

# **Sustainable Urban Form, Accessibility Disparity and Spatial Inequalities: A Case-study From Lisbon**

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**What is a sustainable urban form? What looks like a rather simple question is indeed quite difficult to answer. The sustainability of the urban form is normally evaluated through associated objectives, like mobility patterns and energy consumption. In this sense, several urban development policies are being proposed, as compact city, transit oriented development, polycentric urban development, among others, in order to provide access by proximity, to invert the transportation hierarchy and to reduce the need for travel, by locating in close proximity housing, jobs, commercial and retail activities. Explicitly or implicitly, all these policies intend to balance geographical accessibility by car and other transportation modes at origins and destinations, and so they can be reframed as 'multimodal accessible city' proposals. In accordance, we present the concept of global accessibility disparity, which explicitly compares accessibility by different transportation modes at different geographical scales, in order to reveal the spatial inequalities of access within a metropolitan area, and so to expose the places in which the mobility behaviour is clearly an imposition and not really an issue of choice, which can be low as well as high density places. Therefore, we intend to show that travel behaviour is related to the relative space conditions of origins or destinations, in which case to plan for a sustainable city should have as one primary goal to plan for an multimodal accessible city.**

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