URBAN PLANNING ADMINISTRATION

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		UNITED England	O KINGDOM Greater London	Scotland	SPAIN Modeled	SWITZERLAND	FRANCE	GERMANY	DENMARK Copenhagen	SWEDEN Stockholm	Melbourne	AUS Brisbane		Porth	Capharra	 	ANADA	
		Oct. 1971	Oct. 1971	Oct. 1971	Madrid Apr. 1972	Apr. 1972	May 1972	May 1972	May 1972	May 1972	April 1973	August 1972	Adelaide August 1972	Perth May 1973	Canberra May 1973	Toronto October 1972	Ottawa October 1972	Montreal October 1972
1. General Planning Agency	a. National	Department of the Environment,	By act of Parliament in 1963 the Greater London Council was established in 1963 to be responsible for comprehensive and functional planning, up to about project design	The planning processes and authority in Scotland are virtually the same as those in England and Wales. Under the 1969 Town and Country Planning Act (Scotland) all plan-	Ministry of Housing.	National Executive Council.	Ministry of Equipment and Housing, with other ministries such as Economics, Finance, Interior and Transport involved as needed.	Ministry of the Interior, prepares plans for regional development in cooperation with the States and other ministries.	National land use plans developed by committees under Department of Interior for Parliamentary ap- proval.	Ministry of Housing and Planning.	Agency not ascertained.	(State) Coordinator General—who ad- ministers the State and Regional Planning Development Act.	(State) State Planning Authority, comprising appointed and elected officials and represen- tatives of private sector.	(State) Town Planning Department.	Ministry for Urban and Regional Development,	(Provincial) Regional Development Branch of Ministry of Treasury, Economics and Intergovernmental Affairs, with recommendations subject to review by a Cabinet committee prior to Cabinet action.	Planning in Ottawa is complicated by the fact that it is a portion of the National Capital Region, which includes Ottawa and extends across the Ottawa River to include the city of	(Provincial) Provincial Government (agency not ascertained).
	b. Metropolitan	Principal city, in collaboration with surrounding local jurisdictions, termed a conurbation.	stage, for the entire metropolitan area, with authority to levy "rates to finance facilities sucl as housing and primary highways of regional scale, and to redesign and construct all aspects of areas designated as development areas. Its members are elected to their offices and are independent of local borough officials.	ning, within the framework of the national and regional policies for the United Kingdom as enacted by the Parliament in London, are the responsibility of the Scottish Office, headed by the Secretary of State for Scotland in Edinburgh. Within the Scottish Office is the Department of Development, responsible for	Commission of Planning and Coordination of Metropolitan Area (the Area Commission). President—appointed by the State; Vice President—Mayor of principal city, 13 members designated by National ministries; one member to represent municipalities in area other than the principal city.	Informal committees of Federal, cantonal and city officials.	Regional Councils, comprising the mayors of the cities included in an agglomeration, with chairman elected from among them; in the Paris region another level is interposed—the General Delegation of the District of the Region of Paris, appointed at national level to prepare the Comprehensive Town and Country Scheme.	and coordinate these with plans for the city or	Seventeen-member Regional Plan- ning Council, established by volun- tary action of local jurisdictions, members appointed by local elected officials.	Local Federation for Matters concerning the Region of Stockholm city and county (KSL).	. Metropolitan Board of Works.	Each municipality, acting on a metropolitan basis through voluntary cooperation.	State Planning Authority, in designated "planning area".	Metropolitan Regional Planning Authority (MRPA) appointed by Governor including State and local officials and representation from private sector.	National Capital Development Commission.	Metropolitan Planning Board.	Hull and some of the area around it in the Province of Quebec. While the portion of the area within Ontario is organized as the Regional Municipality of Ottawa-Carleton, under the same administrative, technical and financial relationships to the Province as Toronto, there is an added administrative level—the National	Montreal Urban Community.
2	c. Local	City and borough councils Same as 1a.	In planning, and in execution of plans for its own facilities it must ecoperate with the Department of the En- vironment, British	town and country plan- ning, housing, transport, roads and other func- tions. It is this Depart- ment that adminsters, for the Secretary of	Municipal council, or its city planning department where there is one. Ministry of Public Works	Local officials, through city planning department where they exist. Departments of Public Works and Transport.	Locally elected officials. Ministry of Equipment and Housing, Roads and	City planning departments for the cities. Ministry of Transportation and Communica-	Local officials, through planning departments in larger jurisdictions. Ministry of Public Works, Ministry	City council, through Town Building Division. National Swedish Road Administration.	Local municipalities. Country Roads Board.	Local municipality. (State) Main Roads Department.	Local councils. Highways Department.	Local councils, aided by planning officers from State. (State) Main Roads	Not applicable - no local jurisdictions.	Municipalities, through planning departments where they exist.	Capital Commission. This Commission has authority to acquire, hold, and develop land for the purposes of the Federal government,	Local municipalities.
Transportation Planning Agency	n National	Same as 1b.	Rails, London Transport, and all local boroughs in the same manher as do officials of any conurbation or local borough in plan-	State, the planning and execution programs with the same responsi- bilities and authorities and generally similar procedures that apply	for national system. Ministry of Public	Informal committees of Federal, cantonal and	Traffic Division. Ministry of Equipment and Housing, for main	tions, the functional divisions working in cooperation with one another and the other ministries, particularly the Ministry of the Interior. Planning departments of the regional parlia-	of Railways. Regional Planning Council, in co-	Same as 1b.	Metropolitan Transportation	Same as 1b.	State Planning Author-	Department. Same as 1b.	Same as 1b.	(Provincial) Ministry of Transportation and Communications.	such as for public buildings, and for parks, roads, bridges and other facilities regarded as of national interest. It has broad authority in the	(Provincial) Ministry of Transport.
	Metropolitan		ning and execution under their responsibility, and can participate in the grant programs of the Central Governments. Its planning philosophy is to try to "decongest" the city by	in England. As a planning philosophy the Department cooperates directly from Edinburgh in planning and programming in urban areas, with two principal cities, Glasgow and Edinburgh, going in quite different directions	Works for arterial streets —municipalities for other streets. Ministry of Railways for rail commuting. Local transit commissions, in collaboration with Area Commission, for transit.		routes, arterial streets and transit.	ments and city or cities.	operation with national ministries.		Committee (appointed by the State, comprising top State and local transportation and planning officials).	Same as 10.	ity, within the planning area, giving "due consi- deration" to State high- way plans.	Salite as 10,	Salite as 10.	Same as 1g.	planning field, but en- gages directly in plan- ning only of features of regional importance. It works closely with the two metropolitan planning agencies, how- ever, in coordinating their efforts and pro-	Montreal Urban Com- munity for approximate location of major thor- oughfares. Transit Com- mission for rapid transit and bus routes.
3	c. Local	Same as 1c. Planning is carried on at two levels—the "struc-	removing through traffi from neighborhoods and business streets by appropriate freeway construction, improve transit and discourage	on the basis of different geographical, economic, and social situations. Looking ahead, Scotland has been divided into		City planning and related departments. Cantons prepare governing plans, following Fed-	Same as 2b. Planning carried on jointly by Ministry of	Local planning departments. Planning process is four level. Level 1 is a gen-	Local officials. National, county and local officials	Same as 1c. At national level, functional agencies such as	Local municipalities. Metropolitan Transportation	Same as it.	Local councils. Planning authority in-	Same as 1c. Planning policies closely	Same as 1c. The National Capitol Ad-	Same as 1c. Regional development plans prepared by	viding technical assist- ance through its multi- disciplined planning staff where desired. In the case of the Ottawa-Carleton Re-	Local municipalities.
Inter-agency Cooperation in Planning	Administrative or policy	ture plan", in effect a statement of strategies and policies for the development of the metropolitan area, and "local plan" prepared within each borough to carry out the structure plan. Planning departments of the conurbation work in cooperation with borough officials, through their planning departments where they exist and with Department of Environment through its field offices to insure compatibility of the structure plan and national and regional development policies as set out by Parliament. Local plans prepared by borough officials in collaboration with those responsible for the structure plan and the field offices of the Department of the Environment.	private vehicle travel to and from work, and to bring a better balance between residence and amployment through major redevelopment programs.	eight economic regions, within each of which an authority governed by officials elected to it, would prepare the structure plans and levy "rates" to finance facilities of regional scope.	tries of Housing and Public Works cooperate in plan development including those for metropolitan areas by formal agreement, informal collaboration by staff, and exchange of personnel.	eral guidelines, showing areas available or reserved for various purposes, working cooperatively with all communes (local communities) affected by the plan. Routes of the National highway system are planned by Federal agencies, cooperating with cantonal and communal officials to insure compatibility. After public review plan is submitted to Federal government for approval. Once approval received, commune must prepare development plans for each area delimited on the governing plan for approval of the Canton. Subsequently the communes prepare detailed zoning plans, also for Canton approval.	Equipment and Housing and metropolitan and local officials. At national level Ministry draws from other ministries, such as Finance for estimates of resource or Transport which is responsible for transit operation. Practice is for local or metropolitan officials to propose the land use plan, and for Ministry of Equipment and Housing to develop a transportation plan to serve it, with the final plan developed through negotiation and compromise as an iterative process.	eral plan for the region prepared by the Federal ministries in cooperation with the States, consistent with national development plans. Level 2 is a master plan looking 15-20 years ahead, prepared by the local jurisdictions in cooperation with State and Federal agencies and coordinated by the regional parliament. Shows land use in general categories, plans for new towns, and all principal transportation features. Must accept Federal and State plans for facilities such as Autobahn and main State highways. Level 3 is a detailed land use plan, parcel by parcel, prepared by each local jurisdiction. Level 4 is a five-year construction program, prepared by local jurisdictions.	1	the Road Administration or Housing Administration consult with the Ministry of Housing and Planning in plan preparation. Likewise Ministry of Housing and Planning seeks advice of functional agencies in review of local plans for approval. Local plans for each city developed cooperatively with the KSL to insure compatibility area plans, and in line with national and regional growth policies.	Committee coordinates overall transportation and land-use planning by having within its membership heads of the transit, railway and highway agencies, and the chairman and chief planner of the Board of Works. The Country Roads Board and the Metropolitan Board of Works have a joint working party to plan routes and coordinate programs of the two agencies in the highway field.	Brisbane must) for approval at State level, and in a metropolitan area may cooperate on voluntary basis. In transportation planning area Main Roads Department makes ad hoc arrangements for cooperation of all jurisdictions.	cludes representatives of functional agencies and local elected officials, so all concerned interests have input in the planning. In transportation area a "conventional" urban transportation study conducted by consultants under ad hoc arrangements by State functional agencies and city of Adelaide.	coordinated through participation of State functional agencies and local officials serving on MRPA. Perth area transportation study guided by a cabinet committee.	visory Committee, an advisory committee appointed by Governor General, comprising Chairman of National Capitol Commission and eight members from outside government advises Commission and can call on any Department for reports or other pertinent material. Many Departments have functional responsibilities in the area and programs are developed cooperatively. Differences that cannot be resolved are decided by Governor General.		gional Municipality, all the provisions for plan and program preparation and approval by the Province apply. A marked difference in approach in public participation (Item 5a) from that in Toronto is found, however. Here a series of alternatives in land use plans, with associated transportation features were prepared for review by the public. Detailed reports were	General plans of Urban Community developed in cooperation with local municipalities, but with no legal requirement that local plans conform. In transportation planning good voluntary cooperation between Transit Commission and Urban Community, and between local municipalities and Provincial authorities.
	b. Technical	Technical help available from the Department of the Environment, with specific procedures provided for transportation planning.			Both ministries give technical help to local municipalities.	Cantons provide technical assistance to local jurisdictions where needed, as do Federal agencies.	Assistance in land use plan provided from Min- istry as needed, through division of Land Man- agement and Town Planning.	Technical help available as needed from States.	National ministries provide technical assistance on request—Public Works on transportation and Housing on land use.	When local councils do not have capability in any functional area technical assistance is provided by the county or national agency.	Technical advice provided to the committee by its member agencies as may be needed.	Little technical aid yet available from State level in general planning. Main Roads Department, through its Highway Planning Branch, directs the transporta- tion studies.	Planning on area-wide basis with technical input primarily from State agencies.	Technical staff of MRPA augmented by staff "seconded" to it by functional departments. Local councils assisted through aid to district planning committees.	Commission has broadly interdisciplinary staff. Can call on Departments or Consultants if needed	Technical assistance by Provincial ministries available to municipalities and metropolitan areas as needed. Metropolitan Planning Board gives technical assistance to municipalities of area.	issued and wide discus- sion presented through the media, prior to a series of meetings with- in the area at which a concensus favoring one of the alternatives might emerge.	None evident.
4	c. Financial	No categorical grants for general planning, but "block grant" funds may be drawn on by local officials, as for other functions. Central government participates to extent of 50 percent in transportation phases if approved procedures are followed. Structure plans must be approved by the Secre-			Operation of Area Commission included as an item in the bud- get of the Ministry of Housing. No categori- cal aid for planning in municipalities. By Area Commission.	Cantons participate with local jurisdictions in financing planning and may receive some reimbursement from Federal funds, all on a basis of negotiation as to the amount of need. Governing plan approved at Federal level; devel-	Transportation plan 100 percent nationally financed. No categorical aid specifically for land use plan. Plans at two levels required - SDAU (in effect a	No categorical grants for either general or transportation planning. Master plan (second level) approved by State and	No national aid in planning func- tions of local responsibility. National ministries plan facilities they pro- vide in local jurisdictions, and Minis- try of Public Works bears half the cost of the transportation phases of the regional study. Metropolitan area plan not subject	No categorical aids to local communities.	Committee's planning processes jointly financed by State and Metropolitan transportation agencies and City of Melbourne. To permit "reserving" land	No categorical aid for general planning. Main Roads Department finances transportation planning virtually 100 percent. No approval of metropolitan area plan as	Virtually wholly State financed.	No categorical grants but functional agencies and local councils participate in specific studies. MRPA finances its operations through its own taxes.	Commission financed under Commonwealth budget. Any plan requiring release	may participate up to 75 percent in the cost of transportation planning.	-	None evident.
Approval and Authority of Plan	Metropolitan	tary of the Environment.			Municipalities must develop local plans including zoning in compliance, and programs of ministries within the area must be compatible.	opment and zoning plans approved at Cantonal level. Development and zoning plans are submitted to electorate under referendum for vote by ballot. Once plans are approved, they have the effect of law.	"structure" plan looking 20-40 years ahead) and POS (a detailed land use plan looking 10-15 years ahead). First level plan for smaller cities approved in field office of Ministry of Equipment and Housing for the smaller cities and in the Paris office for the 16 largest agglomerations. This approval authorizes proceeding with second level plan. This plan is approved by the Ministries of Equipment and Housing and Interior acting jointly for the smaller cities, and by all Ministers in Council in the larger ones. Upon approval, plan has effect of law.	Federal governments after public display and State organized hearing. State approval gives plan the effect of municipal law.	to approval as such, but metropolitan area plan when completed, will be subject of a hearing before nations officials. It is to become the basis for local plans, which are reviewed by committees of national ministries for ultimate approval by Minister of Housing. Facilities provided by national ministries approved by their inclusion in functional programs for Parliamentary approval.	proved as such.	needed for improvements, plan must be submitted to Minister of Local Government who for- wards it to Metropolitan Board of Works for report, then to Governor for approval.	such.	ity prepares plan, places it on public display and each local council or any citizen has two months to comment. Authority considers all comments and forwards plan, comments and summary of recommendations to the Minister. Minister sends plan, with his recommendations to the Governor, who may accept, modify or return it.	by both Houses of Par- liament and the Gover- nor. Is then legally binding on all State agencies and local juris- dictions.	of land as for a transpor- tation facility or a new town must be laid before a bipartisan committee of both Houses of Parliament. If there is objection by the Committee, proposal goes to Parliament for approval or veto. Plans are prepared in detail, so zoning not required.	politan area) or local must prepare a land use plan (a "conceptual" plan) for approval at Province level by the Ministry of Treasury, Economics and Intergovernmental Affairs. On approval, it becomes the Official Plan, and Municipalities then must prepare compatible zoning		No specific approval of plan required, above level of Urban Community. Presently is essentially a guideline for local municipalities.
	b. Local	Local plans, including zoning, must "advance" the structure plan, and are "adopted" by local officials, subject to review by the Secretary of the Environment on his initiative to insure compatibility with the structure plan. Public and private development must comply.			Plan has effect of law. Private development must comply.		Local plans included within the plan for the agglomeration. Approval permits local officials to issue building permits for private development in accord with approved nature and density of land use.	Local officials prepare third level plan, with no further State approval required.	Local plans must be approved by Minister of Housing. Once approved have the effect of law. Within "development" areas, as designated on national plan, local officials have authority to determine and control both nature and density of land use.	Local plans must be approved by county, with assurance that the city has consulted with appropriate State agencies in plan preparation. Following that plan must be approved by Ministry of Housing and Planning. Once approved, plan has virtually the effect of law.	No specific requirement—out- side of Melbourne other local jurisdictions have little respon- sibility or authority.	Each local plan approved by Governor on recommendation of Ministry of Local Government. When approved, has effect of law through required enactment of bylaws or ordinances. Zoning may be changed by local authorities, but only if modified use or density is compatible with capacity of transportation and utilities to serve it.	When plan is accepted by proclamation, local councils may enact regulations to implement it. If any do not, the State Planning Authority may issue areawide regulations.	Local plans and zoning ordinances must be approved by Town Planning Department, but are voluntary on part of local jurisdictions. Where no plan is forthcoming, MRPA may pass on any proposal for development.	Not applicable.			Local plans not required to conform to Urban Community Plan. Zoning ordinances of local municipalities must be approved at Provincial level, however.
5. Public Participation	a. Metropolitan	Structure plan must be available for public review for six weeks following submittal to the Department of the Environment, during which written "objections" may be filed with the Secretary of the Environment. Secretary then appoints an "inspector" to hold an inquiry at which all objections filed may be discussed. The inspector recommends action on each objection to the Secretary, who may then approve the plan, requiring such modification as regarded as desirable. Department recommends measures for citizen participation in planning as it proceeds.			Final or partial plan must be available for public review for one month, followed by a public hearing. Area Commission takes such action as it deems warranted, and then may adopt the plan.	vailable for iew for one objection. After a hearing, appropriate actions are taken, and each objector sent a copy of the report for his acknowledgment by signature. Plan as may have been modified submitted to the deems can be compared to the plan. I and then the plan. Citizens have opportunity to pass final judg-	In first level plan, local officials have three months in which to raise objection, and may but are not required to seek comment from public. For second level plan, officials have three months to file objections, and once these are resolved at national level, the plan is available for public review for another three-month period. Approval follows consideration at national level of objections presented.	Master plan (level 2) available for public inspection for four weeks. Local officials or land owners may propose alternatives or cite objections, giving reason for each. After a public hearing local officials act on each proposal, and forward the plan together with their action on each to State for approval.	quired. Regional council keeps pub- lic abreast of thinking and requests comments.	No participation in metropolitan area plans as such.	Before plan submitted to Minister of Local Government, it must be available for public review to give any citizen the opportunity to file objection. Planning agency accepts those thought desirable and lists the remaining ones in forwarding plan for approval. Prior to this formal step opportunity for the public to become familiar with		required in the planning but public may make representations during the two-month public display period. High-	No requirement. Town Planning Department, Main Roads Department, and MRPA all have effective programs to keep public advised and accept feed-back.	No legal requirement for public participation. Commission carries on extensive program of public relations, issuing many reports, providing films, and preparing and maintaining exhibits. Seeks public views through opinion polls and tests acceptance of facilities, such as housing, as programs progress.	awareness, or purpose and need for plan, (2) mutual education of citizens and officials, and (3) distilling information and feedback into		Not specifically required. Urban Community invites public comment on widely distributed initial sketch plan ("Esquisse 72").
	b. Local	Local plans must also be available for public review for six weeks, with discussions with citizens groups likewise encouraged as plan is developed. Objections may be filed during the six-week period, but with the local officials. If any objections are not satisfied an inquiry is held by an inspector, again appointed by the Secretary of the Environment, but who reports his recommendations to the local officials. Local officials may thereafter "adopt" the plan, and forward it to the Secretary who has four weeks to review it for compliance with legal requirements and compatibility with national and regional development policies.		·	No requirement.	ment on plans under a referendum, and likewise on each annual program. Beyond that, major projects may be brought before the electorate by initiative petition, even after approval of the program.		No public participation beyond level two plan required.	No requirement.	Each citizen directly interested in a proposed plan must be advised by mail that he has three weeks to review it, after which he may complain in writing. After technical review of complaints city council transmits plan, all complaints and action on each to County. County staff reviews city's actions, and advises each complainant of action. City usually announces plan review in thre press and accepts comments from other citizens or groups even though not directly affected.	the plan was provided by wide distribution of a popular ver- sion of the plan, a series of seminars and a number of in-	Notice must be published of intent to prepare a plan, and when completed must be available for 90 days for public review. Objections may be filed in writing. Plan forwarded to Ministry of Local Government, together with all objections and action taken. With that Ministry's recommendations Governor may approve or amend the plan by "Order in Council".	tive to views of the citizens.	Same as a.	Not applicable.	No specific action.—local situations get consideration in metropolitan scale program.		No requirement.
6. Appeal Procedures	a. Metropolitan b. Local	Citizens may appeal planning decision to the courts only for reasons of compliance with administrative procedures.			No requirement. No requirement.	Citizens who offer objection to plans prior to public hearing on any plan may appeal to the approval authority if not satisfied with manner in which objection was met. Ultimate appeal on a major project lies in initiative petition to refer project to electorate for ballot.	No specific appeal procedure for first level plan. Differences are negotiated between local and national officials. Once second level plan is approved, any property owner may appeal a decision of a local official in issuance of a building permit or failure to issue one within three months of application. If appeal upheld, permit may be issued in name of Ministry. Theoretically appeal may be taken through channels all the way to the President.	States may appeal actions of Federal government to an administrative court. No appeal procedure provided for otherwise.	No provision as yet. Proposed plans discussed by local officials with committee prior to approval by Minister of Housing.	No metropolitan area plans as such. Citizens dissatisfied with action on complaints may appeal to Ministry of Housing and Planning. No procedure for formal appeal by city.	No formal appeal procedure provided. Same as a.	In Brisbane, any objector not satisfied may appeal to Minister of Local Government, who may appoint a "competent person" to review any phase and hold an inquiry, leading to recommendation to Minister for action.	Any citizen "aggrieved" by any planning decision of the Planning Authority or a local council may appeal to the four-member planning Appeal Board Appointed by the Governor. Board may affirm the decision or require modification. Appeal to court limited to matters of law or procedure.	ficial may appeal either to the Minister of Town Planning, or to the Town Planning Appeal Court. In either case decision is final. Same as a.	No provision for appeal by citizens, and no local jurisdiction.	Any local official or citizen may appeal any action to the Municipal Board. Same as a.		No specific appeal procedures provided for planning features. Not ascertained.
7. Plan Implementation— Responsibility for and Financing of Transportation Aspects	a. National	Motorways, 100 percent financed by Central Government, seldom penetrate cities. Trunk roads penetrate and traverse cities as principal roads, financed 75 percent Central Government and 25 percent local jurisdictions.			streets, rail commuting	sibility of the Cantons with Federal participation		with construction delegated to States. Rail rapid transit on Federal railway lines implemented by Federal railways under agreement with local	percent nationally financed. High- ways located and geometrically de-	National highway system built and 100 percent financed by National Road Administration, and may include major arterials in urban area at initiation of Road Administration.	constructs and maintains roads	(State) Main Roads Department responsible for all arterial street construction and traffic control financed 100 percent with State funds (with Federal-aid where applicable). Rail commuting service by State Railways.	(State) All State routes and main roads, and major arterials constructed and 100 percent financed by State. Rail commuting responsibility of the South Australian Railways.	Functional agencies are represented on MRPA, and their programs within area based on the approved plan. Rail commuting function of State Railways, and main roads and arterials responsibility of Main Roads Department.	of Government Depart- ments. Department of the Capital Territory owns all land, and releases it for development under lease, on a parcel-by-parcel basis	plan, annual programs for the first five years, a single program for next five years, and a single program for remaining 10 years, all subject to approyal by appropriate ministries and put into effect through projects authorized in annual budget review process. In highways Province constructs Kings Highways (State routes in U.S. terms) and may participate with municipalities		(Provincial) Major thoroughfares are responsibility of Province, 100 percent financed, except for service roads along freeways.
	b. Metropolitan	No implementation at metropolitan level, except in Greater London.			No implementation authority within Area Commission. Plan implemented by local municipal programs, both street improvement and transit under annual programs approved by the Area Commission. No categorical grants. Matching funds from local taxes and "block" grants from national sources.	For principal Cantonal roads Federal share ranges from 30 to 75 percent. Roads and streets within communes not on Cantonal system are responsibility of the communes, but may receive Cantonal subsidy under special conditions of as much as 75 percent.	No implementation by metropolitan ageacies.	No implementation at metropolitan level.	Routes on national highway system 100 percent nationally financed. Rail rapid transit operated (and subsidized) by Ministry of Railways. Some functions, such as hospitals, financed by counties.	Metropolitan agency does not have implementing authority.	Other arterials provided by Metropolitan Board of Works, and transit service by the Mel- bourne Tramways Board.	No implementing authority.	Municipal Tramways Trust responsible for transit operation.	MRPA can acquire land for future development, and release at cost to other agencies as needed, and can levy taxes and issue bonds to finance its functions.	pian infigerentied tinough five-year rolling programs, with projects for each year approved in Commonwealth budget review procedure.	up to 75 percent of cost of routes connecting the Kings Highways and 50 percent of other arterials. It may participate up to 50 percent in capital cost of transit facilities and up to 50 percent in operating cost up to an amount determined by formula.		Urban community has no program authority. Transit Commission owns and operates transit system, with any deficit borne by the Transit area (essentially the Urban Community).
	c. Local	Plans implemented by local borough programs, with funds from local "rates" and general purpose grants from the Central Government. Special funds available to the Federal Government for urban transportation programs, Central Government gives long-range estimates for planning purposes of likely availability of funds. Such grants, available for streets and highways, and capital cost of transit must be supplemented from local rates or block grant funds.			Same as b.	No distinction is made between urban and rural communes. Participation in all cases is by negotiation on basis of need. Public transportation by law is expected to be self supporting.	Local officials propose projects for national participation in annual programs. Projects must have been included in the 5-year plan. Local officials responsible for issuance of building permits, and cannot permit development that would exceed capacity of equipment (including transportation) to serve it.	Local officials prepare a rolling five-year construction program to implement land use plan for information of State. Each year select projects to include in proposed budget in application for State aid. Transportation projects that are approved are eligible for Federal aid, through the State, from portion of the Federal motor fuel tax, either for highway projects or capital costs of transit.	Local jurisdictions responsible for all remaining functions.	Five-year transportation program prepared by city in collaboration with Road Administration. National funds available up to 95 percent in accepted projects. In Stockholm and Gothenburg also for rail rapid transit "up to rail". Projects not in program are city's responsibility. National funds provided on a project-by-project basis guided by national and regional development policies.	municipalities.	Local streets and transit responsibility of local councils.	Local councils responsible for holding development in balance. Cannot approve zoning changes or issue building permits if the proposed development exceeds capacity of transportation system or utilities to serve it.	Local councils responsible for local streets.	Not applicable.			Local municipalities responsible for local streets, service roads along freeways.
8. Urban Planning Philosophy		Nationally to encourage development in economically depressed areas by concessions to industry, providing infrastructure in advance of evident need, designate "spill-over" cities, inaugurate housing programs and provide transportation facilities. Aid in "decongesting" and renewing old city centers with new town programs and controlled suburban development. In urban areas to maintain "neutrality" of transportation until demand for motor vehicle access to center city reaches its holding capacity, meantime encouraging use of transit for work trips, and thereafter dispersing to suburbs or accept forced transit use, a choice to be made by the people.			io "decongest" the center cities by providing for industrial development in outskirts of the metropolitan area and new retail and commercial activity within the center city but outside the older historic city center. To improve highway and parking to serve developing areas. To develop self sufficient new towns and satellites to metropolitan areas.	Transportation policy responds fully and quickly to the desires of the people. In Berne and Geneva the old city centers are off limits for development and are becoming increasingly traffic free. Traffic is metered at the outskirts to restrict incoming flow to holding capacity of city center. In outlying areas the converse holds; development will be limited to traffic capacity. Commuting by bus encouraged by reserved bus lane network on radials with buses enabled to "call" traffic control signals. In Zurich, in contrast, plans call for encouraging center city development by radial freeway and new subway development.	National interest is involved in defining areas that may not be developed, and must be reserved for agriculture, forests, open space for example. Within areas available for development local officials, individually for small cities or working together cooperatively in the larger ones, prepare plans, with assistance from national ministries, that will produce balanced development, with transportation balanced by mode and with other development to sease the growth patterns desired at local level. For the Paris region deliberate effort is being made to "decongest" the city and allow for the citanging nature of activity occurring.	Plans developed by cities and surrounding rural regions under local initiative but in conformance with Federal and State guidelines for national and regional development. Generally to restrain center city growth through moving industry out and developing new residential communities in rural areas. Preserve the city center for traffic-free shopping areas and for activities requiring heavy public access. Trying to provide free choice between public and private transportation, but increasingly finding limitation on private transportation necessary and concentration on transit to keep transportation in balance with development	To "decongest" the city center by removal of many regional functions to suburbs and some national functions (such as the Ministry of Public Works) to Jutland to improve its economy. Provide for new growth in suburban or satellite centers based on planning studies now in progress. Preserve aesthetic and historic features of center and retain primary government functions, improving rail and highway access and replacing industry with housing.	Planning is simplified in one respect at least in that City owns or can acquire as needed all land to be developed, and can prescribe the nature and density of its use on a parcel-by-parcel basis under leasing arrangements. Nationally transportation is officially regarded as a neutral factor, and each mode expected to pay its own way. In Stockholm policy is to preserve human values in the city center, extend rapid transit coupled with high-rise housing at new stations, to discourage motor vehicle trips to work by parking controls and by not increasing CBD street capacity. Beginning to develop self-contained surburban centers served by transit and freeways.	of Works can insure ultimate balance, with timing of private development restrained or en- couraged to some degree by	To develop general plans, including transportation plans, by cooperative action of State and local authorities, keeping transportation in balance with development and neutral as to mode.	Fo hold type and density of development in city center and suburban and rural areas in line with capacity of transportation and utilities to serve it. Presently still emphasizing service by both transit and highway to city center, with intention of keeping transportation in balance with development and neutral with respect to mode.	To confine urban development to areas zoned as urban or "urban reserve". To restrain growth in city center to that which can be accommodated by transportation on the basis of neutrality as to mode, by taxation policy and building permits, and to encourage growth in satellite centers along radial spines by taxation, transportation, and land release policies.	To develop the National Capital as an efficient city yet appropriate to its function. To hold development in its main center and other related city centers to levels that can be served by transportation and other facilities in harmony with the environ ment, maintaining neutrality with respect to mode of transportation.	To develop land-use and transportation plans together to insure adequacy of transportation facilities to serve the land use, developing plans cooperatively between the different government levels with strong public participation. Implementing plans by Provincial, municipal, and cooperative programs, with plans and programs subject to Provincial approval. Province can aid either highways or transit, emphasizing the mode needed to serve the planned and programmed public and private development. An example is Toronto where transportation up to now has been reasonably neutral but where current unrestrained growth (within zoning ordinances) is forcing greater reliance on transit for travel to city center. On a Provincial scale growth in areas outside Toronto to be encouraged, rather than over concentration in that area.		To maintain good access, public and private, to downtown area, but to encourage greater self sufficiency in suburban centers by encouraging commercial and industrial development, as well as residential and retail functions.