

SPARKLE

Sustainable Urban Transport and Land Use Planning

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Peri-Urban Development

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Background

- Presentation based upon results of EU project "PERIURBAN"
 - Thematic Network (i.e. running workshops and reviewing literature)
 - Concerned with transport and energy issues
 - Mainly concerned with India
 - But relevant to all high growth countries in Asia

Presentation

Presentation covers

- 1. What is a peri-urban area?**
- 2. Transport problems of peri-urban areas**
- 3. Types of transport and land use policy to be considered for peri-urban areas**

What is "peri-urban"?

Precise definition of peri-urban is complex

- dependent upon context of usage
- environment/legal/social

General idea is:

- Area that is neither urban nor rural (somewhere "in-between")
- Typically on the periphery of an urban area
- Typically "high growth" areas

How are peri-urban areas formed?

Peri-urban areas formed in a number of inter-connected ways, including:

- Physical growth of urban areas (“urban sprawl”)
- Rural to urban migration
- Location of new manufacturing industry (national/international)
 - important in context of globalisation
- Location of new services (e.g. airports, universities)

Characteristics of peri-urban

- Peri-urban areas can be:
 - the “best of both worlds” (i.e. urban and rural), or
 - the “worst of both worlds”
- Good planning required to ensure that peri-urban areas are “best of both worlds”
 - taking into account high growth

Generic peri-urban problem

Many peri-urban problems result from

- Lack of clear local government structure
 - is area "part of the neighbouring city" or is it "autonomous"?
 - how is planning carried out in coordination with other areas?

Potential transport problems (1)

Potential transport-related problems are:

- Lack of local facilities (schools, health services, shops etc)
 - requiring long “unnecessary” trips to (neighbouring) urban area
- Lack of physical transport integration with urban area
 - trips to urban area are “difficult”
 - rural transport problems + interchange problems + urban transport problems

Potential transport problems (2)

- Interurban roads cutting through peri-urban communities
 - safety problems
 - severance
- General lower level of enforcement of regulations
 - speed limits
 - vehicle emissions

Potential transport problems (3)

- Equity problems due to location in peri-urban areas of services aimed at urban population, e.g. airports
 - generating high level of “incoming” traffic
 - such services often of “little benefit” to residents + “large inconvenience”

Types of policy

As with urban areas, there is a need for:

1. Combined land-use / transport policies
2. Strategic transport infrastructure policies
3. Strategic public transport policies

Different types of movement

For all levels of policy, distinction needs to be made between:

- Transport within a peri-urban area
- Transport connecting the peri-urban area to nearest city
- Transport connecting peri-urban area to other locations

Land-use transport policies

- Long term planning horizon (30 years or more)
- Ensuring the development of sustainable extended metropolitan areas
- Transport is reduced by increasing local access to jobs, schools, health centres etc

Questions concerning long-term planning

- How are accessibility needs of peri-urban residents to be predicted / met over future years?
- How can dynamism of peri-urban areas be taken into account in long-term plans?
- How can over-reliance on decisions of single organisations be avoided?
 - e.g. multinational corporation's decision to build (or not to build) a factory in a peri-urban area

Strategic transport policies (infrastructure)

- What type of transport infrastructure is required for different types of movement?
 - for different classes of traveller
- How should the peri-urban area be linked to the neighbouring city?
- Is infrastructure a major issue for movement **WITHIN** peri-urban areas?
 - is it comfortable to walk?

Public transport

- What type of public transport is needed in peri-urban areas?
 - bus and/or rail
 - integrated with public transport in neighbouring urban area
 - taking into account that urban public transport might currently be at low level (perhaps non-existent)
- How are motorcycle taxis and paratransit integrated with bus and rail?

Policy-making

- How are policies at different levels “tied together”?
- Many institutional issues
 - reflecting “main” problem in peri-urban areas of institutional confusion
 - how are peri-urban policies integrated with strategic urban policies?
- What is the role of public participation?
 - turnover of peri-urban population might be fast

Overall conclusions

- Many issues concerned with peri-urban areas in S.E. Asia are similar to those concerned with the urban areas
 - Need for long-term integrated transport / land-use planning
- However, there are “extra” peri-urban issues to consider
 - Providing an extra dimension of complexity/challenge