

Accepted Manuscript

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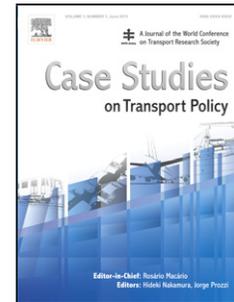
PII: S2213-624X(17)30221-3
DOI: <http://dx.doi.org/doi:10.1016/j.cstp.2017.07.009>
Reference: CSTP 184

To appear in:

Received date: 17-7-2016
Revised date: 29-7-2017
Accepted date: 29-7-2017

Please cite this article as: Gonçalves, Jorge, Gomes, Marta, Ezequiel, Sofia, Defining mobility patterns in peri-urban areas: a contribution for spatial and transport planning policy. *Case Studies on Transport Policy* <http://dx.doi.org/10.1016/j.cstp.2017.07.009>

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Defining mobility patterns in peri-urban areas: a contribution for spatial and transport planning policy

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Highlights

- We selected indicators that can characterizing mobility in peri-urban areas
- Mobility knowledge provided a good resource for a peri-urban typology
- Mobility patterns results took into account the practical knowledge
- These types of mobility offer a new map for Lisbon Metropolitan Area
- This findings are a very good resource for a more focused policy of mobility

Abstract

Mobility plays an important role in the population's quality of life and is also an essential tool for spatial planning and development, thus this research intends to contribute to better informed and targeted spatial and mobility management policies in metropolitan areas, with a special focus on peri-urban areas. To achieve this aim, a methodological approach was developed to define different types of peri-urban areas according to their mobility and accessibility characteristics. A set of indicators was proposed as the basis of a cluster analysis of parishes in the Lisbon Metropolitan Area (LMA). A new map of the LMA, which reflects a new understanding of the metropolitan reality, was drawn up. The knowledge provided in this study, which consists of the clear differentiation of peri-urban areas located in the metropolitan context in terms of mobility, is an important contribution for policies development and for the management mechanisms of metropolitan mobility.

Keywords: Peri-urban areas, mobility patterns, peri-urban typologies

1. Motivation and research issues

1.1. Strategic framework and objectives

Mobility is one of the most important factors when assessing the quality of life of residents and workers, as well as activities in certain areas. Mobility has been considered an important factor in urban sprawl. The problems caused by urban sprawl are related to the accessibilities and their dynamics, such as the quality of the transport service (Olvera et al., 2003; Church et al., 2000), social constraints (Stanley et al., 2011), environmental impact (Waddell, 2002) and energy issues (Wegener, 2013).

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