

- What would be the results if, instead of productivity as a whole, the productivity of certain strategic business clusters of importance to a specific local economy were to be focused upon?

Furthermore, analyses could be carried out which involve theoretically more rigorous measures of accessibility, which might address distance-reducing functions and the effects of competition between destinations (Geurs and Ritsema van Eck, 2001). Research that might follow on from the Dutch case study could investigate the relationship between the urban spatial system and other characteristics of regional economic performance other than productivity – for example, innovative ability.

The design challenge

More research, fundamental or otherwise, is however not sufficient on its own. The ultimate task is to develop optimum combinations of transport and land use policies. In advanced societies, these may incorporate the adjustment of existing configurations but could also include more radical forms of system innovation. In developing these solutions, the evaluation of the *output* of design processes are necessary but not enough. It is also essential to use knowledge as an *input* into the processes for designing interventions. The core question is: What are the conceivable changes to transportation networks and to land use patterns, given the objective of increasing accessibility *and* the conditions imposed by other goals such as environmental sustainability? Such exploration should be regarded as a form of research and development into the ‘multi-modal’ fit between the features of new and adapted transport systems and the land use system.

The policy challenge

Finally, both fundamental knowledge and design capacity need to be better incorporated into active policy processes. From the perspective of *actual* urban development, knowledge and capacity without a direct relationship to everyday policy practice – either *reflecting upon* or *applicable to* that practice – is of limited significance. Feedback from real-world policy processes, with the inevitable inherent complexities, is essential in honing the research and design effort described above. The most effective solution is to interactively involve researchers and designers in public or other policy processes as an essential precondition for the successful integration of their knowledge into the practice of urban development.

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