

# MOBILITY PATTERNS AND URBAN STRUCTURE

Edited by PAULO PINHO and CECÍLIA SILVA, Oporto University, Portugal

Despite extensive efforts to understand the overall effect of urban structure on the current patterns of urban mobility, we are still far from a consensual perspective on this complex matter. To help build agreement on the factors influencing travel behaviour, this book discusses the influence of alternative urban structures on sustainable mobility. Bringing together two existing and complementary methods to study the relationship between urban structure and mobility, the authors compare two case studies with distinct urban structures and travel behaviour (Copenhagen and Oporto).

The research presented in this book highlights the relevance of centrality in travel behaviour. It is shown that more sustainable travel can be influenced by several urban structure factors and that no particular combination is required as long as a certain level of centrality is provided. Finally, the book concludes that urban structure can, on the one hand, constrain, and, on the other hand, influence travel choice.

*Drawing on a combination of qualitative and quantitative approaches, this book provides a detailed, accessible, comparative account of mobility patterns and urban structure in Oporto and Copenhagen. Its conclusions are resounding: urban structure not only passively influences travel choices; it also actively constrains choices. This has important implications for the role of urban and regional planning in promoting low-carbon development in cities.*

Dominic Stead, Delft University of Technology, The Netherlands

*This is a book you want to read if you are interested in linkages between built environment, accessibility and travel behaviour. It applies a unique mixed method approach, in which accessibility instruments and quantitative and qualitative travel behaviour research are applied in two European cities – Oporto and Copenhagen. Paulo Pinho and Cecilia Silva clearly show that urban structure influences travel behaviour and accessibility, and confirm that effective coordination between transport and land use policies is a requirement for achieving more sustainable mobility patterns.*

Karst T. Geurs, University of Twente, The Netherlands

*By contrasting the polycentric Greater Oporto with the monocentric Greater Copenhagen and examining both accessibility and travel behaviour, Pinho and Silva successfully make the case for why any policy for sustainable mobility must act on the key factor of urban structure.*

Carey Curtis, Curtin University, Australia

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