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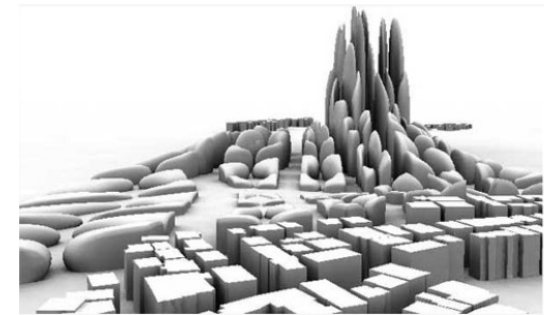
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Should governments plan locally or regionally to reduce vehicle use? Evidence from the EU and US contexts

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The 'NewCompactism' project (FP7-PEOPLE-2011-IOF)



10.2012 – 10.2013

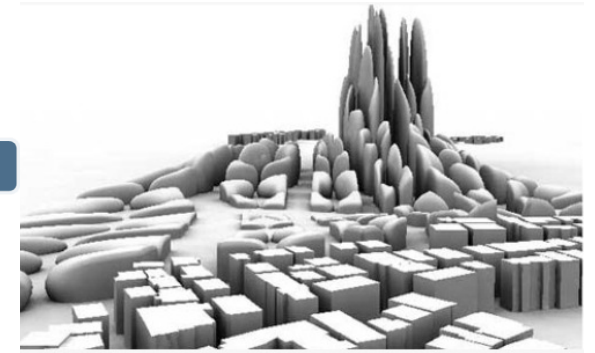
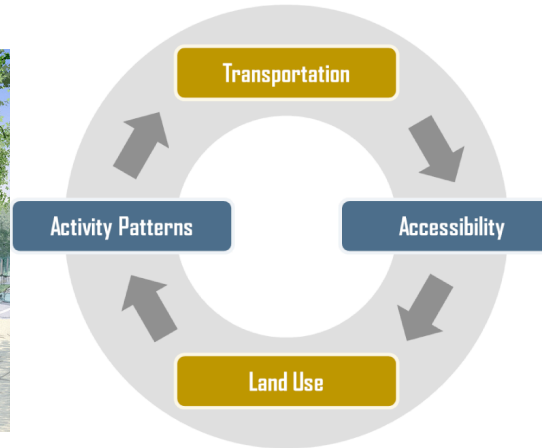
10.2013 – 10.2014



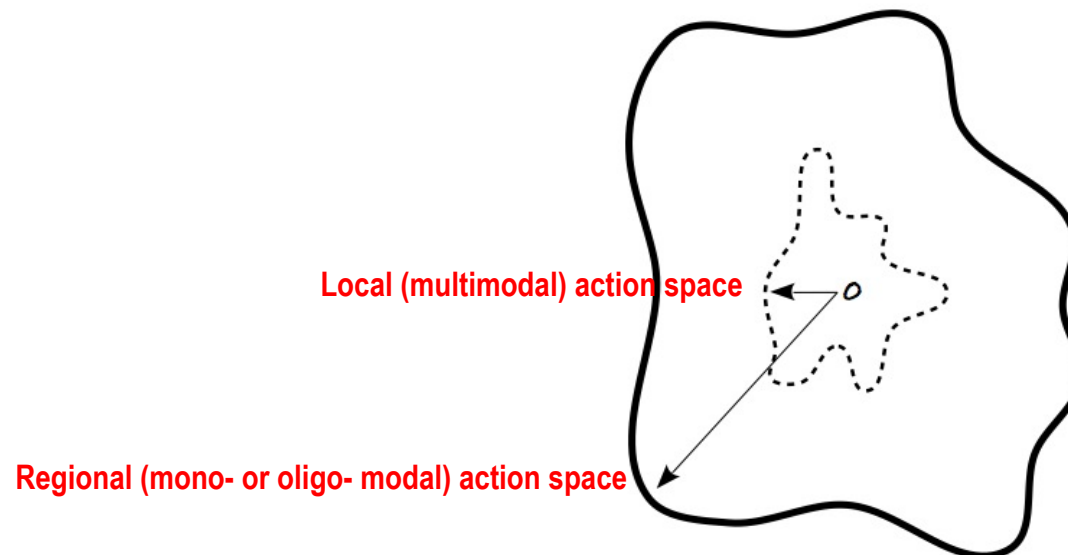
Urban sprawl: a common problem with different characteristics between the US & Europe



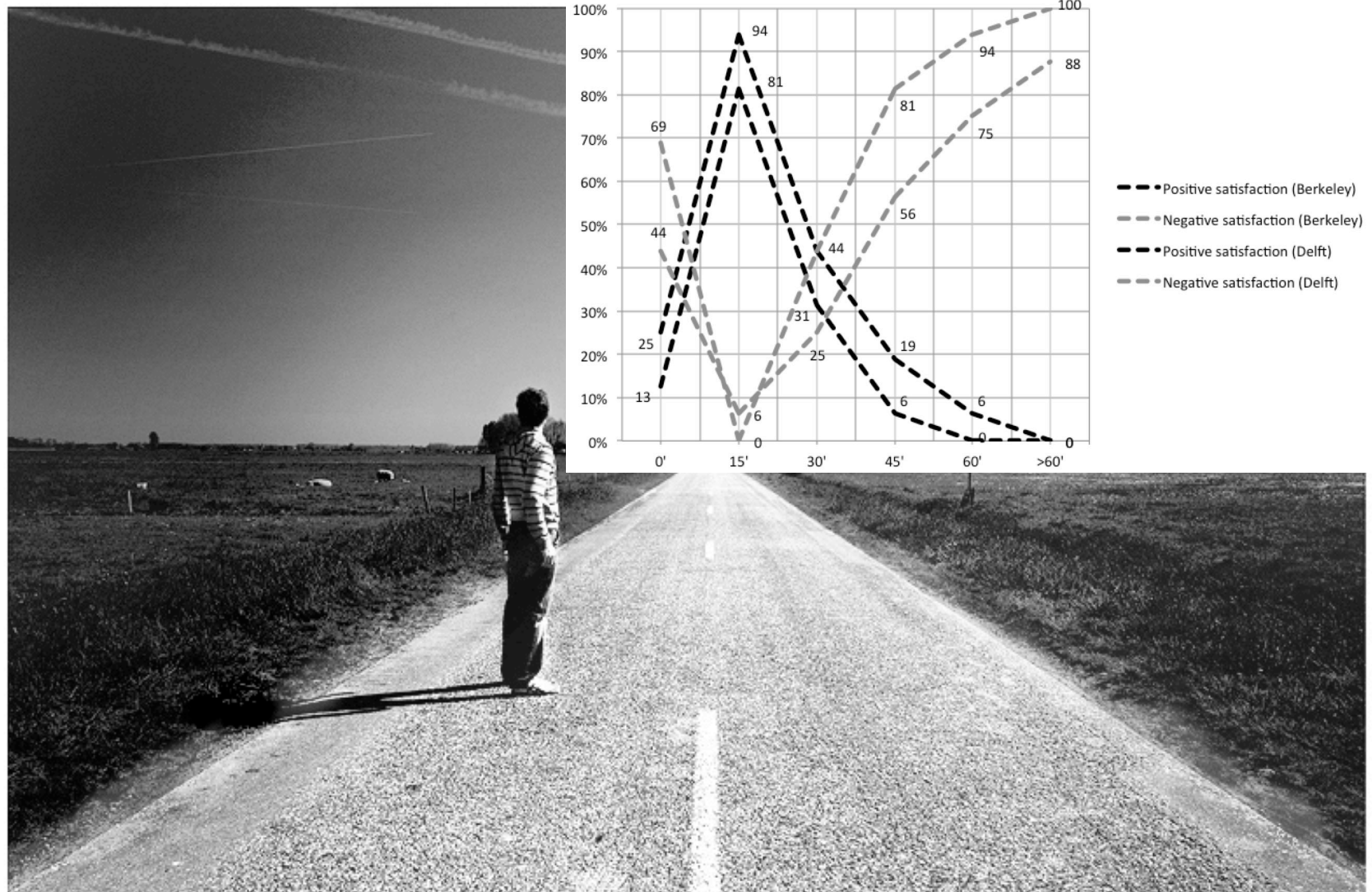
Research question



What is the respective roles of local and regional characteristics of urban form on vehicle travel?



Do people consider an acceptable travel time?



Milakis, D., Cervero, R., van Wee, B., Maat, K., 2015. Do people consider an acceptable travel time? Evidence from Berkeley, CA. *Journal of Transport Geography* 44: 76-86

Results from two case studies: San Francisco Bay Area, CA and Randstad Area, NL

	San Francisco	Randstad
Built Environment > travel distance	✓	✓
Built Environment > trip frequency	X	X
Neighbourhood (node density) > travel distance (local action space)	✓	✓
City (jobs accessibility) > travel distance (regional action space)	✓	✓
Travel distance (local/regional)	1/5.7	1/5.0

Multilevel (MLM), ordered logit models (ORL)

*Evidence suggests that we promote planning on **both spatial scales**, though with **priority to the regional level** to make VKT reduction policies more effective.*

New Compactism



A rich intellectual experience:

Journals, conferences, invited lectures, interaction with top-level researchers from various fields, training, outreach activities

Marie Skłodowska-Curie (1867 –1934)

“Be less curious about people and more curious about ideas”

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Next step:

Spatial and transport implications of emerging mobility technologies

