Land use, housing and transport planning in Tampere City Region

Attraktiva och hållbara stadtsregioner
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• Final
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  – City borders as obstacles in the search for sustainable solutions?
**Background: governmental structure**

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<th>FORMAL</th>
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<td>Central state</td>
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<td>Regional council</td>
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<td><em>Inter-municipal co-operation, particularly in the city regions</em></td>
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<td><em>Example: Joint Authority of Tampere City Region</em></td>
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<td>Municipality</td>
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## Background: land use planning system

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<td>Central state: national land use guidelines, approvals of regional</td>
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<td>land use plans</td>
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<td>Central state operates regionally by the Centres for Economic</td>
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<td>Development, Transport and the Environment</td>
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<td>Regional council: land use plan for the region</td>
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<td>Voluntary inter-municipal master plan, legally binding/non-binding</td>
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<td>• <strong>Voluntary strategic structural plan in the city region, legally non-binding</strong></td>
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<td>• <strong>Example: Structural Plan 2030 for Tampere City Region</strong></td>
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<td>Municipality: master plan, detailed plan</td>
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Tampere City Region, figures

- 8 municipalities
- 370,000 inhabitants
- Annual population growth 4,000-4,700
- 50% of the growth to the core city
- In relative terms, fastest growth in the "ring municipalities" south of Tampere
- +110,000 inhabitants 2014-2040

<table>
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<tr>
<th>Municipality</th>
<th>Area, km²</th>
<th>Population, 30.4.2013</th>
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<tbody>
<tr>
<td>Kangasala</td>
<td>870</td>
<td>30,280</td>
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<tr>
<td>Lempäälä</td>
<td>308</td>
<td>21,508</td>
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<tr>
<td>Nokia</td>
<td>348</td>
<td>32,464</td>
</tr>
<tr>
<td>Orivesi</td>
<td>971</td>
<td>9,585</td>
</tr>
<tr>
<td>Pirkkala</td>
<td>104</td>
<td>18,212</td>
</tr>
<tr>
<td>Tampere</td>
<td>690</td>
<td>218,030</td>
</tr>
<tr>
<td>Vesilahti</td>
<td>354</td>
<td>4,443</td>
</tr>
<tr>
<td>Ylöjärvi</td>
<td>1,324</td>
<td>31,595</td>
</tr>
<tr>
<td>City-region total</td>
<td>4,969</td>
<td>366,117</td>
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</table>

excluding Tampere, Finland 148,087

Tampereen kaupunkiseutu
Structure of co-operation in Tampere City Region

Joint Authority of Tampere City Region

- Implementation of the inter-municipal planning and development projects
- general development of municipal co-operation
- lobbying in respect of city-regional issues
- implementation of the government’s regional and urban policies in its territory.
Strategic land use, housing & traffic planning

Sources: Ilmakuva Vallas, Pirkanmaan ELY-keskus
Goals of the co-operation in strategic planning

1. Being prepared for increase in population
2. More efficient and concentrated urban infrastructure
3. Development of town centres and sub-centres
4. More versatility in housing production
5. Promoting new opportunities of sustainable means of traffic and every day travel
6. Supporting growth of industry and commerce
7. Improving accessibility of services across municipal borders

- The criteria of sustainable growth and attractiveness
Structural Plan 2030 (2010)
Principles of the 2030 plan

- management of growth, promotion of sustainable development and competitiveness
- comprehensiveness: land use, housing policy, transport system, climate change
- 50/50 share of the population growth (Tampere/neighbouring municipalities)
- production of rental (subsidised) housing shared between the municipalities
- Implementation of the Structural Plan locally by land use plans, traffic plans and urban development measures
Structural Plan 2040 (2014) alternative: Dense
alternative: dense + pearls
Structural Plan 2040

- In preparation until end 2014. Focus on the urbanised areas + close surrounding
- Utilisation of the existing infrastructure and public transport quality corridors, strengthening of the centres and sub-centres (people, services, nodes of movement)
- Overall solution for the rail transport system: city-regional train + tram, coverage + timetable for the realisation
- Definition/creation of the net of services for the city region: towards real provision and accessibility of services across the borders
- Directions of growth? Common will to create the best city-regional solution
  - FROM the 50-50 distribution of growth between the city of Tampere and the rest of the municipalities TO seeing the city region as an entity and as the every-day living environment of the inhabitants.
  - will we succeed in this?
Prevention of urban sprawl

- Principles for the regulation of building outside areas of detailed plans
- Emphasis on the production of attractive sites in the core and direction of rural growth to the existing villages
Letter of Intent with the central state: support to the implementation of the Structural Plan

• New type of contractual urban policy of the central state. Focus on the issues of land use, housing and transport.
• Mutual understanding of the goals and means by: 8 municipalities and ministries and governmental agencies responsible for land use, housing and traffic
• 1st Letter of Intent for the Tampere City Region 2011-2012
• 2nd Letter of Intent 2013-2015
• Since 2012 applied also in Helsinki, Turku and Oulu regions

• Increases the effectiveness of various national programmes as well as plans of the major city regions
• Increases commitment of the local authorities to implement the Structural Plan
• Provides minor financial means – acts more as a political will and commitment
Selected points of the Letter of Intent 2013-2015

• Renewal of the Structural Plan
  – Targeting particularly on the rail system and the net of public and private services within the city region

• Land use
  – densification, prevention of urban sprawl
  – sufficient reserve of plans and sites

• Traffic
  – Emphasis on public transportation corridors
  – Further planning of the modern tram. Realisation of the programme for the development of city-regional train system
  – Implementation of small but cost-effective traffic projects
  – Better conditions for walking and cycling

• Housing
  – Increasing the share of subsidised housing production

• New target areas
  – Tampere central station and the surrounding
  – Tampere-Pirkkala Airport and the surrounding
Major housing development in 2013-2015: proximity to public transportation, as stated in the Letter of Intent
Successes

- In the national context, Tampere City Region is a forerunner in the political and operational co-operation between the municipalities, most notably in land use, housing and transport issues.
- We have an established structure of co-operation.
- Whatever municipal structure we will have in the near future, active co-operation today will be of great value, later.

- In strategic land use, housing and traffic planning, step by step successes have brought up more motivation and commitment.
- Major public transportation measures are moving forward.
- Due to conscious actions, urban sprawl has started to lower down, and the growth – in relative terms – of car-driving has stopped, for instance.
- Structural Plan provides guidelines for operations at the local level. The guiding role of the Structural Plan is widely accepted, even though it is legally non-binding.
- The Letter of Intent with the central state seems to increase commitment, and acts as a statement of political will for short-term implementation of long-term goals.
City borders as obstacles in the search for sustainable solutions?

A. The principle of 50/50 share of population growth: does it create good functional (= sustainable) urban structure?
   – Cf. the placement of jobs – does it follow the same 50/50 share? If not, what are the consequences?

→ the question is more how to let the growth happen, what is the best solution for the city region?
B. Housing policy for the city region

The Housing Policy 2030 for Tampere City Region determines
- the number of housing production per municipality by 2030
- the share of the production into block of flats, row houses and single-family houses
- the share of the production into ownership/rental (incl. subsidised)

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- Why so strong determination between the municipalities? Does this create good functional (= sustainable) urban structure in the long run?
- Do we need better arguments than administrative borders for the equal division of social housing per municipality? For instance the state of public transportation, the location of services?
- We need attractive living environments, not given numbers of specific housing types
question(s) to discuss

- Housing policy & production in the Nordic city regions: what kind of practices of inter-municipal co-operation?
- Alternatively: Do amalgamations of municipalities cut down urban sprawl?

Thank you!

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