

 Michał Beim, Bogusz Modrzewski

**A Vision of Sustainability, or Spatial
Chaos?**

**Polish Spatial Planning and Arrangement
Policy Dilemmas in Contemporary Theory,
Legislation and Practice**

Poland – basic information

Poland:

- Population:
- - total – 38 192 000
- - density – 120 p./km²

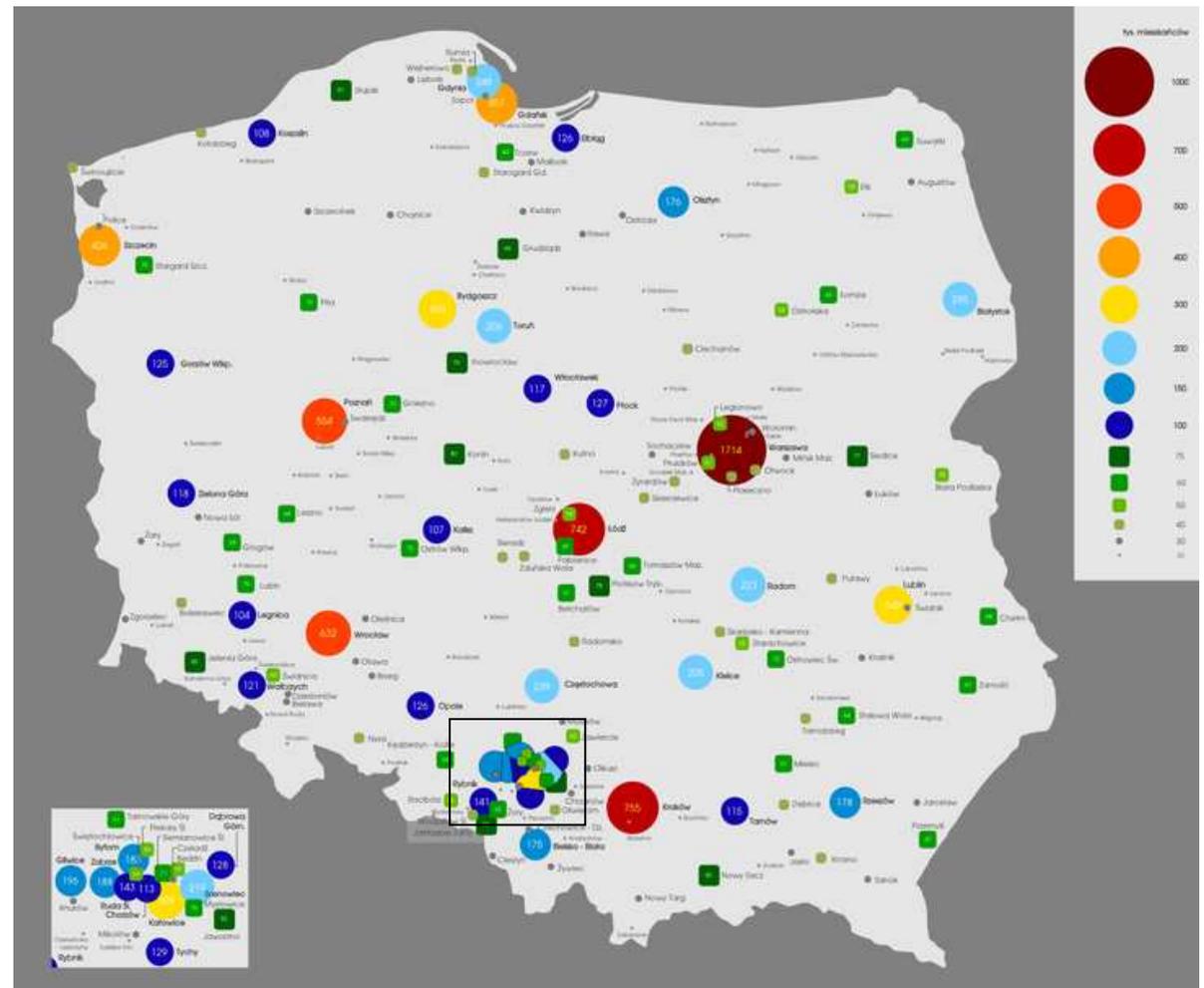
Cities and towns:

- - +400k - 7 cities
- - 200k-400k - 10 cities
- - 100k-200k - 22 cities

Urban population: 61%

GDP per capita

- - PPP - 13 300 EUR
- - nominal - 8 600 EUR



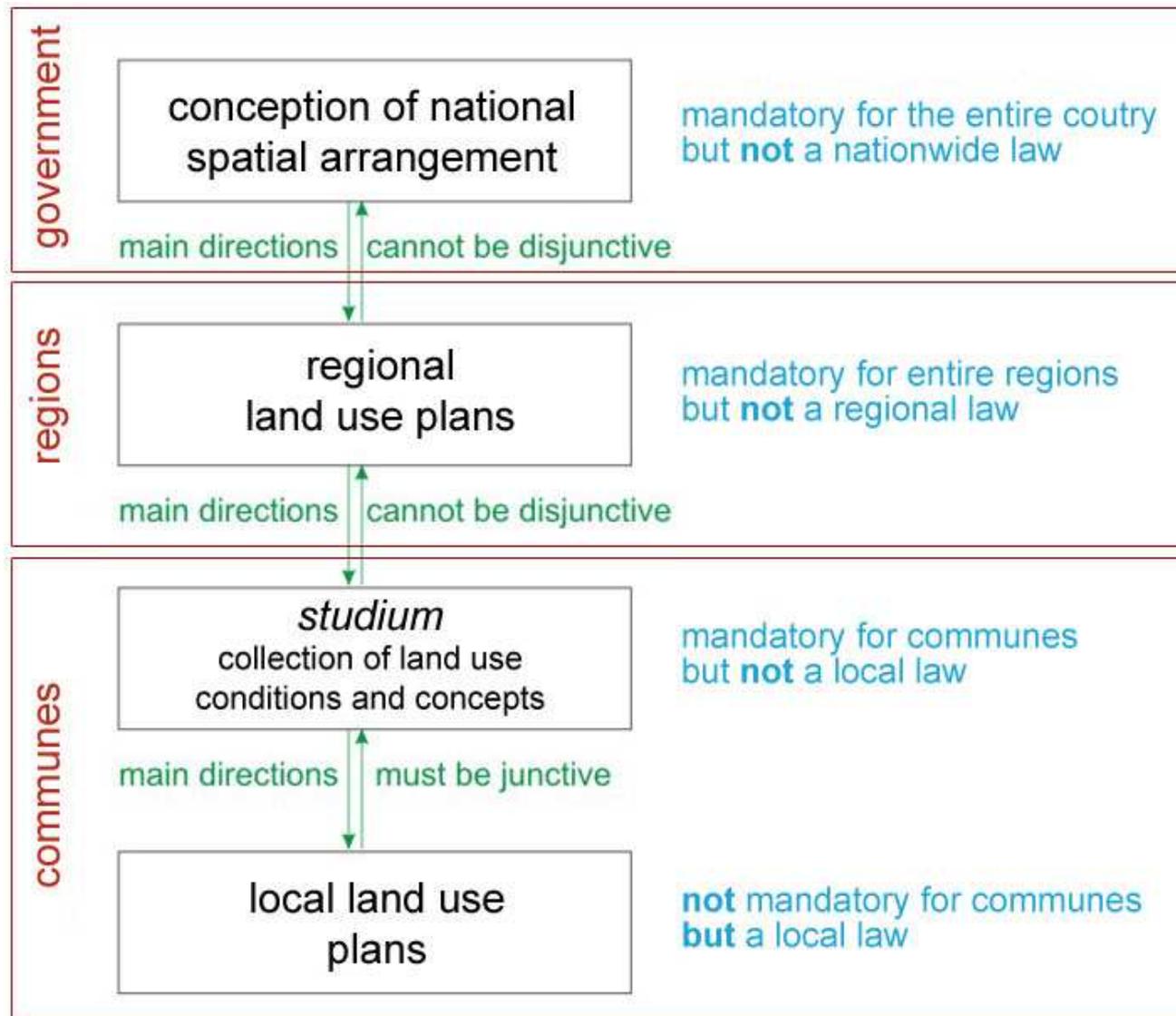
Polish cities > 20 000 inhabitants
source: Pancerola

Introduction

EU Structural and Cohesion Funds investments throughout Europe can either drive sprawl or support its containment. Investment in new motorways and other road connections readily attracts new development along the line of the improved transport links, frequently exacerbating urban sprawl

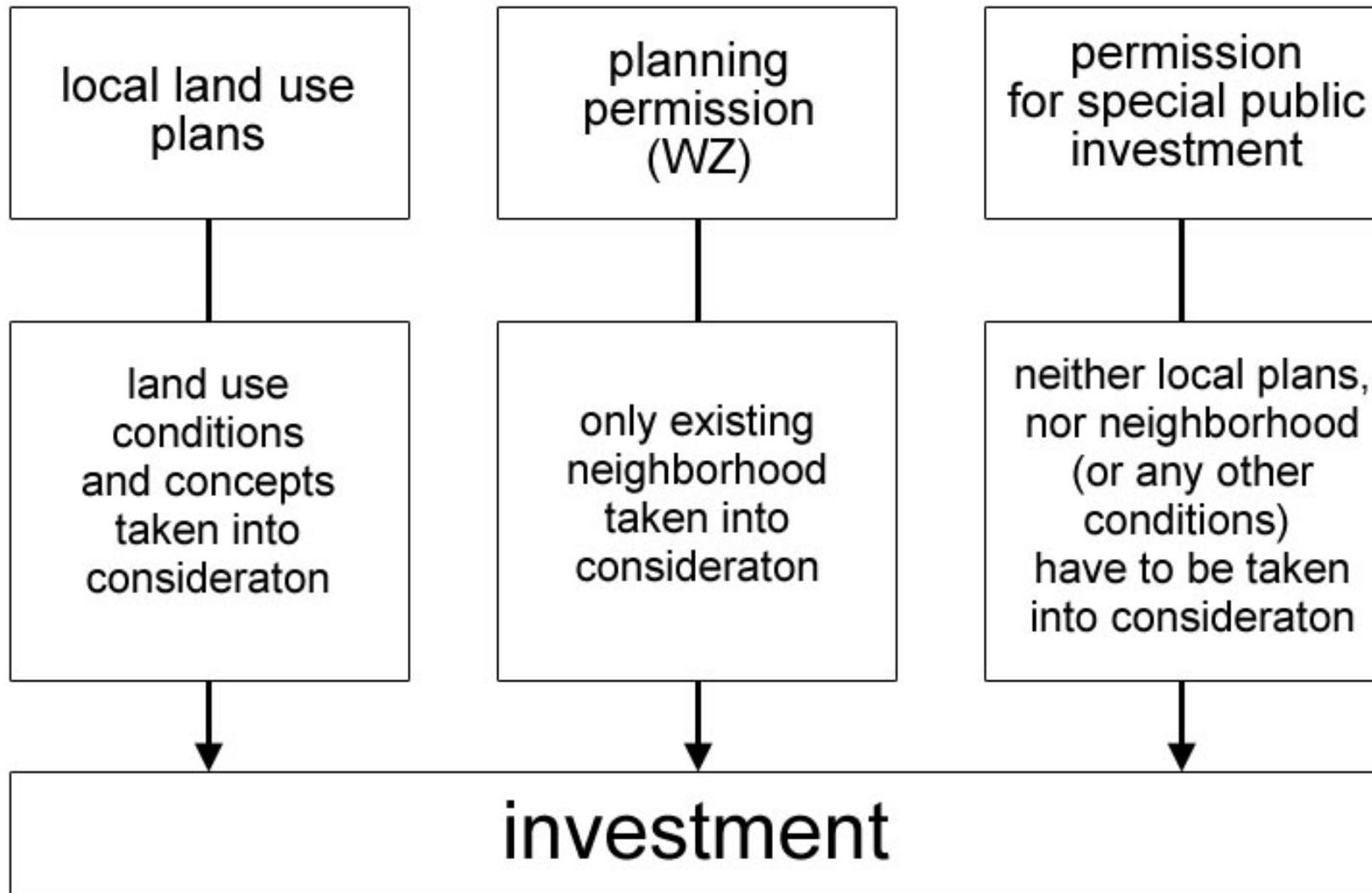
(EEA Report, 10/2006 p. 18)

Polish planning law



own compilation

Investment procedures in Poland

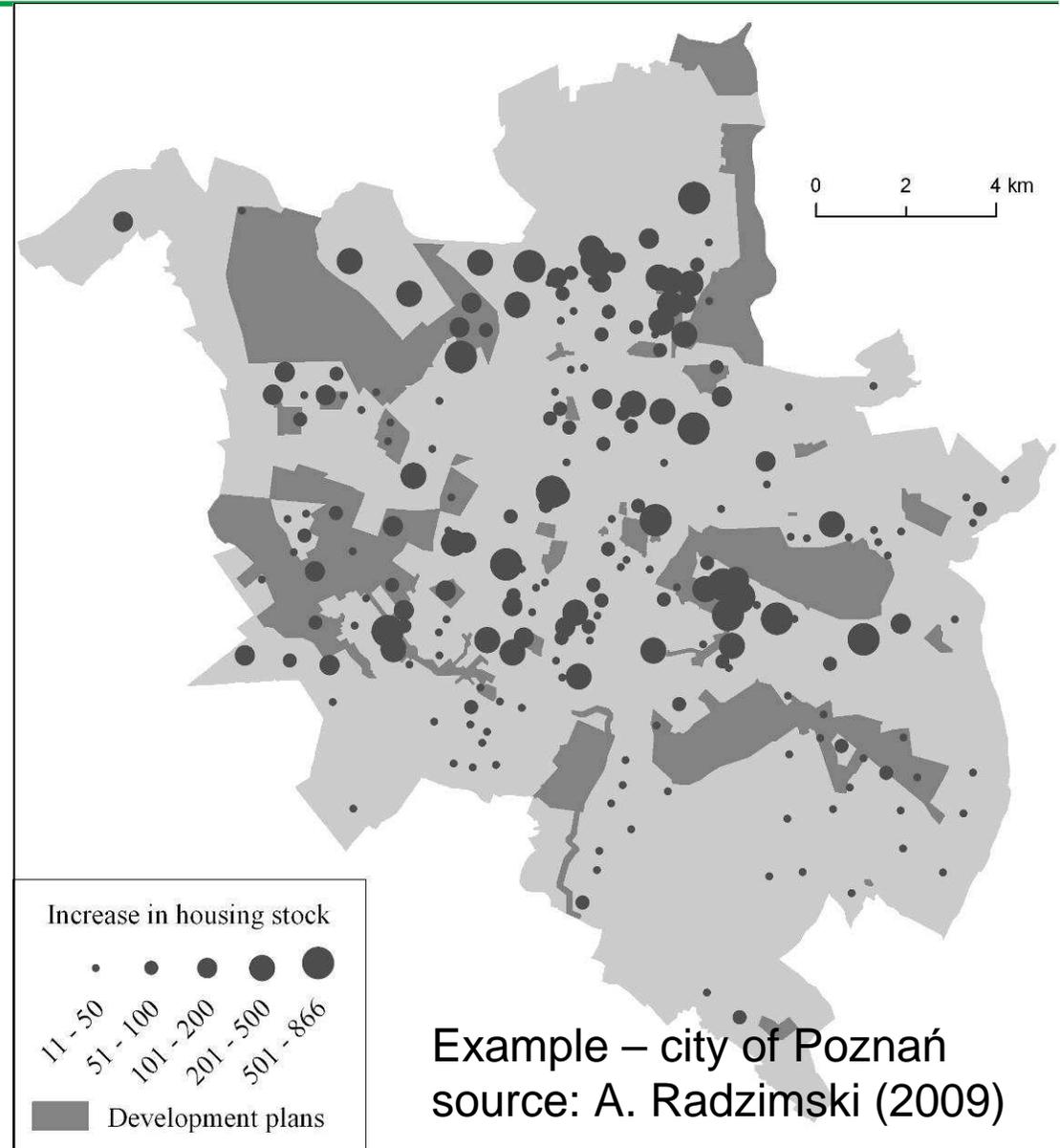


Investment procedures in Poland. Source: Own compilation.

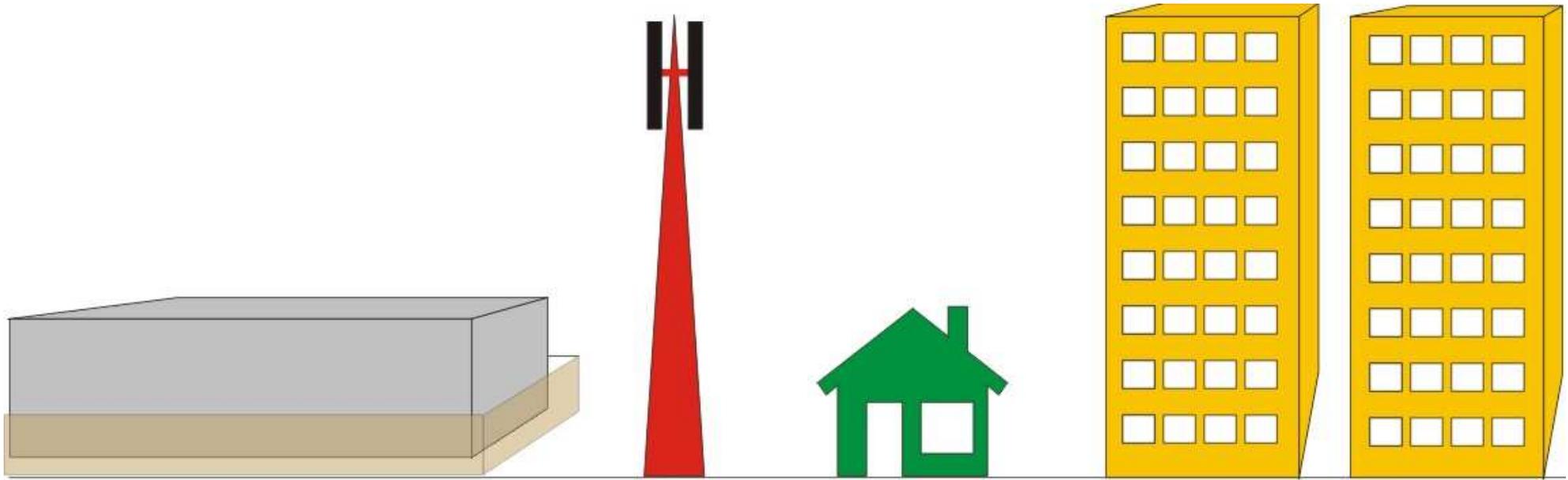
Practice of investments

I Poland 2007 was:

- about 30% of the development permissions were issued according to local plans
- about 60% according to planning permission,
- over 10% as permission for special public investments



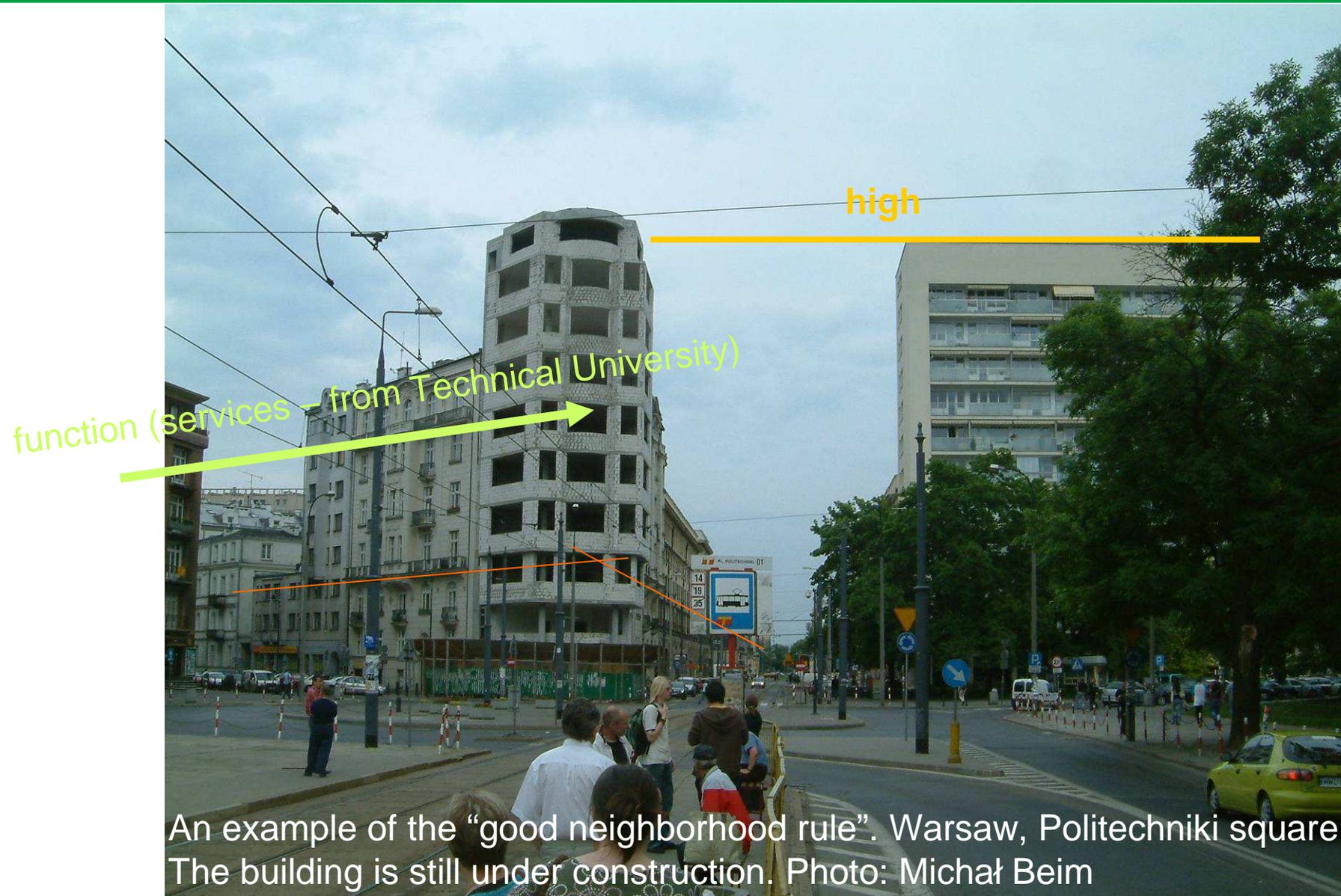
Planning permission in practice



density + high + function = result

An example of the misuse of “the good neighborhood rule”. Source: Own compilation.

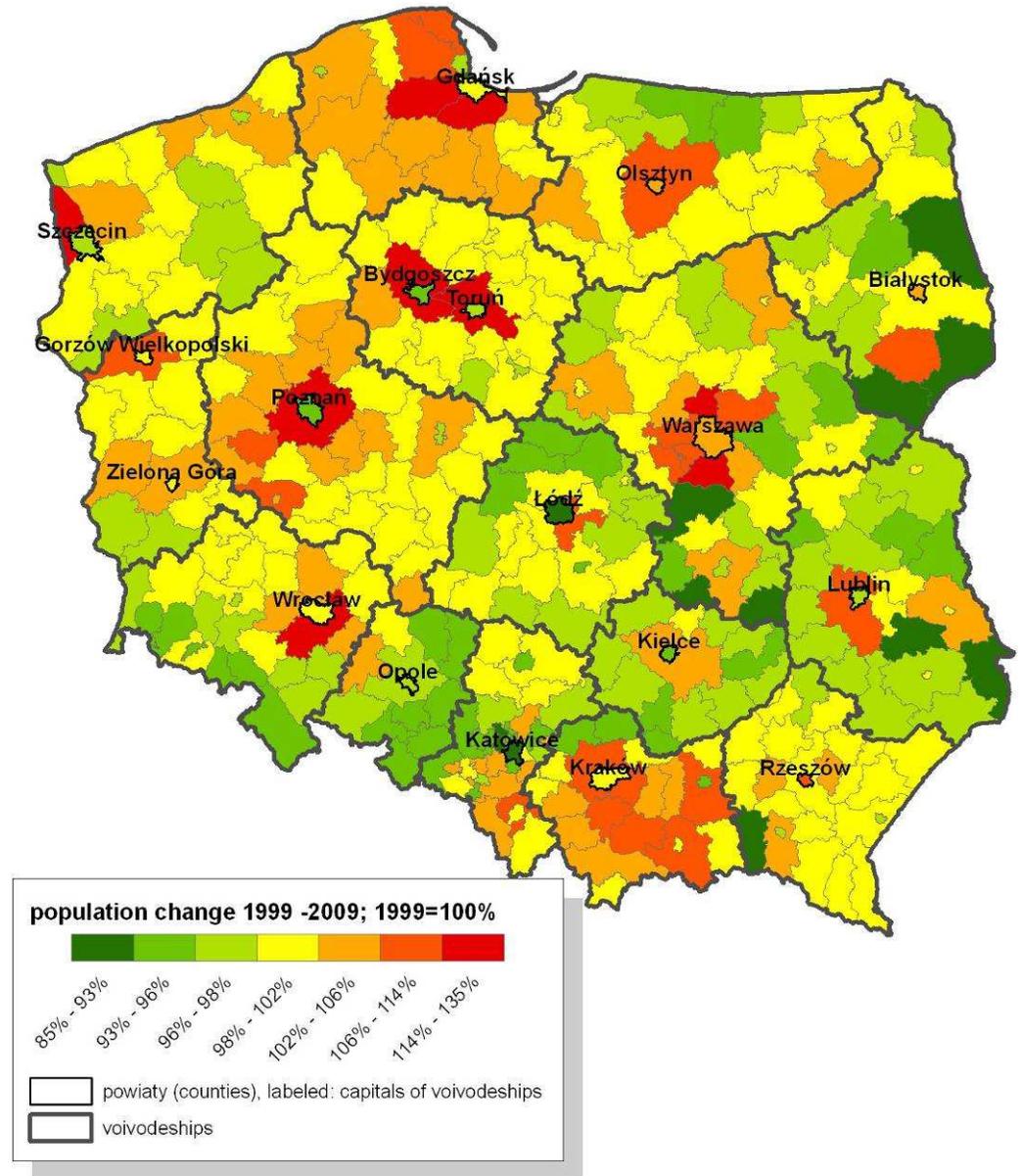
Planning permission in practice



The lack of common planning in metropolitan areas

Unusual situation of specific local development competition between suburban communes: new inhabitants, higher incomes...

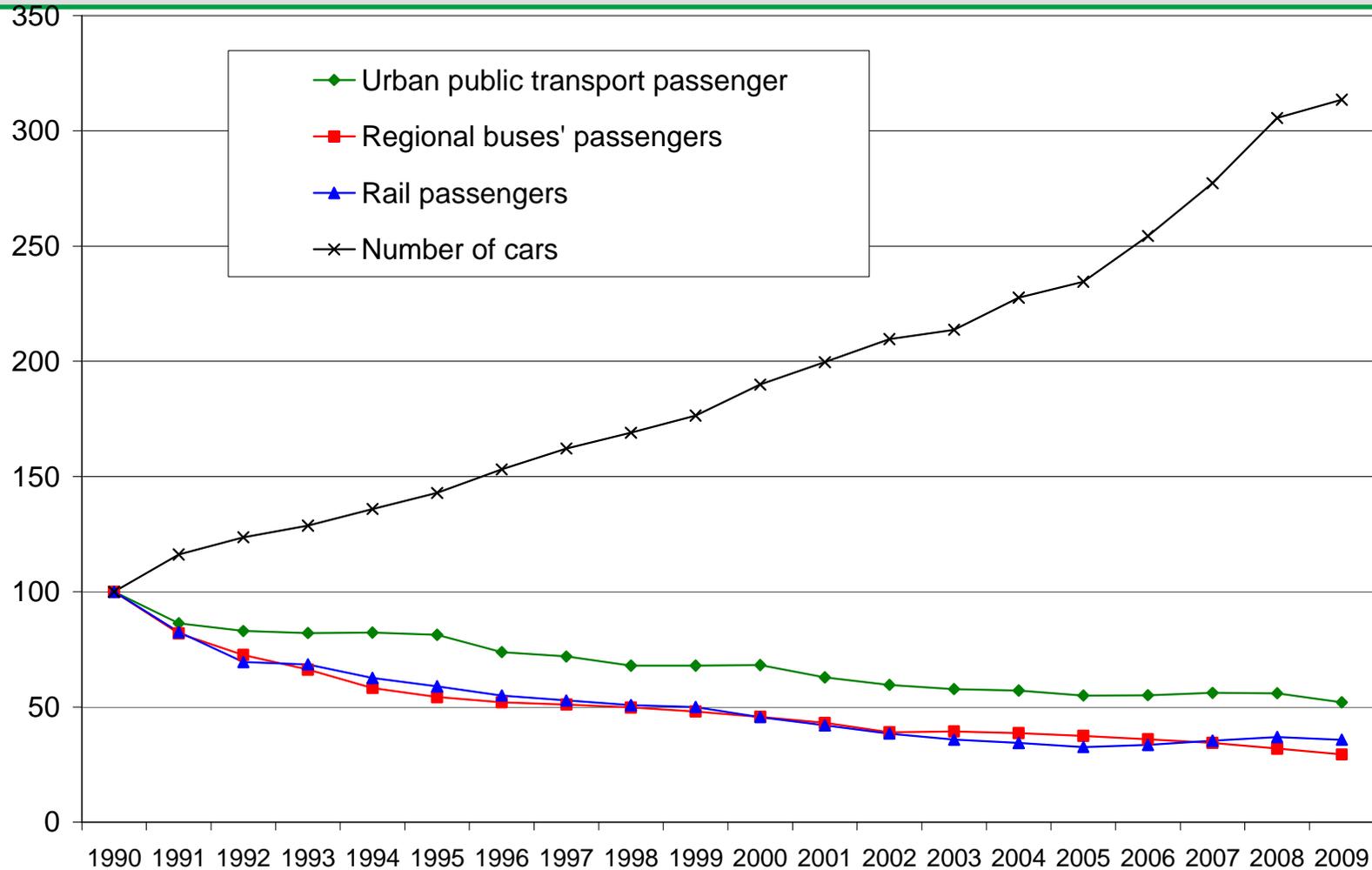
but no responsibility for infrastructure.



The role of transport

- Inversed urban logic: high priority of projected transit transportation needs excludes the investments in real urban infrastructure („we need another huge power plant, but we do not intend to save energy instead”)
- The urban design have been converted into (individual) transportation problem
- At the lack of the strong urban planning law, the investments in transport infrastructure decide on land use and on the placement of new investments (urban potential)

Trends in Polish transport



Trends in Polish transport. Year 1990=100 (1990: 7264 Mio. urban public transport passengers; 2084,7 Mio. regional buses' passengers; 789,9 Mio. rail passengers; 5.260.600 passenger cars).

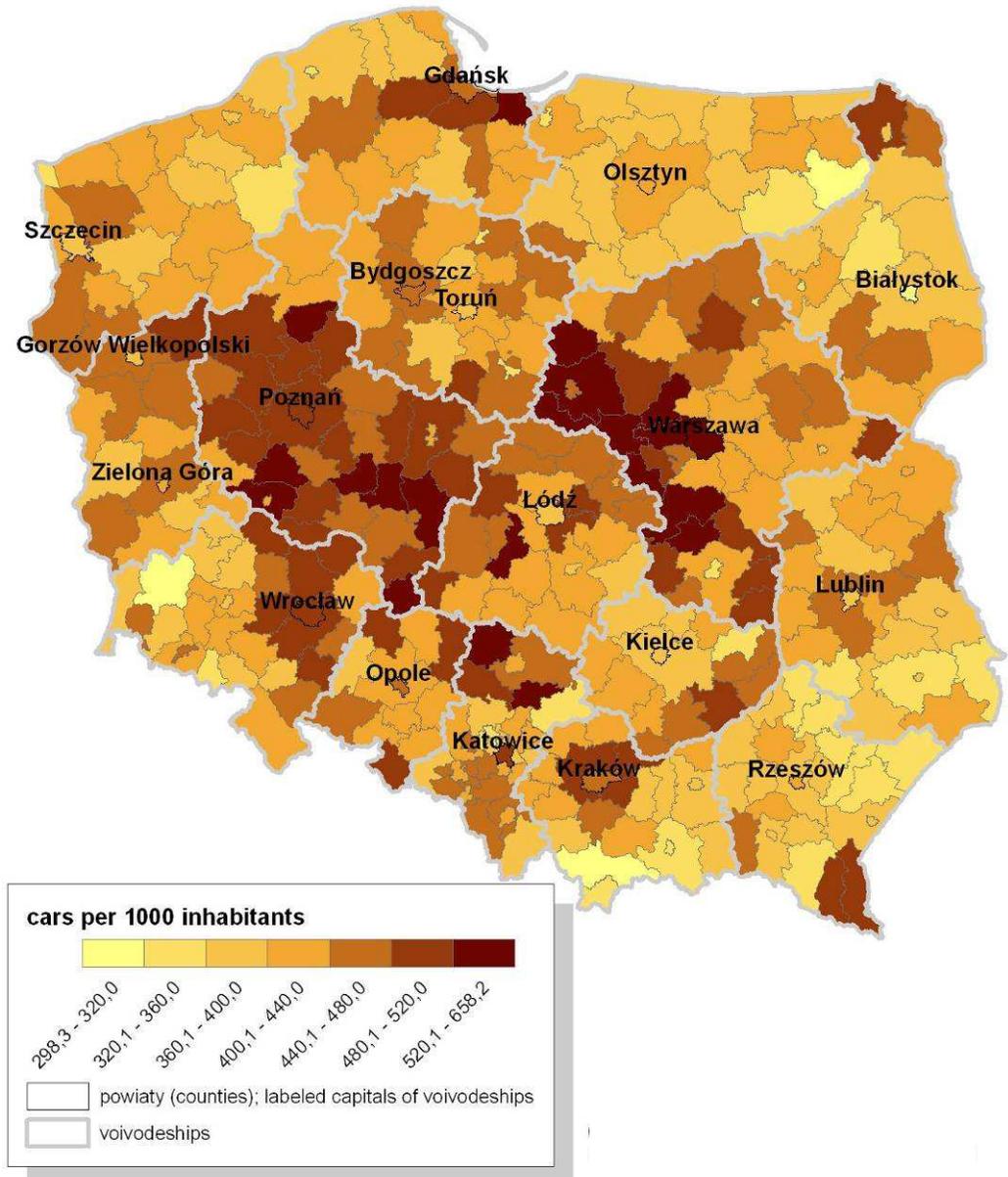
Own compilation based on GUS

Trends in Polish transport

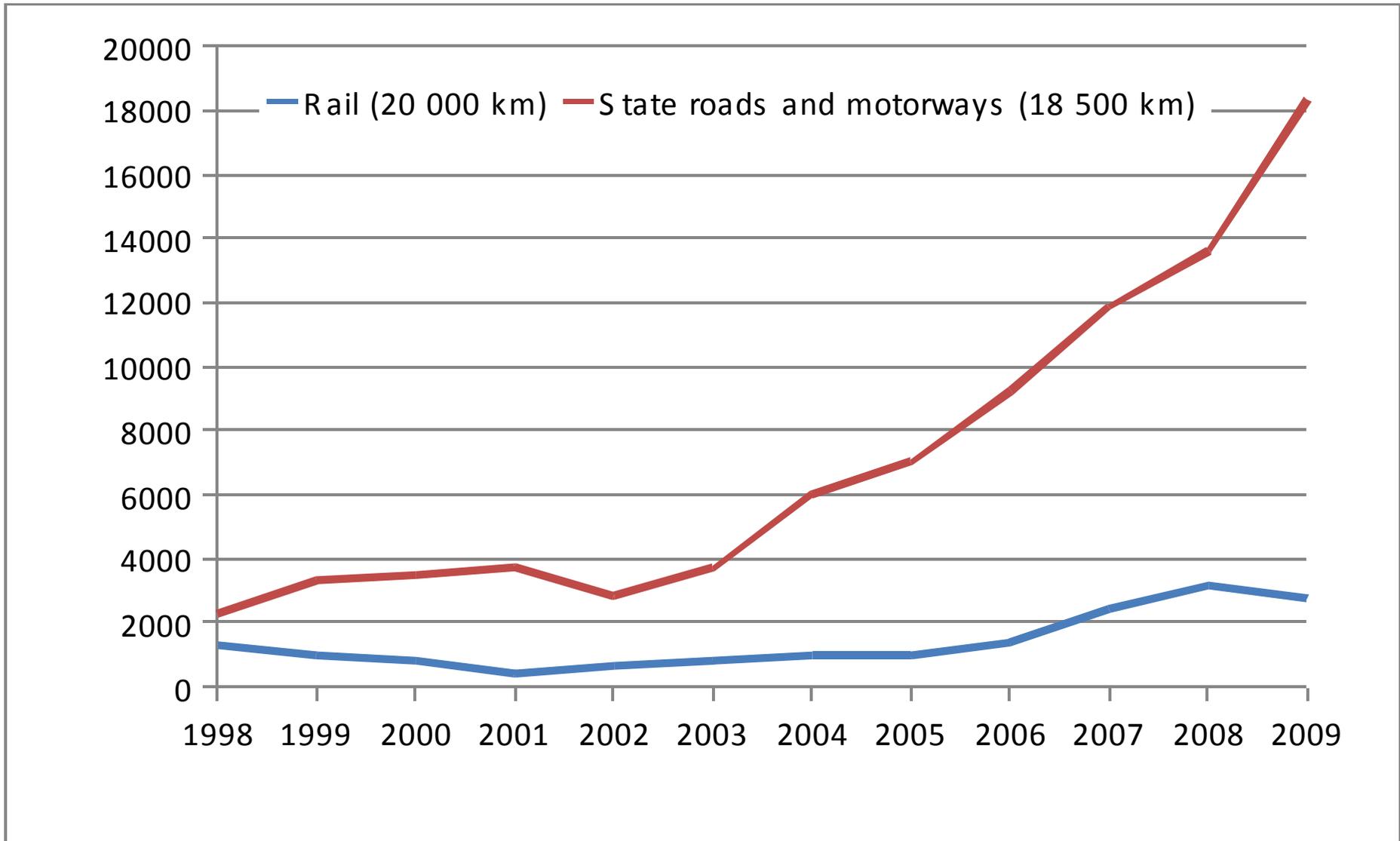
Motorisation level:

- in Warsaw 536 passenger cars per 1000 inhabitants,
- 515 in Poznan,
- 464 in Krakow.
- 463 in Bydgoszcz.

More than Berlin,
Hamburg, Vienna or
Paris!



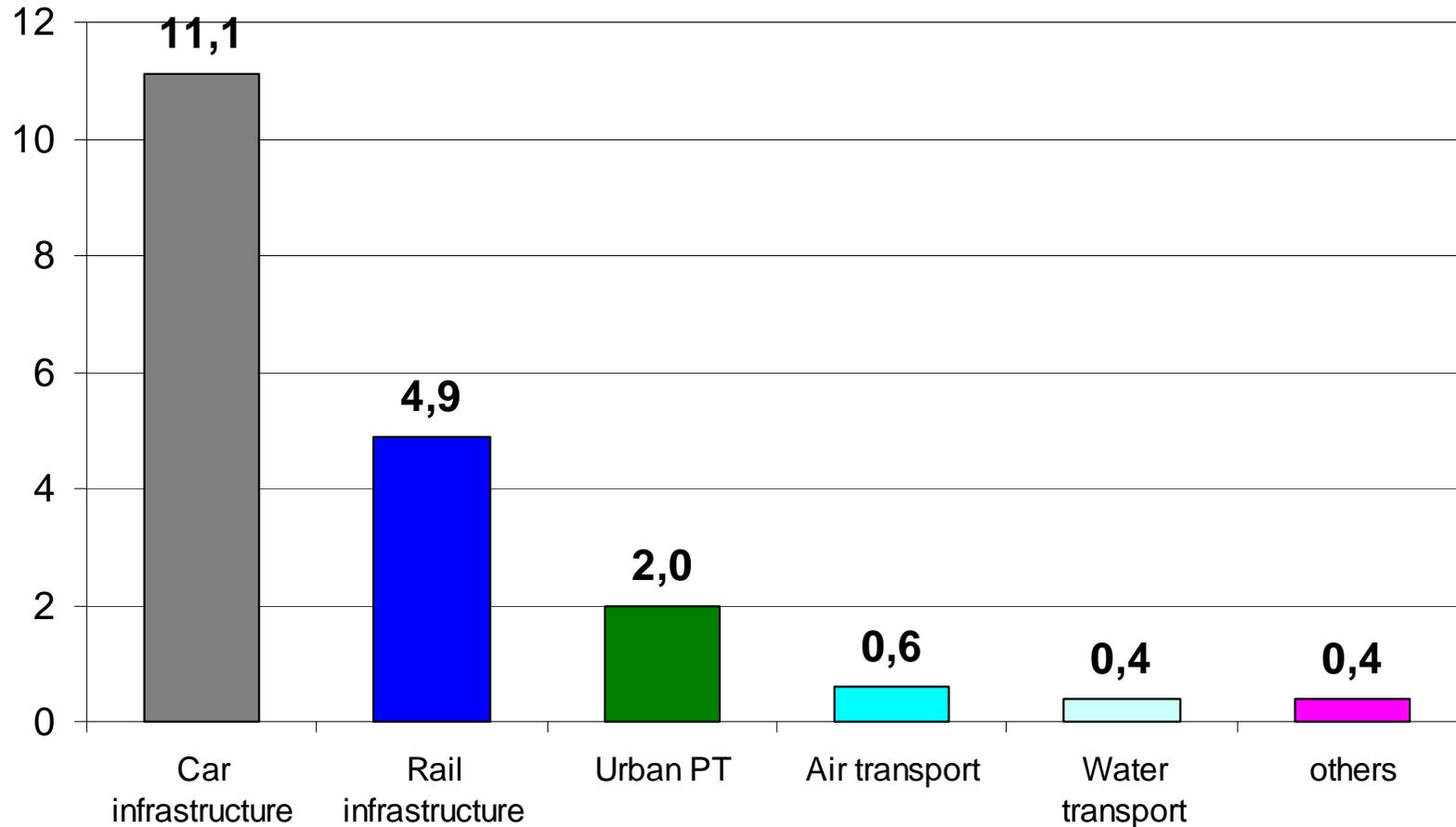
Spending on transport in Poland



Own compilation based on Polish Railways Network and General Management of State Roads and Motorways

Spending on transport in Poland – EU money

EU Programme "Infrastructure and Environment" in billions (10^9) EUR



Own compilation based on Ministry of Regional Development

What to do?

Two ways of new urban planning law:

- **Incentives system:** tax and reward promoted development within (not without) clearly designated and priority urban areas (necessary institution of urban border and regional policy of coordinated infrastructure distribution) i.e. transferred development rights, regional TOD corridors etc.
- **Penalties system:** strict open space management law, with unnecessary investments outside urban areas or esp. inside protected, prohibited or endangered natural zones.

Mapping development priorities as well as rural reserve and PRESERVE (regional plans) must be essential.

Thank you for your attention!

Dr. Michał Beim

michal.beim@imove-kl.de , +49 631 2053813

imove - Institute for Mobility & Transport

Kaiserslautern University of Technology

Paul-Ehrlich-Strasse 14, D-67663 Kaiserslautern

Fax +49 631 2053905 , <http://www.imove-kl.de>

Dr.-Ing. Bogusz Modrzewski

b@message.pl , +48 505 921830

WSPS - Warsaw School of Social Sciences and Humanities

Campus Poznań

ul. gen. T. Kutrzeby 10, 61-719 Poznań

<http://www.wspss.pl>

