

Tomorrow the City Organized from the Places of Connections Between Networks of Collective Transports

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Transport and urban centrality were always connected. Formerly, seaports, river ports defined the urban front, the place of centrality of the city. With the arrival of the railway, their stations are places of centralities and the town planning of the XIXth century widely planned the city from these places. With the road transport, the importance of the car, our city presents new places of centrality, qualified still as peripheral. It's in these places that settled down the new shopping centers, the centers of activities and even places of culture.

While the future is vague in transport, the project of the durable city has to lean on the collective transport and the places of inter modality. It is these places which are probably called to become the new places of the urban centrality.

This communication aims at demonstrating that the urban centrality is historically correlated in the places of better accessibility. This accessibility depends on the considered way of transporting. It associates the internal accessibility and the accessibility to the interfaces between the city and its geographical environment. This communication also aims at seeing in what the places of inter modality are called to become the new places of urban centrality.

Keywords: Urban centrality, transport, inter modality