling and Transit	3	3	3	4	4	3	3	4	4	4	4
2	Modal Split	5	1	1	2	2	3	3	2	2	1	1
4	Scale of Implementation	5	3	2	3	3	3	3	3	3	3	3
5	Maximizing Efficiency of Public Transit Infrastructure	5	4	3	4	5	4	4	4	3	4	4
6	Overall Success	5	3	1	3	4	3	2	3	2	3	3