

Recommendations to local and regional authorities

Outcomes from the whole project

1. How to tackle the issue of sprawl ?

- **Multi-dimensional issue: requires an integrated strategy**
 - land use, transport, environment, housing, social matters, economy, taxation systems, demographics, etc
- **Mono-centric perception versus polycentric perception**
 - “centre-periphery competition” approach
 - “decentralised concentration” approach
 - perception of sprawl by authorities of the suburban municipalities or secondary urban centres
- **Land-use/transport models**
 - allow to isolate system effects of a single measure
 - allow to estimate *feed-back* and *long-term* effects

2. Which policies are most effective to control sprawl ?

SCATTER-SELMA joint workshop, 8 June 2004

- **Policies assessed by simulations**
- **Policies evaluated qualitatively (case studies)**

2. Which policies are most effective to control sprawl ? (simulations)

- **Road pricing (congestion pricing)**
- **Impact fee applied to suburban residential developments**
 - exists in the United States in 23 States for about 30 years
- **Effective in some cases: land use measures on offices**
 - tax on offices non located in A-zones
 - regulatory measure inspired from ABC theory
- **Best strategy: combination of**
 - car pricing
 - PT policy (fare decrease and service improvement)
 - land use policies
- **Land use policies only have small effects on emissions**

2. Which policies are most effective to control sprawl ?

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- **Issues related to pricing policies:**
 - internalisation of external costs /“polluter-pays” principle
 - provides authorities with financial resources for new investments
 - fair principle, but not necessarily acceptable
 - can be made more acceptable by ear-marking for PT services, urban improvement, etc

2. Which policies encourage sprawl ? (simulations)

- Any decrease in PT fare at regional level
- Any decrease in PT travel time at regional level
- Road investments
- But PT improvement limited to the central urban area may attract population and jobs

2. Which policies are most effective to control sprawl ? (case studies)

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- **Control of housing prices by control of land capacity (land banking)**
 - important interaction between urban growth limitation/transport cost and housing price
 - housing prices increase with urban growth limitation (e.g. Portland)
 - urban land rent may also increase due to an increase of transport cost (and urban concentration) (ECMT – 2002)
 - example of land control policy: Rennes (public-private partnership)

2. Which policies are most effective to control sprawl ? (case studies)

■ Urban/housing design

- a key-question: how design dense neighbourhoods with an attractive housing supply ?
- “intermediate type housing” (between collective building and single-family housing)
- varied housing supply
- private/collective/semi-collective gardens
- careful design of paths for walk and cycle
- mix of functions (retail)
- examples in Germany: Munster, Leipzig, etc ...
- this accompanies the “decentralised concentration” approach
- transposable to big cities ?

3. Institutional issues and solutions

- **In SCATTER: analysis of 6 formal structures of cooperation between institutions (“metropolitan institutions”)**
- **There is a great variety of institutional solutions, from institutions having only a consultative role but being the place for a dialogue between municipalities (e.g. Milan) to institutions with directly elected members, having authority for voting law, and several important competences, on the whole metropolitan area (e.g. Stuttgart)**

3. Institutional issues and solutions (cont.)

■ Main barriers:

- too much territorial fragmentation
- imbalances within the metropolitan institution:
 - ◆ between territory and objectives
 - ◆ between matters of competence and objectives
 - ◆ between political composition and objectives
(e.g. representatives elected at municipal level/supra-municipal interests)
 - ◆ between action instruments and objectives

3. Institutional issues and solutions (cont.)

- **Types of responses:**
 - creation of a new metropolitan institution
 - transformation of the existing institutions
 - improvement of the mechanisms of cooperation
 - combination of the above mentioned types

3. Institutional issues and solutions (cont.)

- **To be considered when creating a new metropolitan institutional structure:**
 - efficiency / feasibility
 - local resources and constraints
 - e.g.: legislative reform on metropolitan areas in Italy (1991 – 2000)