INTEGRATING MUNICIPAL LAND USE PLANNING WITH ACCESSIBILITY PATTERNS: EXPECTING (OR NOT?) SMARTER EXPANSION AREAS IN THE LISBON REGION?¹

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Abstract. The last decades have been favorable to the development of transport integration issues with the regional planning and urban policy agenda. This integration is supposed to help reduce land consumption outside the urban areas. In Lisbon, the Municipal Master Plans (PDM), approved in 1990 and currently in force, are still the main tools to implement such a strategy, but have failed to curb the expansive tendency of the city-region and a significant decrease in agricultural area and agro-forestry in the region, the most productive within the country.

Based on statistical analysis of land use, census of population and PDM’s, this paper examines how the municipalities of Lisbon region took into account the principle of transport / land use planning integration. The results show that the options for municipal planning tended to ignore the proximity of public transport when defining the location of expansion areas, and that the urban pressure projected by these strategic documents is exerted on agricultural and agro-forestry lands in a dispersed form that does not match the widespread incentive. Regardless of the actual subsequent developments, it is shown that the municipal planning suffered, in this case, from the lack of a clearly proactive dimension.

Keywords. Periurban agriculture; transportation; transit-oriented development; transit-joint development; municipal planning; regional planning; land-use; smart growth; urbanization; urban sprawl.

JEL: R14, R40, R58, Q10, Q24

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