

Planning for Low Carbon Mobility: Exploring the Relationship between Stakeholder Engagement and Transport Policy

C. Legacy

Abstract—The way in which population growth is managed within the urban region has implications for how people move around and where they move to. To aid with managing this growth, the strategic spatial plan provides a socio-spatial articulation of where and how growth should occur. The transition from a car-dominated transport system to one that supports low carbon mobility – walking, cycling and public transport – is a key feature of these strategic spatial plans.

The extent to which these plans deliver and are successful at facilitating a transport shift toward low carbon mobility in the region is shaped by whether the established strategic plan is a good plan. To achieve this, the plan-making process must enable professional planners, politicians and the public the opportunity to engage with the development of its content. It is the aim of this paper, therefore, to examine how the plan-making process, and the selection of either a participatory or a deliberative approach to stakeholder engagement, enables the subsequent plan to achieve the required shift away from a car-dominated metropolitan region.

This paper examines deliberative and participatory based approaches to plan-making used in the development of two metropolitan strategic spatial plans: Metropolitan Perth's *Network City* and Greater Vancouver's *Livable Region Strategic Plan*. Data for this research was collected using open-ended interviews with professional planners, politicians, academics as well as analysis of archived documents and conference proceedings. This paper reveals that a successful plan and therefore a successful shift toward low-carbon mobility depends on how the knowledge provided by the professional planners, the politicians and the public enables social and political acceptance of the plan as a legitimate and appropriate way forward.

Keywords—Deliberative democracy, low carbon mobility, metropolitan planning, participatory planning, strategic spatial planning.

I. INTRODUCTION

THE way in which population growth is managed within the urban region has implications for how people move and where they move. Freedom of mobility, a reality brought on by the wide uptake of the private automobile has enabled people to choose where they live independent of where they work. Dispersal from the city centre has in part been influenced by the rise in car ownership [1]. In Australia, for instance, car ownership increased tremendously from the

1950s by increasing to 10.4 million in 2003 compared to 769,000 in 1950 and 76,000 in 1920 [2]. This remarkable growth in car ownership is an indicator of a population that is dependent on the private car for mobility. In Melbourne, Australia for instance, 77 percent of people rely on the private car for transport to work relative to 13 percent that travel by public transport [3].

Compounding the rate at which car ownership has increased is the rise in population growth in urban regions. This low-density suburban situation, a consequence of population increase and dependency on the car, is described by Stephens and Wikstrom [4] as a 'failure of government to effectively control patterns of land development'.

A rise in population impinges on the ease at which mobility is achieved. Managing this growth has encouraged the adoption of strategic spatial plans as a way of articulating the socio-spatial relationship between where growth should occur and how this impacts on how people move around. The transition from a car-dominated transport system to one that supports low carbon mobility – walking, cycling and public transport – is a key feature of these strategic spatial plans and is often articulated through targets, strategies and goals which support land use and transport integration (see [5]). Curtis [6] further defines this shift as one which supports a 'balanced transport system' where alternatives to the car are possible and available.

The process under which these plans are established shape the extent to which the plans deliver and are successful at facilitating a shift in transport toward low carbon mobility in the region. Deliberative democracy is described as an inclusive [7] and unconstrained [8] process of engagement that produces policy outcomes that are more rational [9], [10], [11] and legitimate [12]. It offers a normative framework from which to structure stakeholder engagement and plan-making processes. The attention given to legitimacy within the literature on deliberative democracy is modeled in the collaborative and participatory planning literature. Therefore the incorporation of deliberative and more participatory styles of engagement has become an attractive addition for strategic planners who aim to produce transport and land use policy outcomes that are legitimate and acceptable. Thus, this paper

examines the role of deliberative and participatory engagement as a way of achieving professional and political acceptance of the strategic spatial plan.

This paper focuses on two plan-making processes, the development of *Network City* (2004) in Metropolitan Perth and the *Livable Region Strategic Plan (LRSP)* (1996) in Greater Vancouver. Thirty open-ended interviews with professional planners (state/regional and local), politicians (state/regional and local), academics and members from interest groups were conducted. The analysis from these key-informant interviews was supplemented with analysis of proceedings from stakeholder engagement events and meetings.

II. STRATEGIC SPATIAL PLANNING AS AN EXERCISE IN TRANSPORT GOVERNANCE

Transport planning and land use planning have not always existed as an integrated unit. Empirical research has revealed that the relationship historically has been rather disjointed. For instance, in the 1950s and 60s decision-making for transport was defined by the ‘predict and provide’ philosophy that suggested that infrastructure provision be equated with need [13]. Planning during this period was controlled by engineers and mathematicians who anticipated and predicted future urban transport scenarios using cybernetics to model the systemic relationships within the cities [14]. Here transport planning was defined as supporting purely physical outcomes [15]. The wider impact of this approach during an era of cheap energy availability and prosperity was the development of low density living which existed away from the centre of the city [16]. To continue to support the desire for ‘freedom of mobility’ the presumption by the technocrats in government was that the construction of new roads and the production of private automobiles would be required to fill this niche [17].

Offering a somewhat more holistic prescription of the future were master and comprehensive plans [18]. These plans were an example of blueprint planning which proposed how land *should* be used and how transport *should* be configured within the region [19]. These blueprint plans were physical, rather rigid in design [20] and fundamentally flawed as they rarely addressed the range of influences including the social and environmental influences that impact on urban regions [21].

In the late 1960s the U.K. experienced the emergence of a new kind of ‘policy planning’ where statements and goals rather than spatial blueprints were adopted to guide land and property development [22]. In the 1990s a more strategic kind of planning transpired in response to the prescriptive limits of blueprint planning. Strategic planning was first applied in a business context by the private sector and it has since become a mechanism by which governments address change [23]. It has subsequently materialized as a frame of reference for negotiations about planning between stakeholder groups [24].

Meeting the needs of a growing population requires that a more metropolitan-based approach, which enables coordination among local governments be adopted to manage the growing demands on infrastructure and resources. To enable this to occur, strategic spatial planning, defined by

Healey [25], as “self-conscious collective efforts to re-imagine a city, urban region or wider territory and to translate the result into priorities for area investment, conservation measures, strategic infrastructure and principles of land use regulation” has been widely adopted. Furthermore, strategic spatial planning is a socio-spatial process which produces visions, actions and a means for implementation which shape and frame the way in which substantive problems are dealt with [26]. The plans produced in Metropolitan Perth and Greater Vancouver, discussed in greater detail below, are examples of strategic spatial plans that have maintained the spatial representation of land use and transport while addressing some of the broader social and environmental implications of growth.

Planning theorists developed an interest in strategic spatial planning as a mechanism by which to respond to the challenges of coordinating public policy amongst localities and between tiers of government. Strategic spatial planning was adopted to better manage growth in the region [27] by pushing the regions to be more economically competitive, as well as, equalizing ‘access to opportunity’ for infrastructure investment between communities [28]. What this translated into for transport was the provision of infrastructure such as rail lines, cycling paths, walking trails and roads spatially integrated with land use and linked to social, environmental and economic policies. In the case of Metropolitan Perth and Greater Vancouver the integration would occur in activity centres (Metropolitan Perth) and town centres (Greater Vancouver) as described in each of their more recent strategic spatial plans.

The process of developing and implementing metropolitan strategic spatial plans is an exercise in governance [29] that involves more than just the technocrats and elected officials. It is a collaborative approach between ‘stakeholders’ – those who will be affected in one way or another by the results – as well as technocrats, bureaucrats and elected officials. Sandercock and Friedmann [30] describe this process as a ‘continuing, tripartite and open-ended effort to reach mutual understanding, sharing information and concerns, and consider alternative scenarios, entertain new ideas, open each of the parties to criticism, debate major new undertakings of regional scope and set priorities for action’. While metropolitan strategic spatial planning is about developing a scheme from which to move forward the process involved in developing the plan is absolutely essential to establish the foundation for implementation.

This section examined the relationship between transport policy, strategic spatial planning and governance. Transport planning is framed by a highly strategic interconnection of land use policies with environment and social targets comprised through a process of stakeholder deliberation and participation. The following section examines the relationship between the two stakeholder groups of interest to this research, the professional planners and the politicians. It examines how they legitimize the political and professional acceptance of the plan.

III. PLAN -MAKING AND THE STAKEHOLDER INTERFACE

The Greater Vancouver region has an extensive history of community engagement, which dates as far back as the early 1970s when Harry Lash, Director of Planning at the Greater Vancouver Regional District (GVRD) spearheaded a process that produced the *Livable Region 1976/1986: Proposals for Managing Growth of Greater Vancouver* [31]. Based on his experience at the GVRD Lash articulates the relationship between the professional planner, the politician and the public in his book *Planning in a Human Way* using a six-sided triangle to illustrate the interrelationship between these three stakeholder groups. He argues that each stakeholder group located on the triangle has a specific role to play and if one side breaks off the triangle collapses [32].

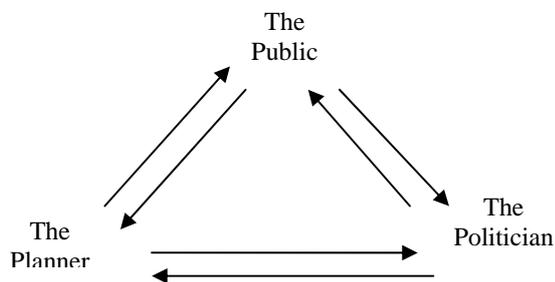


Fig. 1 Lash's Six-sided Triangle [33]

The significance of this triangle is that it also represents the relationship these three stakeholder groups have to the process of plan-making. In strategic spatial planning stakeholder actors are required for their substantive contributions and because their participation helps to legitimize the process [34], [35]. This includes the leadership of professional planners and politicians who need to work together to give the process legitimacy within the wider planning framework. It is in the active engagement of these stakeholder groups that the legitimacy is grounded [36] a notion which is supported by Habermas [37] through his theory of communicative action.

Metropolitan strategic spatial planning is about developing a scheme for the future when the process used to develop the plan is also the mechanism by which to build the foundation for legitimacy. Successful implementation of the plan is determined by the political, cultural and professional attitudes toward spatial planning [38]. This relationship is best achieved by a process that facilitates an interface between the key stakeholder actors. It is these actors who scope the process and frame it within the wider planning and political framework.

Several questions arise out of the literature regarding the extent to which deliberative and participatory-based stakeholder engagement processes, (which tend to give greater attention to engaging the community) enable political and professional acceptance of the plan. The following sections examine some of the pivotal stakeholder actors within the planning and political sphere who help to shape the acceptance

of *Network City* (Metropolitan Perth) and the *LRSP* (Greater Vancouver).

IV. PIVOTAL STAKEHOLDER ACTORS AND THEIR ROLE IN PLAN-MAKING

In response to population forecasts that predicted growth of 2.22 million people by 2031 in Metropolitan Perth [39] and an increase of 2.97 million people in Greater Vancouver by 2021 [40] these regions embarked upon plan-making processes to develop strategic spatial plans. The response was the creation of *Network City* [41] and the *Livable Region Strategic Plan* [42].

The plan-making processes for *Network City* and the *LRSP* consisted of a series of events, subdivided into 'stages of plan-making'. The stakeholder engagement process was structured in a multi-faceted and multi-layered fashion that enabled stakeholders the opportunity to participate at various stages and in various capacities. Each plan-making process consisted of a series of workshops, large-scale conferences, surveys, and children's poster competitions to name a few. In total the plan-making process in Metropolitan Perth spanned a period of approximately 1.5 years whereas the plan-making process for the *LRSP* was six years in length.

These two plan-making processes engaged a range of stakeholder actors including the lay public and representatives from interest groups. Professional planners and politicians also engaged in the process however it was the role of several key stakeholder actors in the development of the process that was pivotal in shaping the acceptance of the plan. The following discussion examines the role and impact these key planners and politicians had to the process. The last section of this paper explores how deliberative and participatory plan-making processes shape the relationship between the acceptability of the plan and the key stakeholder actors who shape the process.

A. The *Network City*, Metropolitan Perth

After the 2001 state election which delivered a Labor government into power in Western Australia two separate departments, the Department of Transport and the Ministry for Planning, were amalgamated into the Department of Planning and Infrastructure (DPI) [43], [44]. The responsibility of DPI was to advise the Minister and the Western Australian Planning Commission (WAPC), the agency responsible for implementing and maintaining the State Planning Strategy [45] on planning matters relevant to the State. At this time a three-way relationship was instituted between DPI, the Minister for Planning and Infrastructure and the WAPC. Within this structure the WAPC was an independent and autonomous agency which provided delegated authority for some statutory applications to DPI [46]. DPI subsequently provided the technical advice and administrative services while the Minister provided approval authority on the various planning schemes and a review of planning legislation [47]. The development of *Network City* occurred within and was supported by this new planning framework.

The state labor government was elected in 2001 with an agenda which posited that "community participation [was] an

essential feature of all planning processes, because successful and effective planning requires broad community support” [48]. Furthermore,

the art of politics is leading...but being confident that you're not so far in front of [the constituency] that you are going to lose them. it's about developing a community consensus about a way forward about how we have to make our city a better city (State Politician 1, 2001)

The commitment was proclaimed by a member of the governing party to build consensus within the community on how to build a 'better' city. Members of the state government subsequently exercised the kind of leadership which interviewees declared as being "absolutely central" (Academic 2, 2007) to the process. Stakeholders generally were "confident" (Local Government 2, 2008) that the process had the support of the governing party.

Supporting the process alongside the state government was a community engagement expert who resided in the local area. This person was hired by a member of the state government after the state election and was subsequently positioned in the office of the Minister for Planning and Infrastructure. The positioning of the community engagement expert outside of the planning department, a symbolic gesture as DPI traditionally had control over such processes, reflected the kind of direct control the state government had over the process.

The direct engagement by members of the state government in the development of the process was complemented by the active involvement of a senior policy official in the Strategic Planning division at DPI. This person developed the planning game employed at the *Dialogue with the City* stakeholder engagement event to give participants the opportunity to simulate the management of growth within their chosen growth scenario [49]. Planners and politicians interviewed for this research framed the role of the state government as pivotal. The engagement of a senior policy official at DPI also had a pivotal role enabling an interface between the Minister for Planning and Infrastructure and the staff at DPI.

At the conclusion of the formal stakeholder engagement process in September 2003, the plan formulation stage of the process commenced. This process was one year in length and concluded in September 2004 with the release of *Network City* for public comment. A quarter of the way through the plan making process (in December 2003) the state government appointed a new member of the WAPC who also became an active member of the Implementation Team [50]. When interviewees for this research were asked to indicate someone or something that significantly helped or hindered the process, this new member of the WAPC was noted as one of the most visible hindrances.

i really felt it was in jeopardy when the new [member] came on board because i got the impression that the sort of language he was using "i've got this great idea about the city myself and i want it to be like this" (academic 2, 2007)

he was very critical of the whole issue of consultation, he was very critical of the way in which the plan had been put together, he didn't do it therefore he didn't like it. (state planner 5, 2008)

While the state government, the community engagement expert and the senior policy official at DPI were actively engaged in developing and leading the process, the WAPC, the body responsible for the delivery of strategic plans, did not have the same level of consistent engagement. Although members of the WAPC contributed significantly to the framing of planning issues through the release of nine discussion papers before the process commenced, their lack of consistent leadership throughout the process itself was identified by interviewees as a hindrance.

As a key stakeholder in metropolitan planning, the WAPC also needed to be a key actor involved in the development of the plan. However, due to the inconsistent interface between members of the WAPC with the state government, DPI and the process, the success of the plan-making process itself was placed in jeopardy.

i think in the end because he wasn't involved in the whole dialogue process and he hadn't designed it that he tried to shape it into something that was personally his and that became a substantial problem later on... i think the behavior of the wapc was quite pivotal. i don't know what motivated it but it was almost like 'i didn't create it i better somehow try to destroy it' (state planner 5, 2008)

The resistance by some members of the WAPC culminated at the public comment period which took place between September 2004 and January 2005. This member's position was to refrain from revising the plan but to use the current momentum to push the plan immediately into implementation. This was in contradiction to a commitment made by the state government that "the community document would now be put out for public comment before a final version was formally adopted by the State Government" [51]. The decision in the end was to append all of the comments which emerged from the submission process. Thus, the plan-making process, as originally structured and communicated outward to the stakeholders did not fulfill its final obligation, which was to incorporate ideas which emerged from this comment period. This placed the legitimacy of the process in jeopardy. One interviewee remarked:

local government don't feel like it is a true strategic plan because they put in comments that we said would be analyzed and fed back to them and that was never done because of the roadblock that we hit. and so process wise it really broke down, so it was like we got 90 percent of the thing right and the other 10 percent the finishing bit was just really difficult. so a lot of the impetus we had gained was lost as a result of the attitude of the wapc (state planner 5, 2008)

What occurred in Metropolitan Perth was an imbalance in leadership between the state government, DPI and the WAPC in regards to the development of the process. The push was from the Minister's office with support by the community engagement expert and a senior policy official from the

Strategic Planning division at DPI to develop the engagement process. The active engagement of these three actors gave the process a degree of political and professional acceptability, however the process as originally incepted was not, in the end, acceptable to the WAPC. The question of professional acceptance of the plan by DPI and the WAPC lay in the balance. Interestingly, the momentum that the members of the WAPC were trying to preserve by not embarking upon a process of revisions was still perceived to be lost by some in the end.

B. *The Livable Region Strategic Plan, Greater Vancouver*

The Greater Vancouver Regional District (GVRD) was first granted land-use planning authority in 1968. This remained the case until 1983 when a land use dispute between the GVRD and the Province of British Columbia (BC) [52] resulted in the GVRD's planning authority being removed by the newly elected Social Credit provincial government via the inception of Bill 9 [53]. This decision eliminated the planning authority of regional districts including the legal status of official regional plans [54], [55], [56]. The decision to enact Bill 9 was controversial but was deemed appropriate because "the government of the day thought regional plans were a duplication of settlement and community plans and, therefore, could be eliminated to reduce the costs of planning and land use regulation" [57].

Revision of Bill 9 in 1989 enabled *cooperative* regional planning amongst local government members and allowed regional districts to have "development services" [58]. Bill 19 was subsequently passed in 1989 enabling the GVRD and all regional districts in BC to continue to coordinate, provide research and analytical services, but not to undertake regional planning [59]. After the provincial government denied planning authority to the region, authority was only permitted when the municipalities agreed that they wanted the region to undertake planning [60]. As a result the metropolitan planning which occurred in Greater Vancouver in the 1990s was catalyzed by individuals on the GVRD Board [61]. The plan-making process was operationalized in a form that modeled both deliberative and participatory styles of stakeholder engagement which invited local government, in particular, to discuss the issues which faced the region.

The growth challenges experienced in Greater Vancouver provided the catalyst which encouraged planners at the GVRD to embark upon a plan-making process [62]. The removal of planning power from the GVRD required that it develop a process that would address planning challenges but within the parameters of what is possible politically, technically and socially. The lack of planning authority by the GVRD required a consensus-building approach [63], as this was "the only path that could be successful" (Local Politician 1, 2008). Designed into this process was deliberation between the key stakeholder groups (i.e. local government) within the region.

Interviews conducted for this research revealed a wider range of key actors in Greater Vancouver who influenced the delivery of the plan-making process than in Metropolitan

Perth. A senior policy official in the Policy and Planning division at the GVRD, a member of the GVRD Board, and a senior official at the Communications and Education division of the GVRD met regularly and debated often the details of this plan-making process. Each had strong personalities and this group of three would, as one interviewee commented, "'duke' it out" (Regional Bureaucrat 1, 2008). The benefit of which was a more thoroughly examined outcome.

The significance of these three actors was that they brought a particular expertise to discussions. For instance, the senior person from Policy and Planning, as a planner, had the technical knowledge on the content, the senior person from Communications and Education provided direction on the process and therefore had 'procedural knowledge', and the senior member of the GVRD Board provided the local political leadership. Together they would discuss ideas "for making the GVRD work better" [64]. On this account, each actor provided expertise to the content of the process as well as a champion for the process. This correlates with the findings by Albrechts [65], [66] who writes about the procedural and substantive competencies of key stakeholder actors in the process of plan-making.

As a result of the GVRD's planning authority being removed, the GVRD had to rely on a plan-making approach based on consensus [67]. However it was the deliberation and participation of key professional planners and politicians that shaped the wider acceptance of the plan by framing the plan-making process in a broader political and institutional context. This was the foundation of the five year long stakeholder engagement process: *Choosing Our Future and Creating Our Future* which produced the *LRSP*. The key stakeholder groups [68] and stakeholder actors were on equal footing and consequently had to rely on a deliberative approach to decision-making to achieve an outcome in the plan-making process. This notion of a non-hierarchical approach to plan-making has become so fundamental in Greater Vancouver that the Growth Strategies Legislation enacted in 1995 by the NDP government provides a framework for 'cooperative' and 'interactive' approach to plan making [69].

V. CONCLUSION

In Metropolitan Perth and Greater Vancouver the strategic spatial plan was positioned within the broader planning framework as an instrument to guide development in the region. The integration of land use and transport is featured in these plans and tied to broader social and environmental targets and strategies to bridge the gap between the spatial and the social elements which characterize these plans. Successful implementation of these plans is contingent upon its broad acceptance. Here deliberative and participatory styles of engagement offer a mechanism by which to engage a wide range of stakeholder groups.

This paper revealed that engagement in a multi-faceted and multi-layered plan-making process by a range of stakeholder groups may achieve social acceptance of the plan. But it is the engagement in process design by key planners and politicians which will determine the professional and political

acceptability of the process and consequently the later success of the plan.

ACKNOWLEDGMENT

Author would like to acknowledge the Australasian Centre for the Governance and Management of Urban Transport (GAMUT) for their financial support for this research.

REFERENCES

- [1] P. Hall, *Urban and Regional Planning* (Fourth ed.). London: Routledge, 2002, p. 103
- [2] ABS, *Use of Urban Public Transport in Australia*, (No. Cat. 1301.0) Canberra, 2005.
- [3] ABS, *Melbourne: A Social Atlas*, (No. Cat. No. 2030.2), Canberra, 2002
- [4] N. Wikstrom, R.G. Stephens, *Metropolitan Governance: Theoretical Perspectives, Empirical Analysis, and the Future*, New York: Oxford University Press, 2000, p.5
- [5] C. Curtis, "Planning for sustainable accessibility: the implementation challenge", in *Transport Policy*, 2007, 15(2), pp.104-112.
- [6] C. Curtis, *Turning strategies into action: integrated land-use and transport planning in Western Australia*, paper presented at the 23rd Australasian Transport Research Forum, Perth, 1999, p.350
- [7] G. Smith, *Deliberative Democracy and the Green Political Theory*, London: Routledge Taylor and Francis Group, 2003
- [8] J. Dryzek, *Discursive democracy: politics, policy and political science*, Cambridge: Cambridge University Press, 1990
- [9] J. Dryzek, "Practical reason" in *Rational Ecology: Environment and Political Economy*, Oxford: Basil Blackwell Inc., 1987, pp.200-215
- [10] J. Dryzek, *Discursive Democracy: Politics, Policy and Political Science*, Cambridge: Cambridge University Press, 1990
- [11] G. Smith, "Taking deliberation seriously: institutional design and green politics" in *Environmental Politics*, 2001, 10(3), pp. 72-93
- [12] P. Selman, "Three decades of environmental planning: what have we learned?" in M. Kenney, J. Meadowcroft Ed. *Planning Sustainability*, 1999, London: Routledge, pp. 148-174
- [13] S. Owens, "From 'predict and provide' to 'predict and prevent': pricing and planning in transport policy" in *Transport Policy*, 1995, 2(10), pp. 43-49, p. 44.
- [14] N. Taylor, *Urban Planning Theory Since 1945*, London: SAGE, 1998, p. 65
- [15] N. Taylor, *Urban Planning Theory Since 1945*, London: SAGE, 1998, p. 159
- [16] D. Banister, *Transport Planning* Second Ed. London: Spon Press, 2002, p. 25
- [17] N. Low, B. Gleeson, R. Green, D. Radovic, "Sustainable transport" In *The Green City: Sustainable Homes, Sustainable Suburbs*, Sydney: University of New South Wales Press Ltd, 2005, pp. 133-165, p. 133
- [18] M. Teitz, "Planning and the new institutionalisms". In N. Verma (Ed.), *Institutions and Planning*, Amsterdam: Elsevier Ltd, 2007, pp. 17-36, p.19
- [19] L. Albrechts, "Strategic (spatial) planning reexamined" in *Environment and Planning B*, 31, 2004, pp. 743-758, p.744
- [20] A. Faludi, (1973). *Planning Theory*. Oxford: Pergamon Press, 1973, p. 131
- [21] M. Teitz, "Planning and the new institutionalisms". In N. Verma (Ed.), *Institutions and Planning*, Amsterdam: Elsevier Ltd, 2007, pp. 17-36, p.19
- [22] P. Healey, "Collaborative planning in perspective" in *Planning Theory*, 2003, 2(2), pp.101-123, p102-3
- [23] American Planning Association, *A Guide to Community Visioning: Hands-on Information for Local Communities*. Portland: APA, 1993.
- [24] A. Faludi, "The performance of spatial planning" in *Planning Practice and Research*, 2000, 15(4), pp. 299-318, p303
- [25] P. Healey, "The Treatment of the space and place in the new strategic spatial planning in Europe" in *International Journal of Urban and Regional Research*, 2004, 28(1), pp. 45-67, p46
- [26] L. Albrechts, "Strategic (spatial) planning reexamined" in *Environment and Planning B*, 31, 2004, pp. 743-758, p747
- [27] B. Gleeson, T. Darbas, S. Lawson, "Governance, sustainability and Recent Australian metropolitan strategies: a socio-theoretic analysis" in *Urban Policy and Research*, 2004, 22(4), pp. 345-366, p348
- [28] P. Healey, "The Treatment of the space and place in the new strategic spatial planning in Europe" in *International journal of urban and regional research*, 2004, 28(1), pp. 45-67, p45
- [29] B. Gleeson, T. Darbas, S. Lawson, "Governance, sustainability and Recent Australian metropolitan strategies: a socio-theoretic analysis" in *Urban Policy and Research*, 2004, 22(4), pp. 345-366, p350-1
- [30] L. Sandercock, J. Friedmann, "Strategising the metropolis in a global Era" in *Urban Policy and Research*, 2000, 18(4), pp. 529-533, p530
- [31] GVRD. *The Livable Region 1976/1986: Proposals to Manage the Growth of Greater Vancouver*. Burnaby: 1976
- [32] H. Lash, *Planning in a Human Way: Personal Reflections on the Regional Planning Experience in Greater Vancouver*. Vancouver: The Ministry of State for Urban Affairs, 1976
- [33] H. Lash, *Planning in a Human Way: Personal Reflections on the Regional Planning Experience in Greater Vancouver*. Vancouver: The Ministry of State for Urban Affairs, 1976, p. 11
- [34] L. Albrechts, "Strategic (spatial) planning reexamined" in *Environment and Planning B*, 31, 2004, pp. 743-758
- [35] L. Albrechts, L. "Shifts in strategic spatial planning? some evidence from Europe and Australia" in *Environment and Planning A*, 2006, 38(6), pp. 1149-1170.
- [36] J. Forester, *Critical Theory, Public Policy, and Planning Practice: Toward a Critical Pragmatism*. Albany: State University of New York Press, 1993, p57
- [37] J. Habermas, *J. Moral Consciousness and Communicative Action*. Cambridge: The MIT Press, 1990
- [38] L. Albrechts, L. "Shifts in strategic spatial planning? some evidence from Europe and Australia" in *Environment and Planning A*, 2006, 38(6), pp. 1149-1170, p. 1152-3
- [39] DPI, *Dialogue with the City: Working Together to Make Perth the World's Most Livable City - Issues Paper*. Perth, 2003
- [40] J. Meligrana, "Toward region transportation governance: a case study of Greater Vancouver" in *Transportation*, 1999, 26(4), pp. 359-380, p. 362
- [41] State of Western Australia, *Network City: Community Planning Strategy for Perth and Peel*. Perth, 2004
- [42] GVRD, *Livable Region Strategic Plan*. Burnaby, 1996
- [43] C. Curtis, B. James, "An institutional model for land use and transport integration" in *Urban Policy and Research*, 2004, 22(3), pp. 277-297, p.278
- [44] B. Gleeson, C. Curtis, C., N. Low, "Barriers to sustainable transportation in Australia" in N. Low, B. Gleeson (Ed.), *Making Urban Transport Sustainable* (pp. 201-219). New York: Palgrave Macmillan, 2003, pp. 201-219, p.217
- [45] WAPC, *Information Statement*. Perth, 2001, p.3
- [46] WAPC, *Information Statement*. Perth, 2001, p.1
- [47] WAPC, *Information Statement*. Perth, 2001, p.1-2
- [48] Government Media Office, "Government overhauls Western Australia's planning framework" in *Ministerial Media Statements*, 2001
- [49] L. Carson, J. Hartz-Karp, "Adapting and Combining Deliberative Designs" in J. Gastil, P. Levine (Ed.), *The Deliberative Democracy Handbook: Strategies for Effective Civic Engagement in the 21st Century*, San Francisco: John Wiley and Sons Inc, 2005, pp. 120-138, p. 133
- [50] Government Media Office, "New chair appointed to the Western Australian Planning Commission" in *Ministerial Media Statements*, 2003
- [51] Government Media Office, "Record consultation exercise delivers long-term planning strategy for Perth" in *Ministerial Media Statements*, 2004
- [52] K. Cameron, "Regional districts in British Columbia" in *Plan Canada*, 1996, 36, pp.16-17, p17
- [53] R. Tomalty, "Growth management in the Vancouver Region" in *Local Environment*, 2002, 7(4), pp. 431-445, p. 434
- [54] J. Dodson, B. Gleeson, *Regional planning governance: a select review of Australian and international experience*, Urban Frontiers Program, 2002, p.13
- [55] GVRD, *Creating Our Future: The History, Status, and Prospects of Regional Planning in Greater Vancouver*. Vancouver, 1994
- [56] GVRD. *Establishing a Regional Strategic Plan: A Review of the Process*. Vancouver: Strategic Planning Department, 1996
- [57] GVRD, *Creating Our Future: The History, Status, and Prospects of Regional Planning in Greater Vancouver*. Vancouver, 1994

- [58] M. Harcourt, K. Cameron, S. Rossiter, *City Making in Paradise: Nine Decisions that Saved Vancouver*. Vancouver: Douglas and MacIntyre, 2007, p.127
- [59] GVRD, *Creating Our Future: The History, Status, and Prospects of Regional Planning in Greater Vancouver*. Vancouver, 1994
- [60] R. Bish, "Evolutionary alternatives for metropolitan areas: the capital region of British Columbia" in *Canadian Journal of Regional Science*, 2000, 23(1), pp.73-87
- [61] M. Harcourt, K. Cameron, S. Rossiter, *City Making in Paradise: Nine Decisions that Saved Vancouver*. Vancouver: Douglas and MacIntyre, 2007, p.113
- [62] M. Harcourt, K. Cameron, S. Rossiter, *City Making in Paradise: Nine Decisions that Saved Vancouver*. Vancouver: Douglas and MacIntyre, 2007, p.112
- [63] M. Harcourt, K. Cameron, S. Rossiter, *City Making in Paradise: Nine Decisions that Saved Vancouver*. Vancouver: Douglas and MacIntyre, 2007, p.131
- [64] M. Harcourt, K. Cameron, S. Rossiter, *City Making in Paradise: Nine Decisions that Saved Vancouver*. Vancouver: Douglas and MacIntyre, 2007, p.124
- [65] L. Albrechts, "Strategic (spatial) planning reexamined" in *Environment and Planning B*, 31, 2004, pp. 743-758, p744
- [66] L. Albrechts, L. "Shifts in strategic spatial planning? some evidence from Europe and Australia" in *Environment and Planning A*, 2006, 38(6), pp. 1149-1170.
- [67] M. Harcourt, K. Cameron, S. Rossiter, *City Making in Paradise: Nine Decisions that Saved Vancouver*. Vancouver: Douglas and MacIntyre, 2007, p.132
- [68] A. Artibise, J. Meligrana, "Regional governance and sustainability: the case of Vancouver" In F. Wagner, T. Joder, A. Mumphrey, K. Akundi & A. Artibise (Eds.) in *Revitalizing the City: Strategies to Contain Sprawl and Revive the Core*,. New York: M. E. Sharpe, Inc, 2005, pp. 96-125, p.119
- [69] Ministry of Community Services, *Regional Growth Strategies: An Explanatory Guide*. Victoria: Province of British Columbia, 2006.