



Aalto University
School of Engineering



comments

Vesa Kanninen

*Aalto University
Department of Built Environment*

The Spark(plug) Paradoxes

**Assumed paradox 1: urban improvement
– does not improve urban quality**

**Assumed paradox 2: transport improvement
– does not improve mobility**

**Assumed paradox 3: TOD improvement
– does not improve accessibility**



Policy, Planning and... the result?

Preventing overspill of (non-TOD) activities

→ calls for municipal/regional policies that

- Enable favourable place-specific conditions and attractiveness for non-car mobility and accessibility
- Balance between restrictive (parking) measures and provision (of parking)
- Separate parking costs from housing prices

→ calls for (city-regional) planning beyond the localities

- Creating conditions for city-regional non-automobile dependent mobilities and accessibilities with integrated planning approaches
- Creating a network of node/place station areas

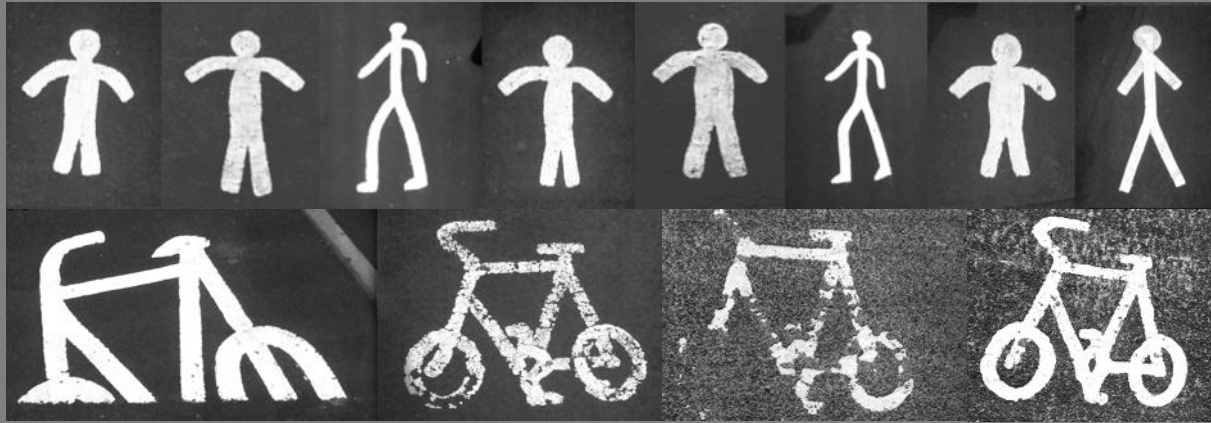
Creating expensive havens for those who already live sustainably?

Internalising transport cost, creating more equitable 'public goods'?

Improving urban environments, urban structures and urban places?



Aalto University
School of Engineering



comments Kiitos!

vesa.kanninen@aalto.fi