SF 1: Long-term political stability through planning and management approaches that exceed a single election period

Fr	B	C	NY	S	T	Total
9	4	8	9	9	7	46

Example:

In 2011, the city of Singapore established a long-term structure plan called „Designing our City: Planning for a Sustainable Singapore", which covers the economy, the environment, social issues and the issue of „land and sea". Overriding this, there is a concept plan that specifies the action areas and their running times, which vary according to requirements (e.g. valid for 50 years or have to be updated every 5 years, etc.). In addition, a master plan illustrating the concepts has also been published.
({Urban Redevelopment Authority #30}).

The city administration of the city of Freiburg has published a charter with a guideline that contains its vision for the development of the city. The charter has intentionally not been issued as law but as a principle and is, therefore, based on voluntary participation. It is intended to serve as a guide for future urban planning and development ({Freiburg 2012 # 31}).

1. Differentiated description of the key field

In most cities, the planning of the urban structure is currently situational and project-based and is often limited to the next 5-10 years. To ensure a high quality of life and supply security for future generations, sustainable and long-term urban planning is increasingly required. (Plans that extend 30 years into the future are referred to as long-term.)

The long-term systematic planning of the urban structure is a holistic analysis of the actual situation, a continuous collection and analysis of data and the formulation of a vision for the city in 30, 50 or 100 years, which is based on a previously established model (e.g. the „compact city"). The fixing of ambitious targets can contribute to a more positive development because it encourages people to achieve these goals.

Planning must be decided on by all stakeholders of the city jointly (administration and citizens) and must not be dependent on the current government of the country or the city, but must superordinate to such bodies. Depending on the size of the city, such planning takes an immense planning effort and requires constant monitoring, which becomes more manageable and predictable if, for example, short-and medium-term planning steps are embedded in the long-term strategy. This prevents false predictions from becoming the basis of further planning for years, and cyclically changing circumstances and needs are identified.

Possible areas of planning:
1. Population
2. Transport
3. Mobility behaviour
4. Water supply
5. Waste disposal
6. Resource production
7. Energy

Previous application of long-term planning:
- No long-term mandatory urban planning has taken place in German cities in the last 20 years.
- Copenhagen has city development plans for climate change, but not explicitly for the urban structure ({Copenhagen 2011 # 32})
- In NYC, plans usually last only until the next legislative session; PlaNYC is setting initial objectives for the year 2030 (PlaNYC {# 33})
- In Singapore, it is possible to plan up to 100 years ahead thanks to a stable and reliable government
- In Tokyo, private companies are taking on the planning and development of the Metro lines; otherwise no long-term plans are known of

2. Reference to sustainability:

The fixing of a long-term systematic planning of the urban structure is in itself already sustainable. Ecological examples that could be mentioned are the reduction in the environmental impacts brought about by intelligent traffic routing or the supporting of alternative transportation; economic benefits arise from forward-looking planning and associated savings; and the social aspect is covered by the timely provision of adequate affordable housing or schools in line with projected population growth.

Risk if ignored:
Uncontrolled growth and unnecessary consumption of resources

3. Relevance to industrial sectors?

Mobility:	High
Energy:	High
Production & logistics:	Low
Security:	Medium
ICT:	Medium
Water infrastructure:	Medium
Buildings:	Medium
Governance:	High

Brief description of the high level of importance:
The city administration, which has to generate the laws and general conditions, must be designated as the initiator of the key field.

Forward-planning is reflected in a functioning city that controls its growth – something which is of benefit to all the companies in the city. In the future, the mobility sector in particular will play an increasingly important role, since various new and innovative mobility concepts and their mutual interaction promise great potential with regard to more sustainability, but also require a high degree of organisation and the development of new vehicles. The saving of energy and steadily improving load management form another basic pillar of long-term sustainability planning but are structurally not as influential as the mobility sector; nevertheless energy companies and producers also face the challenge of the restructuring of the energy supply and its related infrastructure over the long term.

4. Impact:

- More accurate forecasts possible
- Security for future planning because a framework plan already exists – one knows what to expect
- Dissatisfaction if projected plans are not complied with

5. Implementation measures:

1.) Definition of targets for the urban structure in 30, 50 and 100 years' time
2.) All planning authorities cooperate to jointly develop a vision
3.) Creation of framework/master plans for the future
4.) Citizen information: informing citizens about the goals and encouraging them to participate, possibly by putting incentive systems in place
5.) Creating milestones at 5-year intervals
6.) Gathering and examining intermediate results

6. Actors: Who can shape things? With whom?

All players of a city jointly shape the structural plan, primarily the city administration with the help of citizens and the technical support of urban planners and research facilities.

The data are provided by research facilities and the Statistical Office.

Construction companies, vehicle manufacturers and other private enterprises help to implement the plans.

7. Prerequisites:

No specific prerequisites necessary.

8. Obstacles/barriers:

- At present, data are not regularly collected
- Forecast uncertainty: no reliable data available for the future
- Fear of false predictions/non-achievement of the objectives
- Scarce financial resources

9. Indicators:

What information must be collected to identify the key field in a city? If necessary, establish a reference to the existing City of the Future indicators
- Are data on urban structure regularly collected? (y/n)
- Are the data regularly analysed? (y/n)
- Are regular forecasts (population, housing needs, market development) carried out? (y/n)
- Are the forecasts regularly updated and adjusted? (y/n)
- Are there any long-term plans at the country level? (y/n)

10. Special features/remarks: