

Part 4: Cancelling out emissions and the conclusions

Choices about consumption level, patterns of food purchase and where one is employed are the crucial determinants of indirect emissions. For those things we can't do anything about, the best choice is to offset our emissions. Offsetting emissions means reducing the greenhouse gases from another source of emission to compensate for our own actions. The easiest ways to do this are purchasing green electricity, investing in new renewable power plants, planting trees or buying into other 'offset' schemes. The critics of offsetting have much stronger attacks on the principle of letting people buy themselves out of responsibility for emissions. They are not a long-run solution the need to reduce greenhouse gases across the world.

Almost everybody's emissions can be reduced by 50 per cent or more. Every important social movement has started with a few thoughtful individuals deciding that they are compelled to take action. The decision to reduce emissions will be an early part of the movement to turn back what is arguably the greatest threat the planet has ever faced.

This book is written with the actual situation in practices of our daily lifestyle. Therefore, it will guide every household member to realize a low-carbon world from their home and it was very easy to read and follow all the suggestion in this book. As for researcher, this book can show us the relevant aspects in household energy consumption in domestic sector. It was very useful to someone who concerns with saving energy at the household level. I would like to recommend this book to all people having interest in low-carbon society.

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Developing Sustainable Urban Land Use and Transport Strategies: A Decision Maker's Guidebook

May, A. D., Karlstrom, A., Marler, N., Matthews, B., Minken, H., Monzon, A., Page, M., Pfaffenbichler, P. C., & Shepherd, S. (2005)

Leeds, UK: European Commission

52 pp.

Transport and land use policy formulation is a difficult process, particularly in a complex and rapidly-changing city especially if, as is usually the case, the policy makers have no guidance of any kind. To formulate effective policies, these cities need an understanding of how the urban land use and transport system works and interacts and the longer term consequences of failing to follow the sustainability path. They have to be equipped with a scientific approach and a knowledge of the policy options available to them, and guidance on how to use these to formulate a strategy to achieve both efficiency and sustainability.

The Decision Maker's Guidebook (DMG) was designed to help all those involved in decisions on land use and transport, whether as politicians, professional advisers, stakeholders or individual citizens.

This guidebook was originally published in January 2003 as part of the "Procedures for Recommending Optimal Sustainable Planning of European City Transport Systems" (PROSPECTS) project, funded under the European Commission's Environment and Sustainable Development Programme. The revised 2005 version has drawn on further related research and policy guidance. The guidebook is available online at: <http://www.konsult.leeds.ac.uk/public/level1/sec00/index.htm> and <http://www.ivv.tuwien.ac.at/fileadmin/mediapool->

The book is composed of 18 sections as follows:

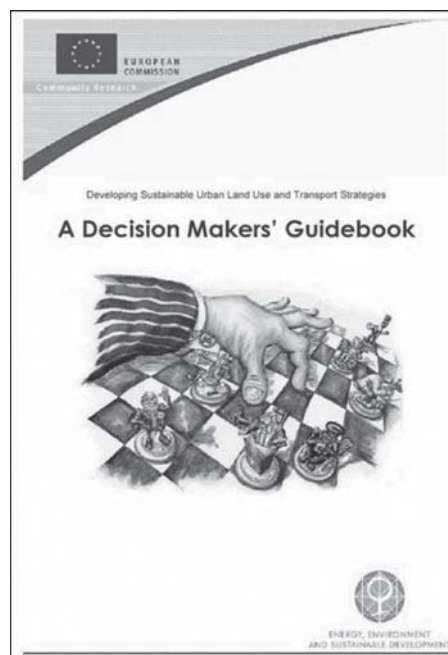
Section 1 explains the objective and structure of the book.

Section 2 "The Challenge of Sustainable Mobility" reviews the challenges which cities face. This includes complex decision-making responsibilities, complex interactions and multiple objectives, a wide range of policy options (leading to understand how best to design such integrated approaches), as well as legal restrictions on the use of some measures, financial restrictions, political and public opposition to certain types of policy instrument, and practical limitations on physical and technological changes.

Section 3 "The Decision-Making Context" identifies three types of constraint, that limit ability of cities to make decisions on land use and transport strategies on their own. They include: (a) lack of direct control, (b) intervention from other levels of government, and (c) involvement of other stakeholder groups. These constraints differ from city to city.

Section 4 "Approaches to Decision-Making" outlines a number of possible approaches to decision-making. These include: (a) Vision-led approaches (based on one charismatic person who has a clear vision), (b) Plan-led approaches (involve specifying objectives and problems, then adopting an ordered procedure to identify possible solutions to these problems), and (c) Consensus-led approaches (involve discussions between the stakeholders to try to reach agreement on each of the stages in the plan-led approach). Cities differ in the ways in which they make decisions. The section considers the relative merits of each, and encourages cities to choose the combination of approaches which best suits a city's circumstances.

Section 5 "Participation" looks at the options for facilitating effective participation to support all these approaches.



Section 6 "A Logical Structure" proposes an "ideal" decision-making process for sustainable land use and transport planning, which can be used with any of these approaches, and identify the key steps in that process.

Sections 7 to 15 explain each step in the logical structure in *Section 6*.

Section 7 "Objectives, Indicators and Targets" reviews the objectives which cities might set for land use and transport strategies, possible indicators of performance against those objectives, and the role of targets.

Section 8 "Problem Identification" considers the alternative approach of identifying problems to be overcome.

Section 9 "Policy Instruments" identifies the full range of land use and transport policy instruments which might be used in tackling these problems, and

Section 10 "Barriers to Implementation" identifies the barriers to be overcome in using these policy instruments.

Section 11 "Strategy Formulation" outlines ways in which overall strategies can be formulated using packages of policy instruments in ways which overcome the barriers to progress.

Sections 12, 13 and 14 review the range of analytical techniques available for predicting the performance of these strategies, appraising their performance against the objectives, and developing optimal strategies.

Section 15 “Implementation and Evaluation” considers good practice in implementation and in monitoring performance.

Section 16 “Case Studies” presents four case studies of cities which have adopted some or all of these approaches.

Section 17 provides a brief glossary, and Section 18 is a list of reference.

The guidebook identifies an “ideal” decision-making process for sustainable land use and transport planning in the European context. However, in a further EU-funded project, SPARKLE –“Sustainability Planning for Asian Cities making use of Research, Know-How and Lessons from Europe” (2004), the transferability of this “ideal” process to South East Asia was put under scrutiny, through two seminars (in Bangkok and Hanoi) and eight intensive participatory workshops in Thailand, Vietnam, Cambodia and Laos. Some insights gained from these activities were reported in Emberger et al. (2008)¹.

The authors of this book provide a comprehensive guidance in generating optimal land use and transport strategies to meet the challenge of sustainability. The overall structure of the “ideal decision making process” seems to be suitable for cities in both developed and developing countries. Notwithstanding, compromises and adaptations have to be made to meet local circumstances in both contexts.

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¹ Emberger, G., Pfaffenbichler, P., Jaensirisak, S., & Timms, P. (2008). Ideal decision making processes for transport planning: A comparison between Europe and South East Asia, *Transport Policy*, 15, 341-349.

Basics Landscape Architecture

01: Urban Design

Waterman, T. and Wall, E. (2009)

Lausanne, Switzerland: AVA Publishing

184 pp.

In the present days, especially in Thailand and many other countries, the discussion related to urban design profession is a hot topic among related disciplines like architecture, landscape architecture and urban planners. One aspect accepted by most disciplines is that urban design is a multidisciplinary field that requires other knowledge outside architecture field, such as engineering, social, economic, politic, and so on. In landscape architecture, there is some similarity in the nature of work. This includes the design and organization of outdoor space(s), the necessity of contextual study, and the awareness of time and change in the design. Thus, many landscape architects, both in academic and professional, may come across the feeling of strong tie between landscape architecture and urban design that sometimes it is even impossible trying to separate one from another. For those landscape architects who have had this feeling and yet never taken formal urban design courses, this book could shed some lights on the confusion.

“Basics Landscape Architecture 01: Urban Design” is a book with an eye-catching cover. It belongs to the series of applied arts and design books, *The Ava Series*, published by AVA Academia who expresses themselves as “*Creative publishers for the applied visual arts*”. Their main goal is to introduce series of attractive-looking text books to visual arts students who usually prefer graphic communication to pages of plain text. For this purpose, AVA Academia did an excellent job. This book contains very nice and clear graphic that is not only attractive, but also informative enough to help demonstrate what authors try to convey.