

4th Workshop Report

Transit Oriented Development

Kungälv, 12th-13th of December 2017





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1. Workshop methodology

In exchanging experiences among the metropolitan regions workshop plays the crucial role. Its aim is to deepen and clarify the descriptions from the inventory and to search for synergies, good practices, and possible exchange of knowledge.

As an introduction to the theme of the workshop, Transit Oriented Development (TOD), SMART-MR commissioned SpaceScape to undertake a study, "Sustainable Density in Station Communities". The study was presented at the workshop and is available here: <http://www.grkom.se/download/18.4925f05315e64856972c7088/1510570417702/Sustainable+density+in+station+communities.pdf>

To accompany the study the local Master Plan for Ytterby was presented by local planners. During a study visit a Walk&Talk session was undertaken. Walk&Talk meant that local planners guided the participants on site with a structured program on where and what to look at.

The workshop was coordinated in such a way that information was successively added to deepening the understanding of the complexity of planning a station community. The subsequent workshops sessions were divided into 7 groups with local planners, regional stakeholders and partners and stakeholders from the SMART-MR teams. At the workshop sessions the groups were organized with one workgroup leader and one local planner that documented. Each workshop had a 30-45-minute duration. The aim of the workshop sessions was to develop conclusions that could be concluded in a plenary session by the leader.



2. Report on workshop session 1: SWOT analyses of the Sustainable Density methodology

The workshop groups went through a SWOT analyses methodology regarding the study “Sustainable Density in Station Communities”. These observations are reported below in full.

Strength

- Compare situations with indicators – transferable
- Possible to set goals, what a municipality wants to achieve with an area
- Densification but with other factors too included (green spaces etc.)
- Simple model to use for visualization & communication of densification opportunities, with general public and politicians
- “Forcing” strategy – forming attractive areas
- Gives certain guidance
- Guidance can be used at reference for experts and non-expert groups
- Reshaping qualities to local areas
- More density = resilience-building
- Well planned areas can give urban areas more protection from natural disasters/climate change
- Compare situations with indicators – transferable
- Possible to set goals, what a municipality wants to achieve with an area
- Densification but with other factors too included (green spaces etc.)
- Simple model to use for visualization & communication of densification opportunities, with general public and politicians
- Less need to own your own car
- It’s good with a theoretical starting point to relate to and start the discussion
- Integrated planning for shared services in a regional perspective
- Potential study – points out what you CAN do, instead of focusing on the obstacles
- Flexible
- Very understandable (Easy)
- Measurable
- Where people want to live
- In line with the economy
- Good beginning
- Scientific
- Evaluation of space
- Optimization of land use
- Economic factors – dense development cheaper due to less infrastructure needed compared to sprawl.
- Holistic approach
- Less need to own your own car
- It’s good with a theoretical starting point to relate to and start the discussion
- Integrated planning for shared services in a regional perspective

Weakness

- Density is not a guarantee for quality – more indicators are needed
- Density is a measure that is hard to understand and picture, as it can take many different forms
- The parking regulations (p-number) are not included, but are also an important factor
- Other qualities not included, e.g. green space is not enough, it also needs to have sunlight to be useful and attractive. Space between houses needs to have even higher qualities in dense cities
- In changing already developed/built areas could be making a mess when building a new
- Guidelines can be a limit – restrictive – in relation to floor space for example
- Lack of political incentives weaken the guidelines
- In focusing on density, we might forget cultural mix and diversity for activities – we need to create demand for activities that make self-sufficient areas
- Making station-areas into parking lot-spaces
- Trains can be less reliable
- Not applicable on already dense cities
- Simplified
- Top down
- Land ownership
- What if population decreases?
- Will it create bedroom communities?
- Current buildings – what happens if owners won't develop?
- Intermediate solution – far from the city but still not in a rural area
- The house prices risk to become too high which leads to societies only for the wealthy ones
- The numbers are not general, they need to be adapted to local conditions
- The model is more meant for rural areas
- The numbers need to consider the distance from the (main) city (center)
- The station itself needs more space

Opportunities

- Possible to create a vision for station communities
- Finding the “right level” of density, not too high but high enough
- Guiding the developers to the right density
- Eye opener to smaller municipalities and communities
- Control un-controlled growth (in relation to public transport for example)
- Apartments for families in urban stations areas
- It could make strong arguments showing benefits over time – globally and locally
- Formulating incentives (economic) for local residents and global decision makers
- Dense cities can make place for activities
- Creates energetic self-sufficiency
- Distribution of services in relation to the station

- Dense

- area – railway – can afford connectivity
- Creating hubs in stations – meeting places/service/trade for two areas normally separated by the railway
- Bus rapid/express buses and trams can be cheaper!
- Good for suburban, Semi-rural areas.
- I will work best with a good regional policy communication
- Start thinking in a holistic way, mixing services and housing
- Possible to make it bottom-up by involving current inhabitants
- Railway companies selling land close to the station
- Driverless cars – less need for parking close to station
- Current buildings – possible development
- Car pools instead of private cars as a result of being close to the station. Car as a supplement
- Supplement with socio-economic guidelines to promote overlapping use of the area
- Autonomous transportation as a result of more free space – "Drive-me"-project as an example

Threats

- If density becomes top priority you risk lower quality in development, losing local identity
- Can lead to "too large projects for the context"
- Can lead to an overweight of small apartments (incentive for developers to focus on small apartments to achieve higher population density) – losing mix – bad for community
- Might lose quality in stores, restaurants etc. – do not contribute to density in the developers' calculations
- Do people want to live in dense station communities outside the city core? Did they move outside the city to be in the countryside? Will there be a demand for the finished apartments?
- What happens if you densify on all the parking space close to the station – will the hinterland be more car based in taking the car all the way to the city centre?
- Taking guidelines literally
- Building in landscapes can change identity for the worse
- Not enough incentives for residents
- Railway can cut areas in half and create barriers
- Cannot always sustain standard of trains (snow/ice threats)
- Two sides of an argument – offering parking spaces for people to take trains or risking no parking will result in more driving further
- If density becomes top priority you risk lower quality in development, losing local identity
- Can lead to "too large projects for the context"
- Competition with other Station communities.
- We can't control the train schedule, frequency
- Needs a good regional policy and communication to work



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- Will development change the identity of the town?
- Land ownership around the station
- Railway capacity and maintenance
- Expensive to build new railway tracks
- Driverless cars
- Political issues - many people want to live in a house on the countryside, not in dense towns
- Ticket systems
- Creation of ghettos
- Lack of identity
- Hard to adapt the theoretical approach to actual local conditions
- The theory neglects socio-economic aspects
- The railway divides the society
- Parking space destroys the potential

3. Report on workshop session 2: Drafting a policy recommendation on Transit Oriented Development

As mentioned above one objective is to consider a recommendation that can be used in the SMART-MR guide. Another objective is to successively gain understanding of complexity. Starting to formulate a recommendation. The discussion was structured with the knowledge gained and based on:

- Results from the inventory
- Good practices
- “Sustainable density in a station community” Study
- Local master plan Ytterby, participatory planning
- Group discussions together with local stakeholders in SWOT.

These topics were given as inspiration for discussions:

- Should SMART-MR include a common definition in its guidelines?
- There is no common methodology used...
... Should SMART-MR include a structured methodology in its guidelines?
- Can planning for “Urban Station Communities” become a focus point for integrated planning?
- Should SMART-MR include targets for land use plans or use general objectives that describe the local urban station community level as recommendations in its guidelines?
- Should SMART-MR use indicators as a tool in an evaluation of the progress of achieving sustainable development?
- Should SMART-MR include a recommendation on connections to the hinterland in its guidelines?
- Should SMART-MR include targets for land use plans or use general objectives as recommendations in its guidelines?

Group 1

Example: density should be included as an indicator in planning.

BUT important - it cannot be the only indicator, quality needs to be included too.

- Transport is a means, not a goal. The goal is quality communities for people. Is Transport Oriented Development the way to reach this?
Accessibility oriented development is an alternative term?
- Recommendations need to be different for politicians and planners. E.g. Norwegian political goal to have all transport increase in public transport, bike and walking - good political goal as well as clear and easy for politicians, difficult to achieve in practice.
- Recommendations also differ on the geographical scale - EU/national/regional/municipal/developer



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- Recommendations that you WANT to achieve vs regulations put on you from a higher level. Recommendations and goals need to be formulated so that they are attractive and voters/municipalities want to achieve them.
- BREAM/LEAD - unrealistic black and white checklists - "do you have a mobility plan?" - "yes - it's useless, but we have it". Guidelines need to be flexible and intelligent.
- Car ownership an important factor to influence - if people own cars, they will use them. Also daily services, functions people need in their everyday lives. Relevant questions: what are the effects on these parameters by your actions? Rather than checklists.
- Good quality city/region - Explain/define what you mean - goals to achieve these
- Need to find something that fits to all places, difficult - but this might be a way around it. Local definitions of what is good quality city.

Group 2

Common definition into guidelines

- Difficulties with planning a city with more than one centre
- It's better if we can have common definitions – goals and aims. For example, to consume less resources by being closer/building according to density standards
- Different realities of local areas will fit in context but the goal help defining the purpose.
- Uncertainties within group of what the definition means – should it instead stand for the principles rather than the guidelines?
- We could give suggestions of concepts to further discuss this area
Question if it is possible to read the definition and understand its meaning?
- Is it supposed to scale according to where it is supposed to apply? Is it relation to local area prerequisites?
- Structural methodology implementation
General consensus in that people like tools as part of the methodology
Can we implement ideas from different (small and large) cities?
- A lot of cities might be disconnected from each other when planning, even within the city area. If local areas lack competence and resources this methodological tool structure might be of great importance.
- Municipalities in the metropolitan area – is the framework too abstract? Will it confuse municipalities in what their roles are? On the other hand – the structure can give security and purpose. A lot of municipalities can feel that the lack information or time to process the information
 - Planning for urban station communities - focus point for integrated planning
 - Question asked by group – why not? What are the possible negatives?
 - Group asking what integrated planning stands for?
 - General objectives to describe urban station communities – Should we include targets in guidelines?
 - Urban planning has needs - guidance – not only in relation to mobility
 - Land use plans are specific - Urban planning might be evolving into more flexible and indicator based
How precise will the SMART-MR guidelines be?

- Should it fix targets or use general objectives?
- We need targets in specific land use but also indicators - in the world of big data.
- How do we indicate activities?
General guidelines and objectives for activities?
- Use indicators as tool
SMART connections to hinterland?
- Again, why not?
- Does it mean in relation to Gothenburg or other places as well?
- In the Ytterby-case – needs connectivity to the west and to the hinterland to the west. Kungälv and Ytterby are connected but Ytterby stretches its connections further west.
- Networks are more resilient
- When discussion this with local politicians – hinterland always come up AND the mobility (by car) issue.
- Example Barcelona – Royal roads are coming back in urban planning. They give cohesion and a metropolitan feel. Also integrating the area, making it more resilient.
- We want to say Yes! In this category with a strong focus on the mobility.
- We need building resiliently – alternative ways to get to the stations/multiple stations.
- Conclusion
- Focus on hinterland
- Use mobility as a key

Group 3

- Start with this method. Compare different regions. Be confident and get lost. The process is important. Method good start for the discussion and formulation for the process.
- Regional analysis common things and differences.
- Details not important concept common for everybody. – densification at the stations – participatory process, - mixes use of land. One of the good tools for planning.
- Vantaa in the same process. Stations differ even in country. For example 400 m. difficult but important to form guidelines. Land use - and density done well.
- It's not about density – but density done well.
- Regional areas TOD is one of the tools. Can be a good solution. Better in regional planning than planning for a small city.
- Regional planning.
- A tool for planning. Can we find guidelines.
- Common things can be a part of the guidelines.
- Guidelines – density and mixture of the land. Define good transportation. When is the public transportation convenient? When is density appropriate?
- Polycentric transport system.
- Guidelines and checklist – think of or don't forget this.
- Public involvement
- (Real) Participatory planning is important part of methodology.
- Who are we planning for? Important to find the people who wants to move and live in the place in the future. What do the next generations value?

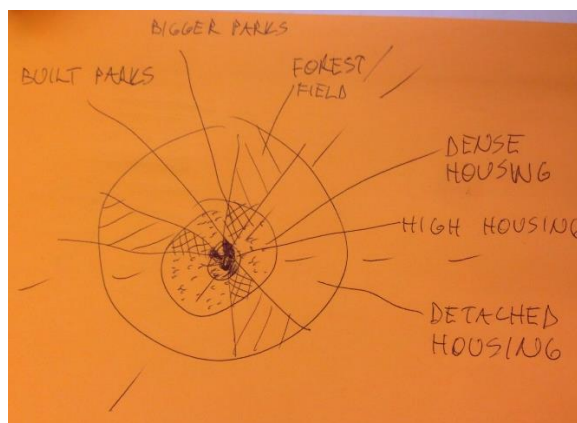
- Social

media – you find peoples opinion. Change how people form their opinion about a place.

- Taking into account local differences.
- YIMBY!

Group 4

- Definition of Station community is needed then a taxonomy/typology of the stations
- Walkability - 500 m - 1 km
- "Bikebility" Principles for bicycle parking and paths
- Mass transit – strong transit
- Attractive area
- Housing structure: sizes and ownership, hybrid buildings, for mixed use, flexible buildings
- Public (– private) use in ground floor or concentration to corners, at least corners will have a café, height of the first floor (3,40 cm in Oslo)
- Not main parks in station area -> pocket parks and gardens nearer stations and bigger parks more far away
- Parking: prioritize some parking places for car sharing and charging points, concentrate parking
- Mobility policy recommendation for planning: first walking, cycling, public transport (like in Helsinki)
- Streets from wider to more narrow towards station
- Each station community should have a own policy recommendations
- Monitoring the development with the approach presented
- General model what you can apply into your case
- Idea of making good city
- Service level? Dense structure helps to concentrate the services
- Service network? Concentrated services or comprehensive service network with smaller units (what is good life?)
- Recommendations for car ownership or car zones? To make car use difficult or even no cars in 500 m from station



Group 5

Who are you going to make the recommendations for?



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Recommendations

- **Diversity**, different backgrounds and different skills
- **Public participation process.**
- Metropolitan/regional level, don't invest money if you don't have a larger plan for all the Station communities.
- **National politicians have to be involved**
- It's hard to create an exact recommendation, it has to be flexible from case to case.
- Social Sustainability.

On what level can a policy be implemented? The answer is local level!

Higher level makes it harder to measure.

Density study is a good regional method.

What kind of communities are we building? Important question to ask. It has to be a Political discussion about this.

Recommendations for the SMART-MR Guide.

Recommendations, a joint agreement with the region like Skåne does now. They say if you build close to the station with great density the region will build better railways or a new station. It's a good motivation.

Methodology?

Targets?

Density?

Methodology as a toolkit, not too binding/strict it has a flexibility to choose one of them...

Set goals and flexible how we do it

Setting incentives, **ability to evaluate the indicators for example, every 5 years.** Might even be able to change the goals.

The Stakeholders involved should be a broader group not just planners.

How can we use the document for transit oriented development? It might be too technical...

We can use the principle of a Top-down approach. Decide from Top-down.

Involve Stakeholders and citizens in the process of a large change.

Flexibility of the planning. It can't be fixed for 5 years.

To start with a holistic approach, start with the public.

General directions are common and recommendation can be made.

If you have this consequence will be this...

If you don't do these consequences will be this....

Group 6

Recommendations on how to plan parking lots, compare it to what kind of services you can provide and where people live today. Prioritize of pedestrians and cyclists before cars.

Local	Metropolitan/ regional	National
<ul style="list-style-type: none"> - Diversity (Eco., soc., environ.) - Public participation. 	Don't invest money if no clear regional plan.	Have to be involved and be a facilitator.



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The policy recommendations will differ depending on what political or administrative level we are addressing.

It is important to keep quality in area development at the centre. This makes it hard to give precise recommendations, and set parameters are not always sufficient to insure the 'place quality'.

The model with a check-list of what measures have been implemented should be replaced by a checklist of effects of measures.

Think of the station areas as 'self-sufficient cells' in regards to providing work, housing, service. Priority of different service functions in the proximity to a station area. The size of the population should be defining to what functions provided. The population size that defines what functions provided will differ between countries.

The goal should be to minimize the need for fuelled transport of any kind.

Methodology:

Holistic approach

1. Prepare for integral planning

(Cooperation/needs/potential)

- detect the needs of an area
- identify the potentials
- build a network of stakeholders who can reach the change (cooperation)

Within this make an overview of:

- the need for information / mapping
- stakeholders that should be involved
- map the potential

2. Use the potentials in the optimal way

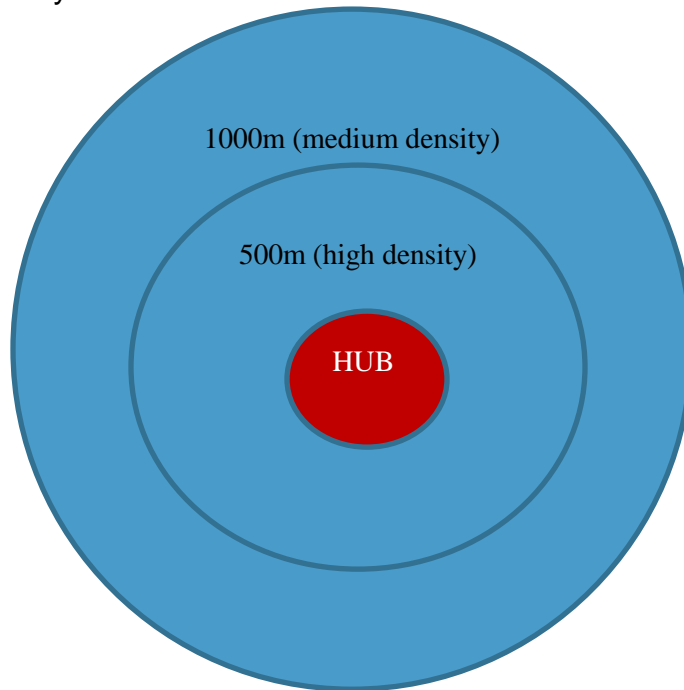
- Set parameters for density – both housing and workplaces
- Make sure that the plan is made for the future
- Quality and resilience is key

Targets:

We did not discuss this at length, however we agreed that set parameters for densification and service provided within a given distance from a transport hub is a good target.

Doughnuts with different densification requirements. Insure that the parameters are flexible enough to use on different sized places, and clear enough for the planners in the municipality.

Density:



Example discussed:

Distance from the HUB defines level for growth and increased density.

Challenge the park and ride system.

- The use of valued land, close to transit hubs and vital PT nodes, for park and ride systems is not seen by the group as a good practice.

Group 7

- Common definition?
 - The societies are very different, it's hard to have only one definition
 - Interesting to compare data but the outcome depends on the density and characteristics of the area. The data will differ.
 - Interesting to make the definition more wide, complement with for example station communities in dense areas within the cities.
 - Relate the type of services that can be provided to the density of the area. Categorize the type of services – what are everyday services and what are services you need to have access to a little further away?
 - Recommendations on how to plan parking lots, compare it to what kind of services you can provide and where people live today. Prioritize of pedestrians and cyclers before cars.
 - But emphasis on pedestrians and their accessibility.

4. Report on panel discussions (moderated by Bo Aronsson)

Why is TOD important (Bo Aronsson)?

Rapidly growing population, more people in the cities, need to find new ways, making cities more dense and resilient. Car is not a future. The space should be used in a proper way. The railway transportation is always a future, you can transport many people faster (Goran Persson).

We want people to use the railway, our strategy is to increase to 3 times more people using railway. Double the public transportation, less private cars, although car is also the future depending on the situation (to be transported to the railway for example). Possibility to people to live in the countryside. Planning new housing close to the railway that people could move there. You need density in small municipalities as well. Need to know how the travellers are thinking (Lena Malm).

Local society already exists. Planning that we get different job offers. Development of a new society including different needs and habits-> new revolution. There are some spots missing in the 1km diameter around the station, we should discover how to connect them. There is a lot of small thinking to do still. Station societies is the first step. The train is the best communication, but crossings are still missing. We should know how to get as much jobs within 1h of travelling (Patrik Renström).

We need a discussion about what kind of society will be in the future. Long term ambition, what kind of lives our society needs. We need to connect political ambitions (Maria Sigroth). Look on the station communities. Role of the station. All stakeholders need to be on board. Need to solve the financial issues, investment in infrastructure, maintenance of the system within the local communities. 3 main roles to advice on planning (supporting documentation, reviewing municipal planning) (Per Kristersson as representative of the National transport administration).

Is this relevant for you, for your metropolitan regions (Bo)?

Discussion on commuting, the railway is supposed to do only one part of it, we should think about how to reduce the transport. To solve the transport and to plan the cities/societies to reduce the transport (Erik Dahl).

It's not all about commuting, we must build sustainable societies. We should plan the city (Goran Persson).

It's a good thing to travel 2h a day, is this a good life? What we would like to have? What is a good life (Maria Sigroth)?

Public transportation can help to the shop, to the job... We need to think in a new way. In my opinion 1h is the limit, not further than this. The people are the ones who decide and not the planner. We should use the houses we have (referring to Kungälv). We should always go back to people (Patrik Renström).

We have to plan to transport people. But from the mayor's point of view, we want to build a dense city, to walk to everything we need, to use bicycle everywhere. Then the transportation for the stores and at the end would come the private car. People can move in the middle of the city, in this way we plan. As a transport committee we plan to make a more efficient



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transportation system. 2/3 of people don't own a car in Gothenburg, or because they don't want, or they don't have where to park or they can't effort it (Lena Malm).

This study (Density study) provides local services if you densify stations communities (Bo Aronsson).

In the future we need to think about the scarcity, what will happen if we can't move. You should think about a mix, not about how people from rural areas are coming to the city (Spanish stakeholder).

We should look into resilient mobility. What kind of society we will need to have a resilient transport (Per Kristersson).

We should rethink the way we work, more and more should have a complex picture about the future. How do we plan, how do we communicate (Maria Sigroth).

We should connect the whole society, how to get to work and how to get to a nice place to live. We should do a total change of how we do things; we have to use the things we have in a fashionable way, to use the houses that already exist (Patrik Renström).

Possibilities to densify the station community, what are the barriers (Bo)?

The administration board acknowledges the one size fits all approach, we should have a preferred future approach and from this to go to each station community (Per Kristersson). It's all about good planning, plan for future, have a prediction about the future society. Create a society where you want to live and work; plan from this perspective. We should have cooperation between different levels (National, regional and local communities) (Göran Persson).

Each area is unique, each area has different demands (Per).

Barriers to implement the idea of TOD (Bo Aronsson)?

It's not only about money. We need to find a better way to build railways, in order to build houses next to the railways. It's all about what kind of society we want to have. We should think about all levels (Lena Malm).

We need more collaboration in the future. Business model in public transport, what about new user experience? (Peter Wolf, stakeholder from Hungary)

This is the revolution we stand on. We have to communicate but we are all in different places. Many plans don't work (Patrik Renström).

Density done well, identity of the locals (Maria Sigroth).

Focus on the spots where we don't do things. Open the outer area of the ring, connect the surroundings (Patrik Renström).

Plan things together, share the picture, plan what we want to achieve, plan things with young people, young people are sensitive for the future so we need to talk to them (Lena Malm).

We must to set-up the goal; coordinate the plan between regional and local levels (Göran Persson).

Take the role to represent all the interests. New version of planning, more comprehensive, more future oriented (Per Kristersson).

5. Report on workshop session 3

Final group discussion on policy recommendations

What conclusions can be drawn in developing/transforming a station community? The final discussion was including only partners and their stakeholders. No local or regional stakeholders participated.

Panel discussion with all groups

Transit oriented development → another name, better than the Station community

- Good connectivity
- Space for development within the station
- Diversity of services
- System of streets... Avoid using cars...
- According to the human scale
- Goal to reduce cars.... Parking lot NOT in the city centre....
- Reduce the need for cars in the station area.
- Deviate, why?
- Diversity, Social Sustainability, prizes, different houses.
- Density in the centre. Big density in the centre.
- Parking not in the best spaces/locations....
- Public space, walking
- Mix in land use and building use
- Social mix
- Property mix
- Different architecture and ground floor for business/service/walkability not housing.
- Walkability
- Replicate old town.... Where would we want to live? Liveability.
- Holistic approach is very good, map the needs, potential of the place, cooperation with municipality, set the frame and goal.
- Target, sustainable, resilient, attractive, optimal use....
- Central city and regional cities...

What should the densification be?

- Station and city centre are not always the same. It can be elsewhere.
- Stations are preparing for the future, room for adjustments
- Densification 90% within 1km...Densification...

You get this service within this...

- Transit oriented development is better than car. System of planning, legislation that helps you.
- Everyone will build until the circle is full...
- Goal is to reduce the need of transport...
- Workspace and services provided in the community so we don't need....
- Don't lose the places identity, don't build it way...
- Park and ride (not always good).
- Buses are in the same, the plots are high demand....
- Leave the car as far out as you can or take the bus...



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- Pocket

parks close to the station

- Other larger park and greener areas further out.
- Narrow streets so they can't come by car....
Walk, bike first.
- Renovation will have the same principals as new buildings, floors for services etc...
- Main goal is accessibility.
- Ability to reach something...
- Liveability, liveability, nice places to live and stay.
- Accessibility development.
- Making them connect.
- Only build parking lots....
- If you don't build housing,
- No parking lots in front of the station...
- To make the place a safe way to live - feel safe and it's a good place to live.
- Needed to have the services...
- Formal agreement, density housing, services... less parking...
- Tools to make people not prefer the car!!
- Parking lots further out so they won't compete with the buses, in the same traffic.
- Parking in houses and in many floors, not as close as possible, it could even be car free further in.

6. Final presentation of group discussions by the leaders of the groups (Pia, Balazs, Matej, Carmo, Liv Maren, Silvia and Roberto - Moderated by Per)

- Set a common, though general definition & typology of station communities;
- The methodology should be used as tool;
- Set goals but flexible to reach them;
- Evaluate the goals;
- Change the goals if needed;
- Incentivise the population;
- The guidelines in the study are very technical maybe cannot be useful for all MRs, quality of the intervention is important;
- Define a common goal, methodology flexible and include bottom-up process;
- Flexibility of planning;
- Take care of feedback, change the planning during the process;
- Tool for participation;
- Set the targets and negotiate the process;
- Use SWOT analyses to analyse the area;
- Not happy with the expression Station community->TO community is better;
- Diversity of use and services;
- Good feeding system, street system avoiding cars;
- Development should be scaled to the people;
- Parking should be located in the centre;
- It's difficult to settle numbers as we have different MRs;
- Diversity (housing);
- Recommendations for the density in the centre could be settled;
- Cyclable & walkable;
- Ground floor should be meant for economic or cultural events;
- Plan places where we all would like to live;
- How regions approach the municipalities (holistic approach, mapping the needs and the potentials, goal sets, targets: sustainable, resilient, attractive, different parameters to develop different areas, preparing for the future and not limiting the future development);
- TOD is better than car based development-> you need: system of planning, legislation, taxation for developers and political support;
- Thinking locally;
- The goal is to reduce the need of transport;
- Not lose the place identity;
- Location of Park&Ride is a problem (usually located in the best areas to be developed);
- The park for cars should be concentrated and increase the car free areas;
- Existence of pocket parks within the station community;
- Narrowing of the streets towards the station community;



- TOD in

south countries is oriented to renovation of existent houses and not building new infrastructure;

- Way of reaching things instead of accessibility;
- Flexibility.

7. Commentary

The aim of the workshop “Transit Oriented Development” was to explore the concept of TOD from the perspective of small to medium size Stations Communities/Station Areas. We concluded that neither of the names was useful for the guide. The main reason was that the concept is perceived to mean differently in SMART-MR partner regions. Already in the Inventory these different definitions were brought forward and continued during the workshop sessions.

The discussions resulted in that the methodology is an important tool to use in a structured dialog with stakeholders. But it should not be so structured that it is inflexible. With the experience from previous workshops, especially the WS1 on Participatory planning, it is important to include stakeholders and make all comfortable with the planning process. In this respect it is important to find indicators that follow up the commonly shared goals should be used in developing the area. In finding common developing goals for an area SWOT analyses could be used as a method for learning together. Often different opinions are just having opposing perspectives. For example, some stakeholders would see it as a strength if the population increased while it could be perceived as a threat for others.

The participants agreed that developing in and around a railway station or other transit hub is important tool to or sustainable mobility.

At the same time the TOD methodology is focusing on Transit and Development. The discussions brought in diversity, holistic, liveability. Therefore, a change in name and concept could be reasonable to propose as Liveability Oriented Area Development (LOAD).