



Kangasala Lempäälä Nokia Orivesi Pirkkala Tampere Vesilahti Ylöjärvi

Tampereen kaupunkiseutu

Land use, housing and transport planning in Tampere City Region

Attraktiva och hållbara stadsregioner
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- Final
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 - City borders as obstacles in the search for sustainable solutions?

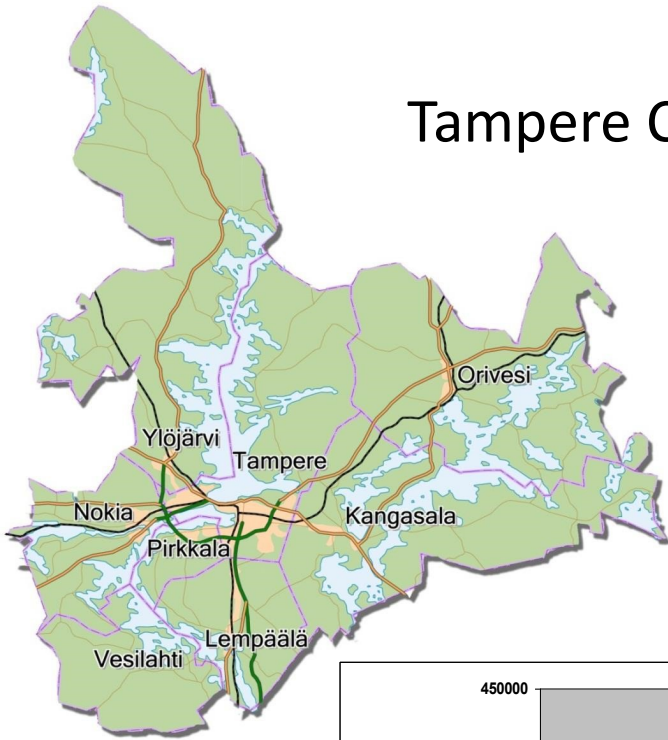
Background: governmental structure

FORMAL	INFORMAL
Central state	
Regional council	
	<i>Inter-municipal co-operation, particularly in the city regions</i> <i>Example: Joint Authority of Tampere City Region</i>
Municipality	

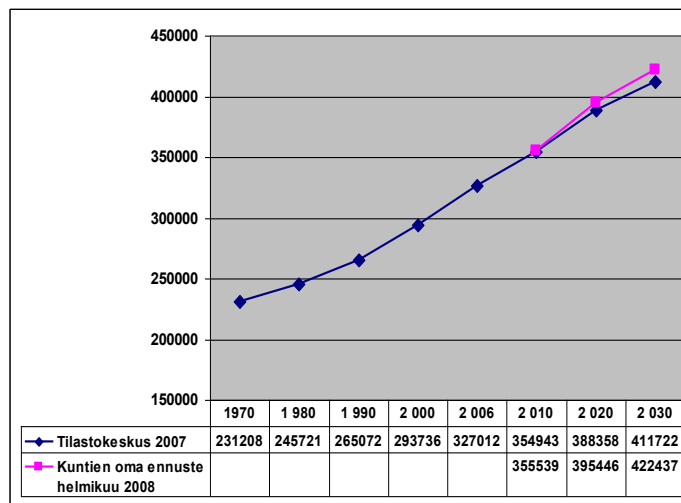
Background: land use planning system

FORMAL	INFORMAL
Central state: national land use guidelines, approvals of regional land use plans	
Central state operates regionally by the Centres for Economic Development, Transport and the Environment	
Regional council: land use plan for the region	
Voluntary inter-municipal master plan, legally binding/non-binding	<ul style="list-style-type: none"> • <i>Notion of functional urban areas and the need for inter-municipal planning</i> • <i>Voluntary strategic structural plan in the city region, legally non-binding</i> • <i>Example: Structural Plan 2030 for Tampere City Region</i>
Municipality: master plan, detailed plan	

Tampere City Region, figures



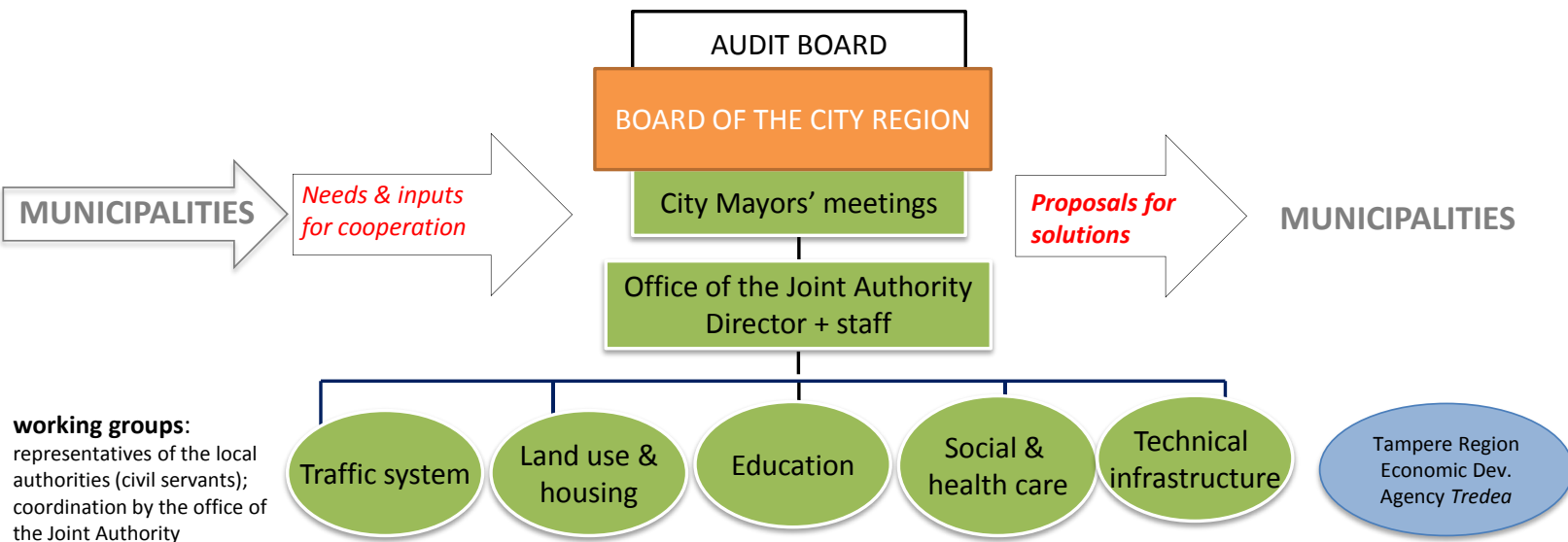
- 8 municipalities
- 370 000 inhabitants
- Annual population growth 4 000-4 700
- 50% of the growth to the core city
- In relative terms, fastest growth in the "ring municipalities" south of Tampere
- +110 000 inhabitants 2014-2040



	Area, km ²	Population, 30.4.2013
Kangasala	870	30 280
Lempäälä	308	21 508
Nokia	348	32 464
Orivesi	971	9 585
Pirkkala	104	18 212
Tampere	690	218 030
Vesilahti	354	4 443
Ylöjärvi	1 324	31 595
City-region total	4 969	366 117
excluding Tampere		148 087
Finland		5 432 305

Structure of co-operation in Tampere City Region

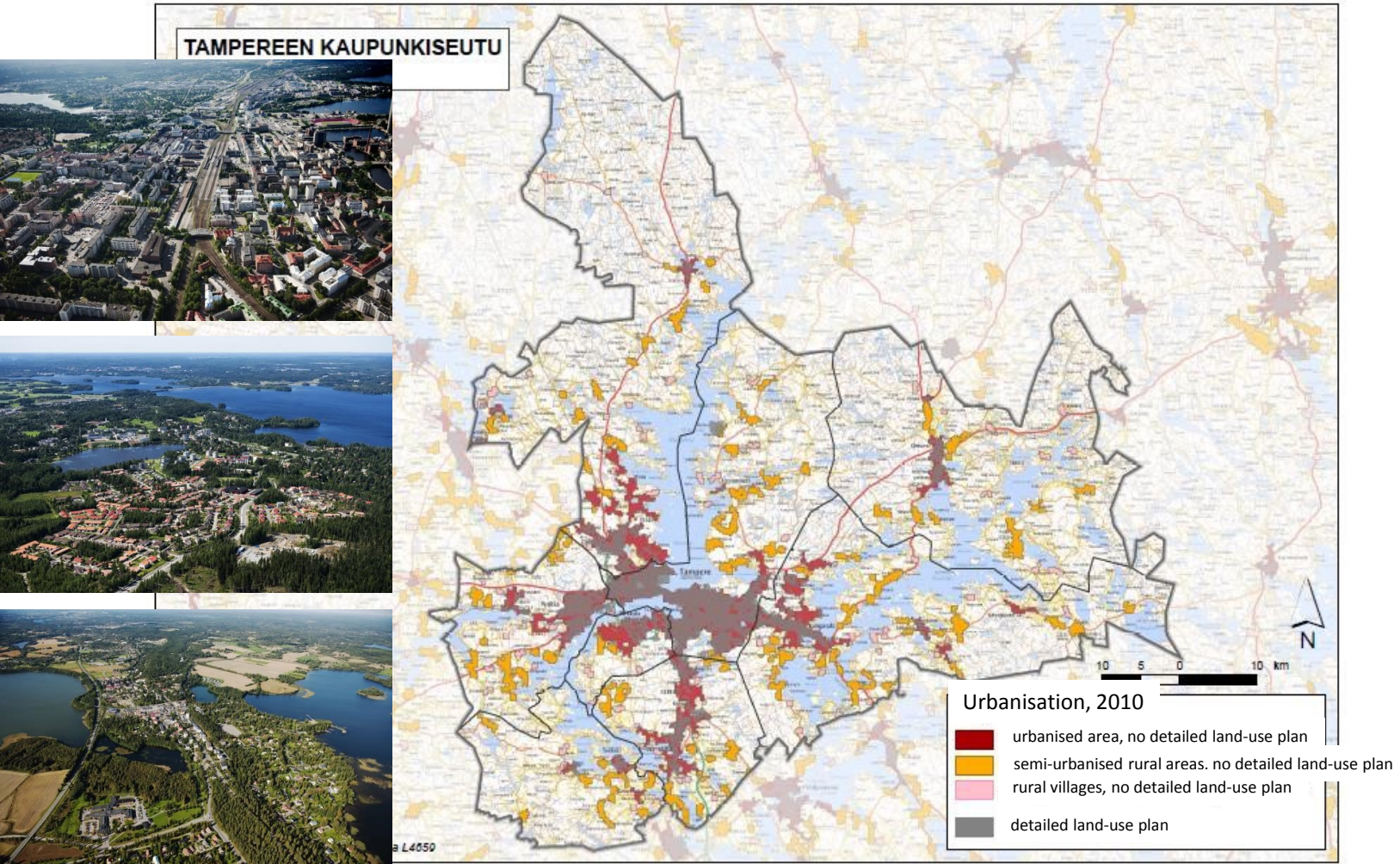
Joint Authority of Tampere City Region



- 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



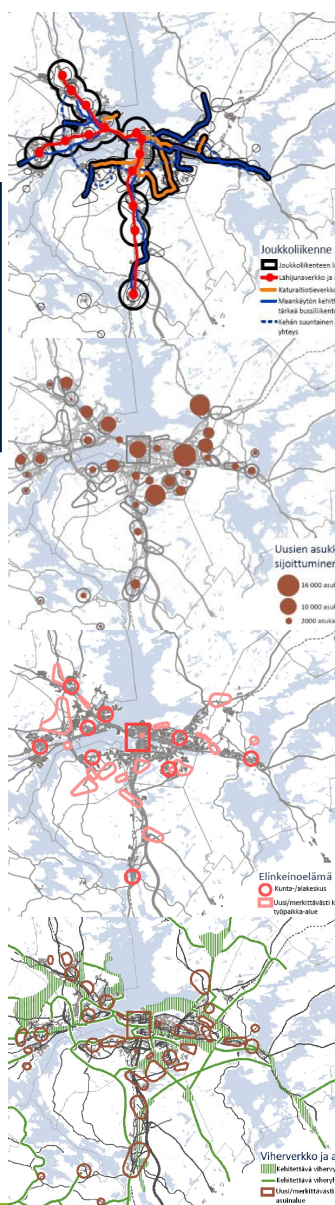
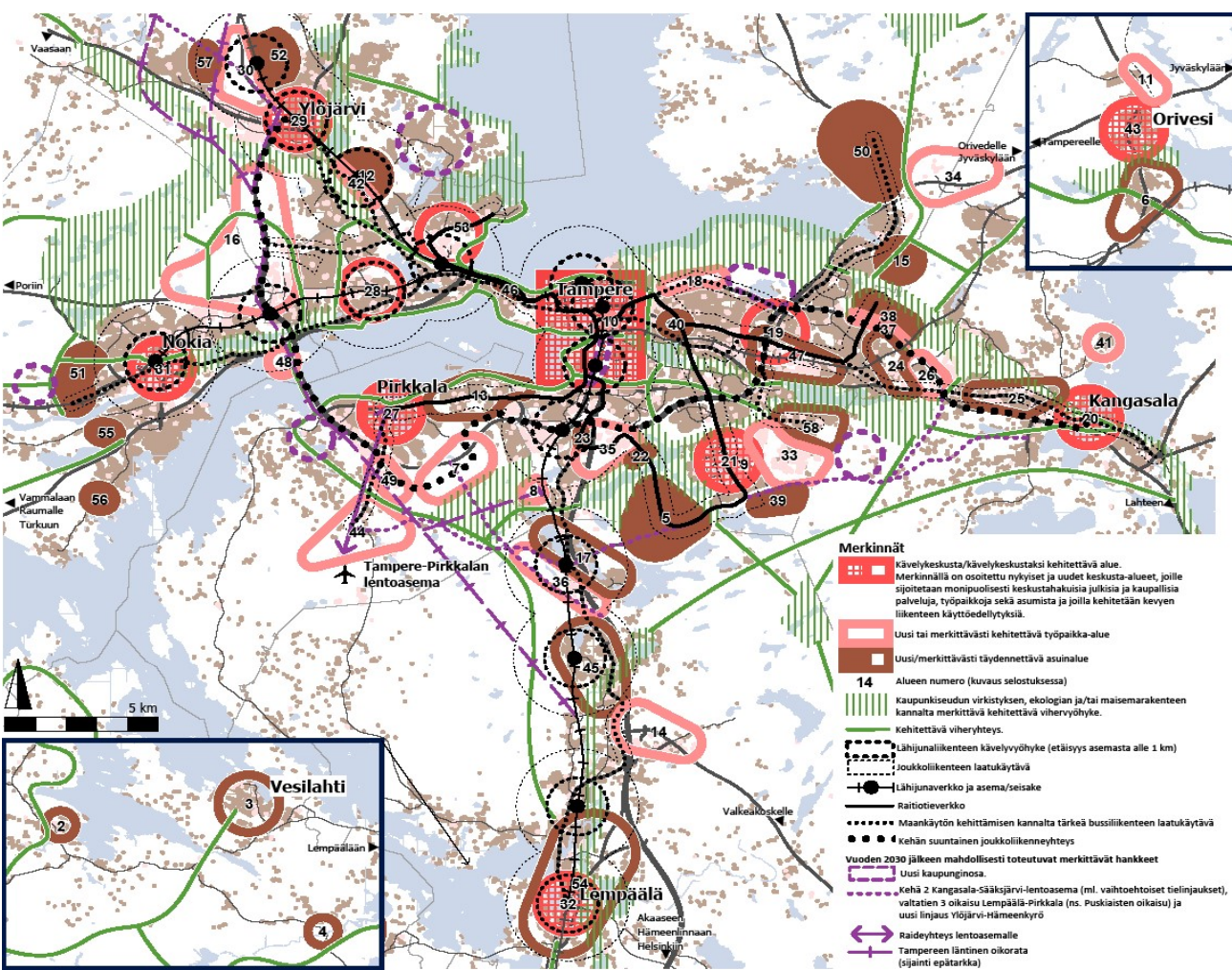
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Goals of the co-operation in strategic planning

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

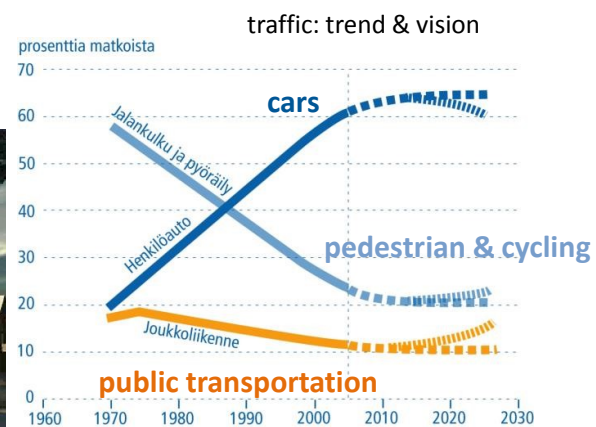
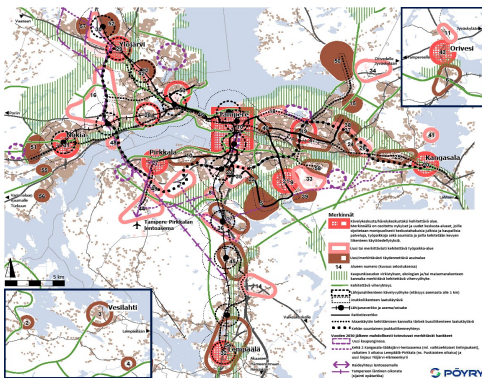
➤ **The criteria of sustainable growth and attractiveness**

Structural Plan 2030 (2010)



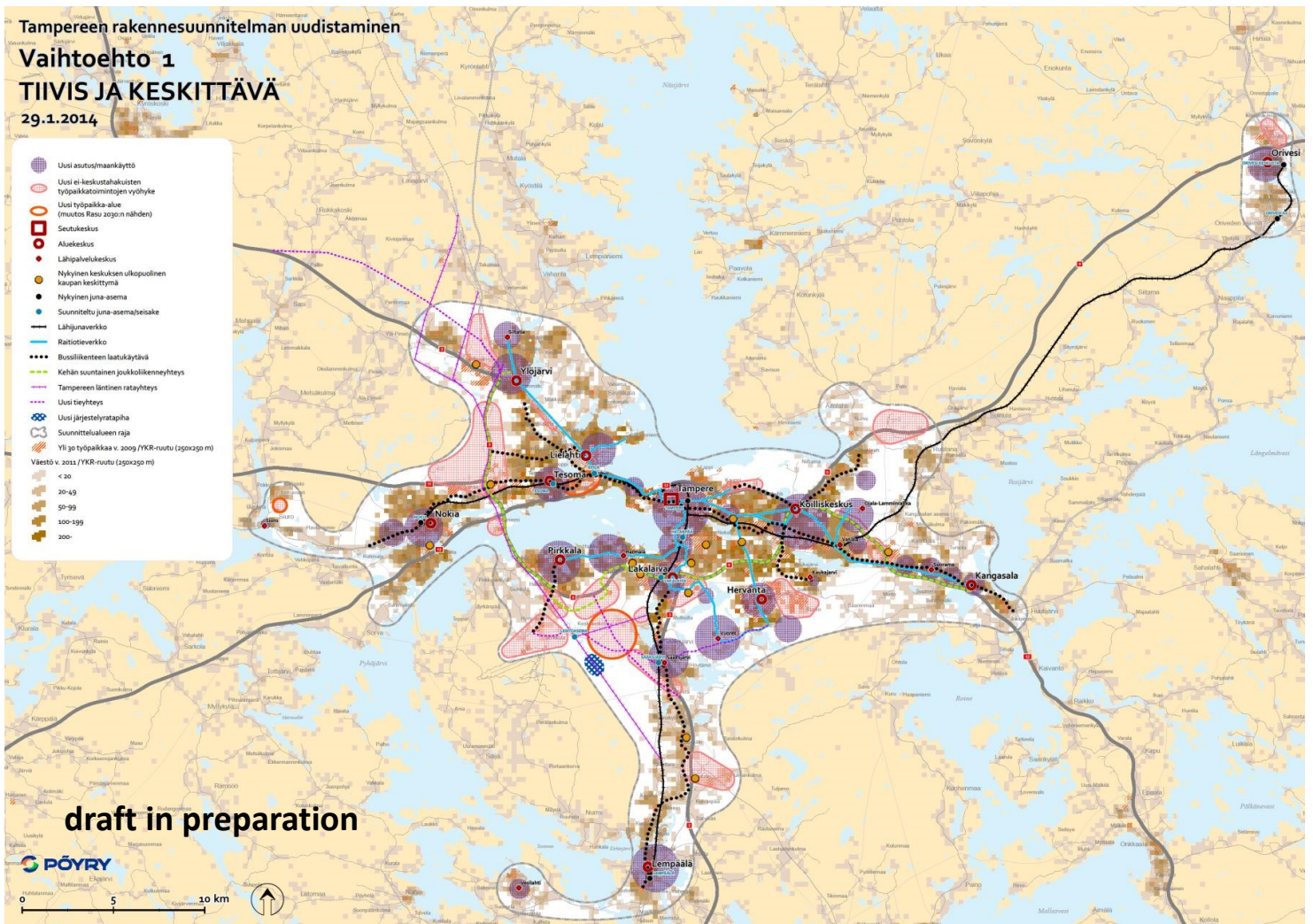
Principles of the 2030 plan

- 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

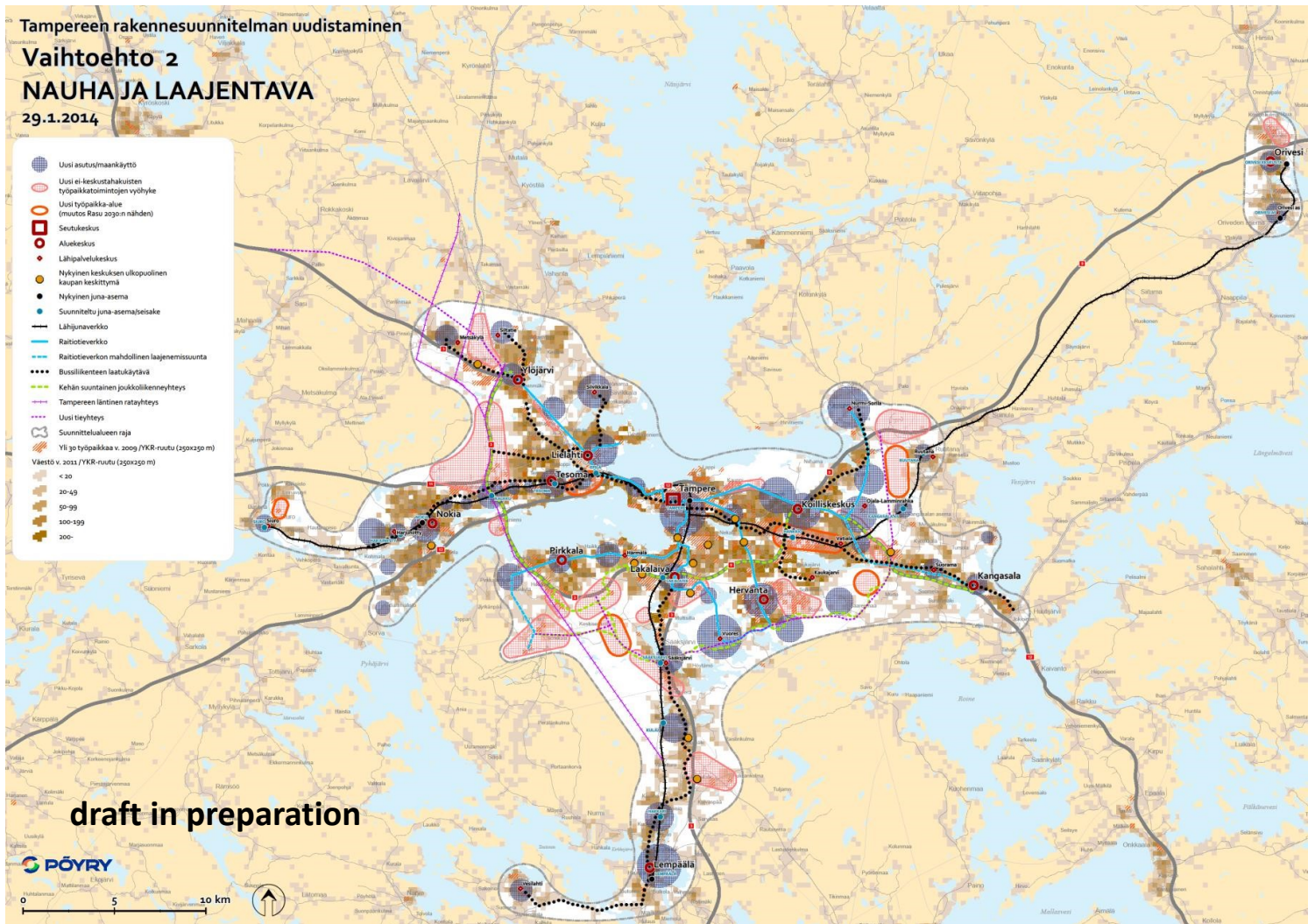


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Structural Plan 2040 (2014) alternative: Dense

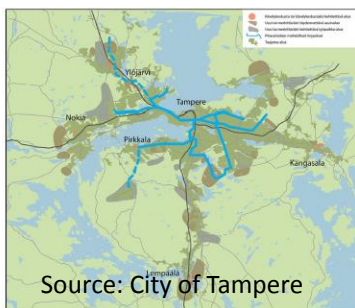


alternative: dense + pearls



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 accross 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?



Source: City of Tampere

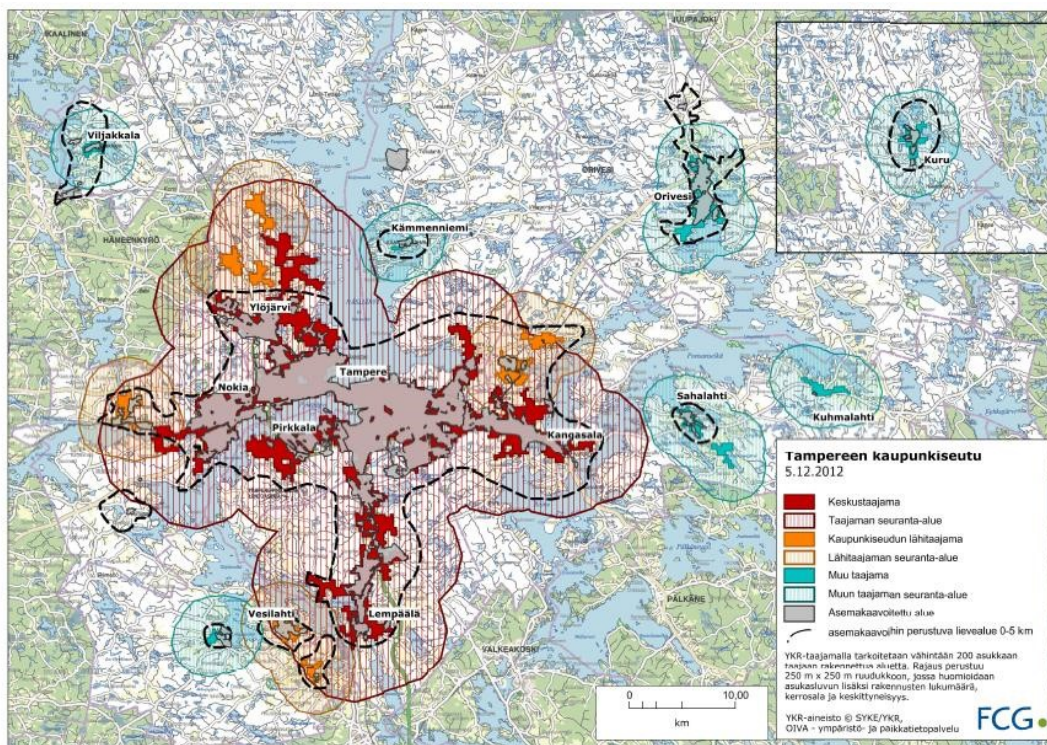
Modern tram (to be decided)
 1st phase: city of Tampere
 later phases: city-regional

Vision 2030+ for the city-regional train



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

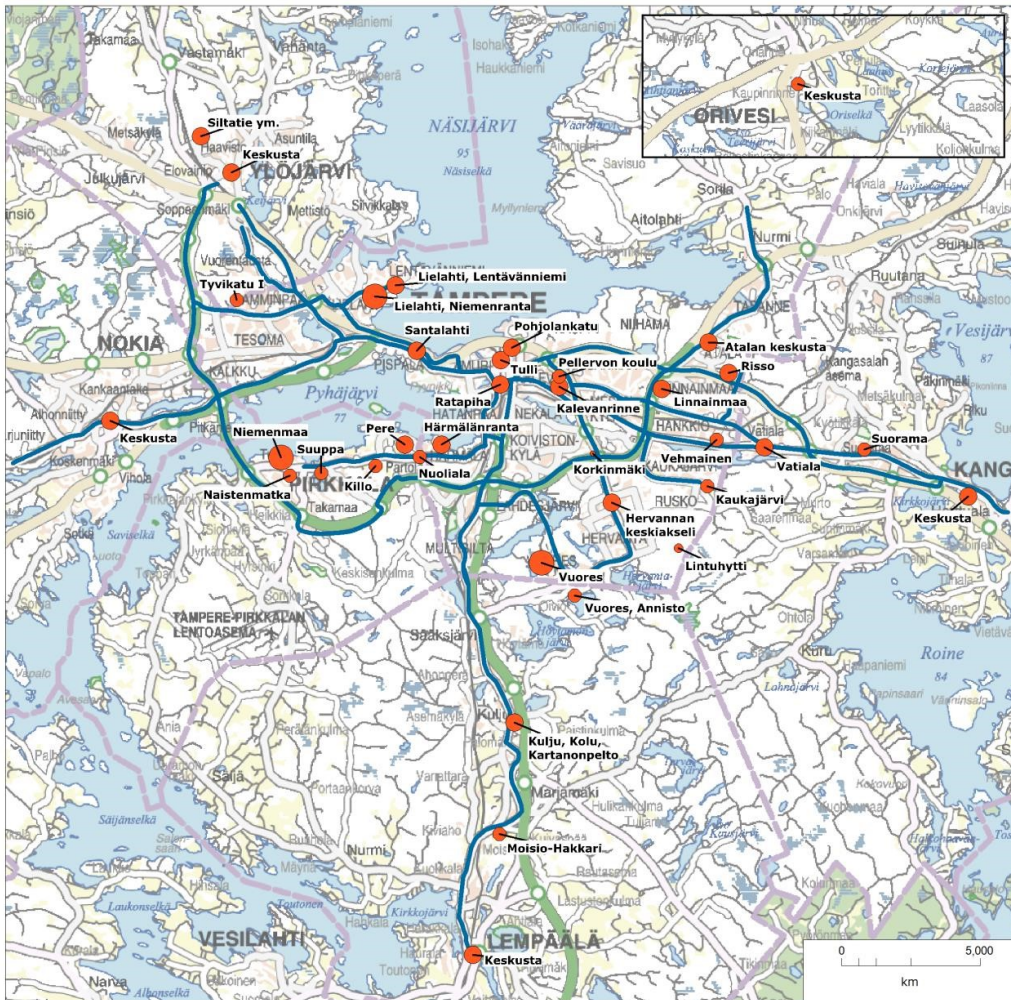
- New type of contractual urban policy of the central state. Focus on the issues of land use, housing and transport.
- Mutual understanding of the goals and means by: 8 municipalities and ministries and governmental agencies responsible for land use, housing and traffic
- 1st Letter of Intent for the 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



Joukkoliikenteen laatuikätyville ja keskustoihin toteutettavat uudet asuinalueet Tampereen kaupunkiseudun kunnissa 2013-2015

Luonnos
1.11.2012, 1:125 000 (A3)

Uuden asuinalueen koko:

- 1-19 asuntoa
- 20-59 asuntoa
- 60-119 asuntoa
- 120-499 asuntoa
- yli 500 asuntoa

— Joukkoliikenteen laatuikätyvä (Tase 2025 -kehittämissuunnitelma, Tampereen kaupunkiseutu)

KANGASALA, yht. 568 asuntoa	TAMPERE, yht. 6106 asuntoa
Keskusta, 294 as.	Tyvikatu I, 70 as.
Vatjala, 175 as.	Lielähti, Niemenranta, 742 as.
Suorama, 99 as.	Lielähti, Lentävänniemi, 438 as.
LEMPÄÄLÄ, yht. 640 asuntoa	Santalahti, 250 as.
Keskusta, 200 as.	Härmälänranta, 375 as.
Vuores, Annisto, 100 as.	Pohjolanranta, 250 as.
Kulju, Kolu, Kartanonpelto, 240 as.	Ratapiha, 125 as.
Moisio-Hakkari, 100 as.	Tulli, 250 as.
NOKIA, yht. 280 asuntoa	Kalevanrinne, 125 as.
Keskusta, 280 as.	Pellervon koulu, 94 as.
PIRKKALA, yht. 1183 asuntoa	Korkinmäki, 9 as.
Suuppa, 83 as.	Linnainmaa, 313 as.
Niemenmaa, 583 as.	Atala, 200 as.
Naistenmatka, 83 as.	Kaukajärvi, 101 as.
Killo, 67 as.	Vehmainen, 102 as.
Pere, 275 as.	Hervannan keski-akseli, 436 as.
Nuollala, 92 as.	Lintuhytti, 45 as.
Vuores, 2030 as.	Vuores, 2030 as.
ORIVESI, yht. 114 asuntoa	YLÖJÄRVI, yht. 425 asuntoa
Keskusta, 114 as.	Keskusta, 214 as.
	Sillatie ym., 211 as.

Karttakooste:

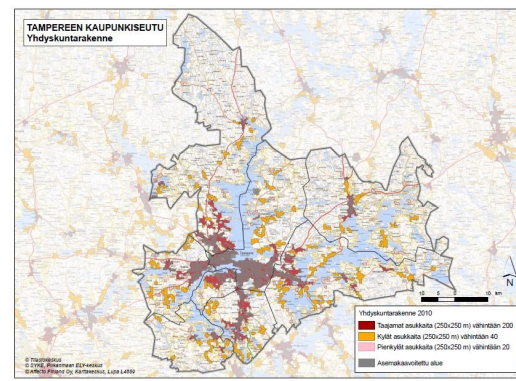
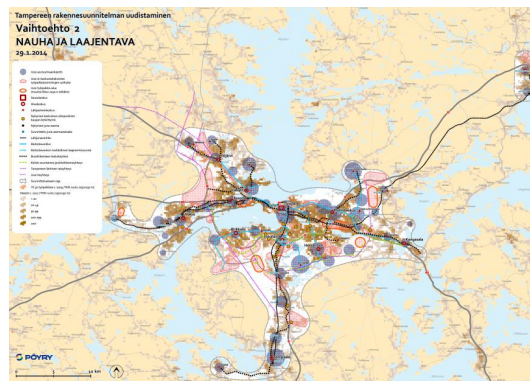
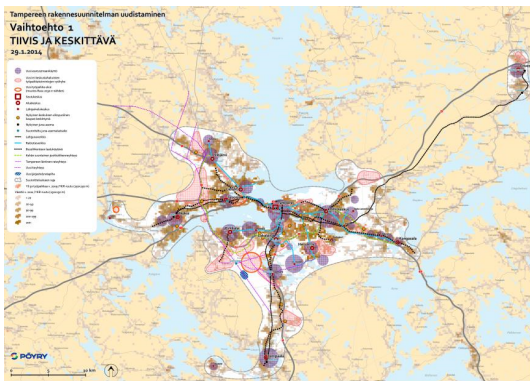


Successes

- 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)

Taulukko 7. Kuntien asuntotuotanto talotyypeittäin Tampereen kaupunkiseudulla 2008–2030

Osuudet, prosenttia									
	Kangasala	Lempäälä	Nokia	Orivesi	Pirkkala	Tampere	Vesilahti	Ylöjärvi	Yhteensä
Kerrostaloasunnot	33 %	15 %	35 %	20 %	40 %	60 %	5 %	23 %	47 %
Rivitaloasunnot	25 %	28 %	25 %	20 %	45 %	25 %	9 %	27 %	26 %
Omakotitaloas.	42 %	60 %	40 %	60 %	15 %	15 %	86 %	50 %	27 %
Yhteensä	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
Lukumäärät yhteensä 2008-2030									
	Kangasala	Lempäälä	Nokia	Orivesi	Pirkkala	Tampere	Vesilahti	Ylöjärvi	Yhteensä
Kerrostaloasunnot	2 270	615	1 960	220	1 360	25 740	60	1 495	33 720
Rivitaloasunnot	1 725	1 025	1 400	220	1 530	10 725	108	1 755	18 488
Omakotitaloas.	2 905	2 460	2 240	660	510	6 435	1 032	3 250	19 492
Yhteensä	6 900	4 100	5 600	1 100	3 400	42 900	1 200	6 500	71 700
Lukumäärät vuodessa keskimäärin									
	Kangasala	Lempäälä	Nokia	Orivesi	Pirkkala	Tampere	Vesilahti	Ylöjärvi	Yhteensä
Kerrostaloasunnot	99	27	85	9	59	1 119	3	65	1 466
Rivitaloasunnot	75	45	61	10	67	466	5	76	804
Omakotitaloas.	126	107	97	29	22	280	45	141	847
Yhteensä	300	179	243	48	148	1 865	52	282	3 117

Taulukko 11. Kuntien asuntotuotanto hallintamuodittain Tampereen kaupunkiseudulla 2008–2030

Osuudet, prosenttia									
	Kangasala	Lempäälä	Nokia	Orivesi	Pirkkala	Tampere	Vesilahti	Ylöjärvi	Yhteensä
Omistusasunnot	75 %	75 %	70 %	80 %	75 %	55 %	82 %	75 %	63 %
Ara-vuokra-asunnot	10 %	10 %	15 %	10 %	10 %	30 %	5 %	10 %	22 %
Muut	15 %	15 %	15 %	10 %	15 %	15 %	13 %	15 %	15 %
Yhteensä	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
Lukumäärät yhteensä 2008-2030									
	Kangasala	Lempäälä	Nokia	Orivesi	Pirkkala	Tampere	Vesilahti	Ylöjärvi	Yhteensä
Omistusasunnot	5 175	3 075	3 920	880	2 550	23 595	984	4 875	45 054
Ara-vuokra-asunnot	690	410	840	110	340	12 870	60	650	15 970
Muut	1 035	615	840	110	510	6 435	156	975	10 676
Yhteensä	6 900	4 100	5 600	1 100	3 400	42 900	1 200	6 500	71 700
Lukumäärät vuodessa keskimäärin									
	Kangasala	Lempäälä	Nokia	Orivesi	Pirkkala	Tampere	Vesilahti	Ylöjärvi	Yhteensä
Omistusasunnot	225	134	170	38	111	1 025	43	212	1 959
Ara-vuokra-asunnot	30	18	37	5	15	560	3	28	694
Muut	45	27	37	5	22	280	7	42	464
Yhteensä	300	178	243	48	148	1 865	52	283	3 117

- 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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