

<div class="logo logo-mobile"> ¹</p><p>Is density an indispensable

element in limiting greenhouse gas emissions produced by transport systems? In

recent years, density has widely been seen as the key solution to the problem of

saturated road networks and air pollution. From this perspective, the compact city

offers the possibility of limiting distances to be travelled; favouring non-motorised

modes of transport; and achieving the critical threshold beyond which it becomes

possible to establish effective public transport etc.</p><p>However, the better

match of dense urban forms to less polluting mobility tends to collide with individual

preferences (for a way of life that guarantees spacious accommodation and possibly

a garden) that make a major contribution to the spread of the peri-urban. At the

same time, land and real estate markets are particularly tight in certain towns and

cities, which tends to force people with lower incomes to move to the urban

periphery.</p><p>In terms of practices, the ‘barbecue effect’ tends to qualify the

supposed imbalance between greenhouse gas emissions of urban centres and those

of the peri-urban: it highlights the lower level of greenhouse gas emissions linked to

leisure travel in the peri-urban area, as illustrated in the use of the barbecue. Thus,

although those living in the peri-urban cover longer distances and use their cars more

often on a daily basis, during the weekends and holidays they travel shorter distances

and use air travel less frequently.</p><p>And what happens if we take into account

the greenhouse gas emissions produced by central heating? And those created by the

transport of goods destined for households?</p><div

id="sdfootnote1"><address><a name="sdfootnote1sym"

href="#sdfootnote1anc">1 Allemand S.,

Ascher F. & J. Levy (dir.), 2004, Les sens du

mouvement, Editions Belin, page

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“There remains a source of divergence among contributors: the preferred urban model for resolving the problems of congestion and pollution linked to the rise of urban mobilities. The opposition, which one might have thought we had left behind, between supporters of more compact towns and cities ... and those who believe in a more diffuse urban environment, continues to flare up.”

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