PROMOTING COOPERATION FOR SUSTAINABLE URBAN DEVELOPMENT

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Key message:  

**Integrated, metropolitan-wide policy approach for urban sustainability**

1. Experience in OECD cities: compact city policies  
2. Urban green growth in dynamic Asia  
3. OECD work on metropolitan indicators
COMPACT CITY POLICIES

http://dx.doi.org/10.1787/9789264167865-en

Also visit our website:
The concept of compact City

<table>
<thead>
<tr>
<th>Dense and proximate development patterns</th>
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<tbody>
<tr>
<td>• Urban land is intensively utilised</td>
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<td>• Urban agglomerations are contiguous or close together</td>
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<td>• Distinct border between urban and rural land use</td>
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<td>• Public spaces are secured</td>
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<th>Urban areas linked by public transport systems</th>
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<tr>
<td>• Effective use of urban land</td>
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<td>• Public transport systems facilitate mobility in urban areas</td>
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<th>Accessibility to local services and jobs</th>
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<td>• Land use is mixed</td>
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<tr>
<td>• Most residents have access to local services either on foot or using public transport</td>
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... not at a city scale (in an administrative term), but at the **metropolitan** scale.

... not only for small- and medium-sized cities, but it is relevant to **cities of all sizes**, even to mega-cities!
Compact city policies’ contribution to urban sustainability

Compact city policies can generate **synergistic** impacts:

<table>
<thead>
<tr>
<th>Compact city characteristics</th>
<th>Environmental benefits</th>
<th>Social benefits</th>
<th>Economic benefits</th>
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</table>
| **Less automobile dependency** | – Fewer CO2 emissions  
– Less pollution from automobiles | – **Lower transport costs**  
– **Higher mobility for people without access to a car**  
– **Improved human health due to more cycling and walking** | – Development of green jobs/technologies |
| **Shorter intra-urban distances** | – Fewer CO2 emissions  
– Less pollution from automobiles | Higher mobility of low-income households, due to lower travel costs | Higher productivity due to shorter travel time for workers |
| **More efficient public service delivery** | - | Public service level for social welfare maintained by improved efficiency | Lower infrastructure investments and cost of maintenance |

Source: OECD (2012), *Compact City Policies: A Comparative Assessment*
1. Set explicit compact city goals
2. Encourage dense and contiguous development at urban fringes
3. Retrofit existing built-up areas
4. Enhance diversity and quality of life in urban centres
5. Minimise adverse negative effects
Policy complementarity:
Densification + affordability (Vancouver)
Policy complementarity:

Storm water + heat island + perceived density (Portland)
OECD GREEN CITIES PROGRAMME:

URBAN GREEN GROWTH IN DYNAMIC ASIA
OECD’s Green Cities Programme (2010 – )

- Conceptual framework (2011)
- Case studies (2011-12)

<table>
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<tr>
<th>City-level</th>
<th>National-level</th>
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<tbody>
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<td>Chicago (2011-12)</td>
<td>China (2012)</td>
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<tr>
<td>Kitakyushu (2012)</td>
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<tr>
<td>Stockholm (2012)</td>
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- Synthesis report: *Green Growth in Cities (2013)*
- Next step: extending the scope to cities in developing countries
Economic growth, consumer behaviour and greening of cities

• Income growth raises demand for:
  – personal living space
  – personal mobility
  – energy consuming appliances (air conditioning, etc.)

• How to de-couple income growth and GHG emissions?

• How to accelerate necessary actions at an earlier stage of income growth and minimize the environmental consequences?
Dynamic growth in Asia: Urbanising fast, but still a long way to go ...

Global and local environmental risks: Vulnerability to climate change

Source: Firman, T., et al. (2011)
Global and local environmental risks:

Human health threatened by poor air quality

Cities with PM10 above 100 ug/m3 (2008-2009)

Source: ADB
Cities under current investigation:

- Phnom Penh
- Danang
- Hai Phong
- Surabaya
- Bangkok
- Jakarta
- Johor Bahru
- Kuala Lumpur
- Manila
KEY INDICATORS TO MONITOR POLICY PERFORMANCE
Shifting towards Functional regions

Urban areas vs. administrative cities
Population density on urban land

Density in 28 metropolitan areas in Europe

Density in urban land based on LandScan (pop/ km²)

Density in total land based on LandScan (pop/ km²)
Median commute distance
for selected metropolitan areas in Canada, 1996-2006
Accessibility to public transport

- **Methodology**
  - Distance (5 or 10 minute walk from stations) based on road network
  - Average frequency (≥5 or < 5 times per hour) is combined with distance

- **Result**
  - 51% of city’s population are living in the area accessible by public transport (3% of very high, 7% high, 34% medium, 6% low accessibility)

Note: This analysis is based on administrative border of Daejeon, Daejeon is chosen considering data availability and relevance to the ongoing project: Compact City Study; Korea
Source: OECD’s elaboration based on Korea Transport Database (2011)
OECD Metropolitan Database: a tool for policy-making

Interactive maps and data on metro areas

http://measuringurban.oecd.org/