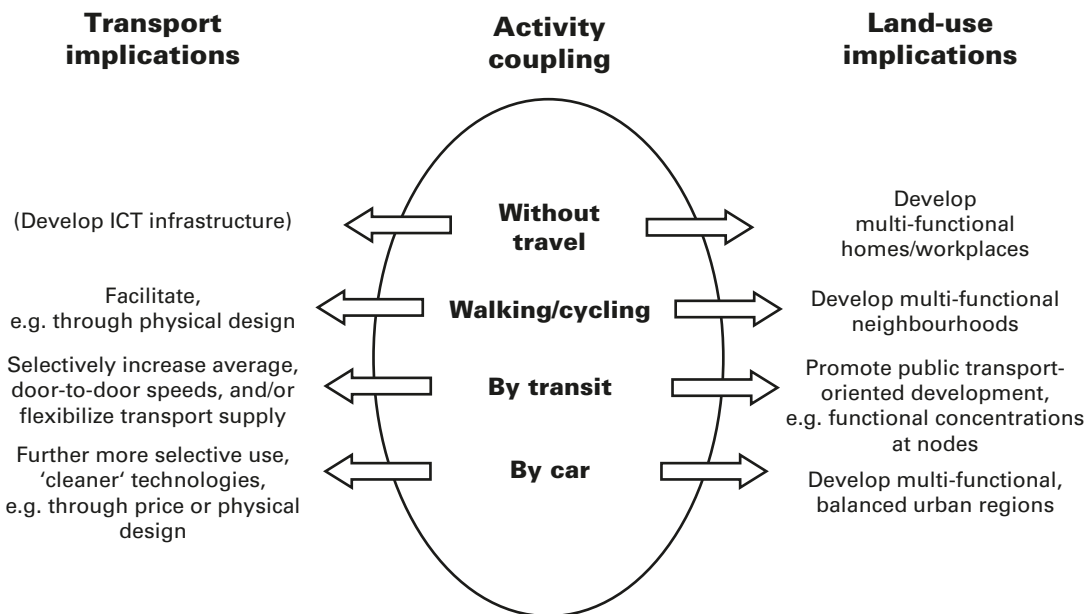


Such a development is possible if households and companies are within the reach of activity locations either without moving, or on foot, by bicycle or by public transport, or by making more efficient use (e.g. shorter distances, more passengers) of cleaner private cars (e.g. energy efficient, emission poor). A shift in urban mobility patterns of this type has implications for both transport and land use policy, as illustrated in Figure 4.2.

This pattern of thinking has been developed and applied within the VPR programme and is summarized here. The central idea is that the quality of the accessibility of a given location has to be matched by the type of activity located there, exploiting the specificities of *all* transport modes. The idea is thus not so much that of giving priority to the most environmental modes as such, but rather of limiting the number of situations in which the use of the least environmentally friendly modes becomes either a necessity or has unparalleled advantages. At the same time, and most importantly, this has to be obtained without diminishing the opportunities to participate in activities. We define this philosophy as ‘multi-modal urban-regional development’. It implies, figuratively, both working horizontally across Figure 4.2 (logically coupling transport and land use interventions) and working vertically (i.e., realizing all the available opportunities to link activities at the ‘upper’ levels of the scheme before moving on to the ‘lower’ levels of the scheme).

Figure 4.2
Policy implications of accessible and sustainable urban form.



In this perspective, two features of activities are especially important: the *spatial reach* of an activity or function (or its spatial market or ‘catchment’ area, e.g. expressed in kilometres) and its *intensity* of use (e.g. expressed in inhabitants, workers and/or visitors per unit of space and/or time). Given these two dimensions the features of the available transport modes (e.g. speed, flexibility and capacity) determine the preferred location of an activity, or the most logical coupling between transport and land use, as illustrated in Figure 4.3. For instance, activities should be situated on and around public transport nodes, which have a spatial reach matching the scale of operation (and thus the speed) of the public transport infrastructure and the intensity of use (e.g. concentrations of office, leisure, shopping). Cycling and walking are the most suitable travel modes for activities with a low spatial reach, say within the neighbourhood. Crucially, only activities with middle to high spatial reach and a low intensity of use (i.e. living, working or recreation in low-density areas) are best served by the car. This is because the speed and the flexibility of the car cannot be matched by the alternatives in these cases.

The diagram in Figure 4.3 can be usefully employed to characterize existing urban systems. Los Angeles is for instance a city where most activity and mobility patterns fall into the ‘car

Figure 4.3
Principles of multi-modal urban
and regional development,
conceptual scheme.

