

# NEWSLETTER NUMBER 7 MARCH 2010

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RESEARCH CENTRE FOR TERRITORY TRANSPORTS AND ENVIRONMENT

<http://citta.fe.up.pt/>

## RECENT PUBLICATIONS

- Oliveira C, Breda-Vázquez I (2010) Contradictory rescaling: confronting state restructuring and the building of new spatial policies, *European Urban and Regional Studies* (doi: 10.1177/0969776409356213).
- Oliveira V, Pinho P (2010) Measuring success in planning: developing and testing a methodology for planning-evaluation, *Town Planning Review*, 81.
- Oliveira V, Pinho P (2010) Evaluation in urban planning: advances and prospects, *Journal of Planning Literature*, 24 (doi: 10.1177/0885412210364589).
- Oliveira V, Pinho P (2010) Lisbon, city profile, *Cities*, 27 (doi: 10.1016/j.cities.2009.12.008).
- Perdicoulis A, Glasson J (2009) The causality premise of EIA in practice, *Impact Assessment and Project Appraisal*, 27(3), 247-250.
- Rebelo E (2010) Does Urban Concentration /Dispersion Affect Immigrants' Professional Opportunities? The case of the Porto Metropolitan Area, *International Journal of Urban and Regional Research* (doi: 10.1111/j.1468-2427.2010.00909.x).
- Rebelo E (2010) A methodology to approach immigrants' land use in metropolitan areas?, *Cities*, 27(3), 137-153.
- Rebelo E, Pinho P (2010) Evaluation and monitoring of office markets, *Environment and Planning B: Planning and Design*, 37(2) 305-325.
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- Breda-Vázquez I, Conceição P, Mória P (2010) How to learn with urban policy diversity and complexity: evaluation and knowledge sharing in urban policy, *Planning Theory & Practice* (forthcoming).
- Oliveira V, Barbosa M, Pinho P (2010) The study of urban form in Portugal, *Urban Morphology* (forthcoming).

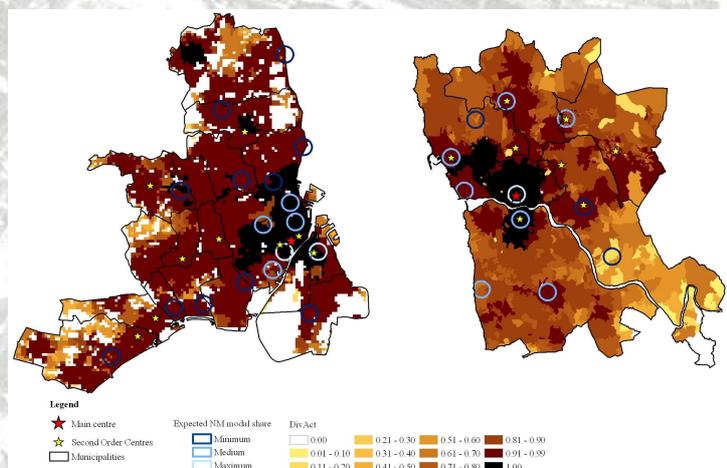
## EDITORIAL

Dear Reader,  
Our 3rd annual conference on planning research is getting closer. This year the general theme of the conference - Bringing city form back into Planning - clearly emphasizes the importance of the physical dimension of planning, a dimension that has been slightly neglected in the past decades, particularly among scholars and researchers. It will be an opportunity to present some of our research projects on this and related topics and to listen to leading academics on the fields of space syntax and urban morphology.

We are particularly grateful to Professor Bill Hillier for accepting our invitation to present a keynote speech at our conference. Our most sincere thanks also go to prominent researchers and academics such as Ali Madanipour, Mário Kruger, Manuel Teixeira and Elisabete Silva that, as well, will be responsible for keynote speeches at the plenary session of our conference. In addition, seventy papers will be presented in seven parallel sessions. This high number of papers far exceeded our best expectations. We are really looking forward to this stimulating opportunity to share and confront views, ideas and perspectives on the importance of city form and structure to plan and design more lively and responsive cities.

In the following months our work will be focused on the preparation of CITTA to face new challenges ahead, such as the possibility to receive new researchers and research groups, from other universities and research centres in Portugal and elsewhere. The further internationalization of the centre is vital. The internal regulations require a thorough revision to be able to accommodate the growth of the centre (with already forty researchers in the overall) and adapt the centre to new external circumstances and funding schemes and opportunities. In this respect, the recent passage of the University of Oporto from a State Higher Education Institution to a Foundation is certainly most relevant. New research projects are already in the pipeline. Finally, a new, more interactive, and more informative website is under preparation and will soon be launched and open to the wider planning research community.

Paulo Pinho



MOPUS - Mobility patterns and urban structures: a comparative study of the cities of Copenhagen and Oporto

## PROPOSALS/RECENT CONTRACTS

EVIDENCE - Re-inventing analysis, design and decision support systems for planning. Financial Support by FCT.

Calibration of the Demand and Supply of the National Transport Model. Financial Support by IMTT

## COMMUNICATIONS IN CONGRESSES

Alves F, Cortesão J, Patterson J, Góis J (2009) A Basis for a Simplified Method towards the Bioclimatic Intervention in Portuguese Cities, *45th ISOCARP International Congress - Low Carbon Cities*, 18-22 October, Porto.

J Cortesão, F Alves, J Patterson, A Monteiro, H Madureira (2009) A Method for the Bioclimatic Intervention in Porto, *45th ISOCARP International Congress - Low Carbon Cities*, 18-22 October, Porto.

Gerassimou S, Perdicoúlis A (2009) Urban Renaissance on the Southern Coast of Athens: the Case of Palaio Faliro, *NAUN Conference*, 29-31 December, Athens.

## SCIENTIFIC MEETINGS ORGANIZATION



14th Air Transport Research Society Conference, 6-9 July 2010, Porto.

CITTA 3rd Annual Conference on Planning Research - Bringing city form into Planning, 15 May 2010, Porto.

7th Annual Meeting of the Portuguese Transports Study Group, 4-5 January 2010, Nazaré.

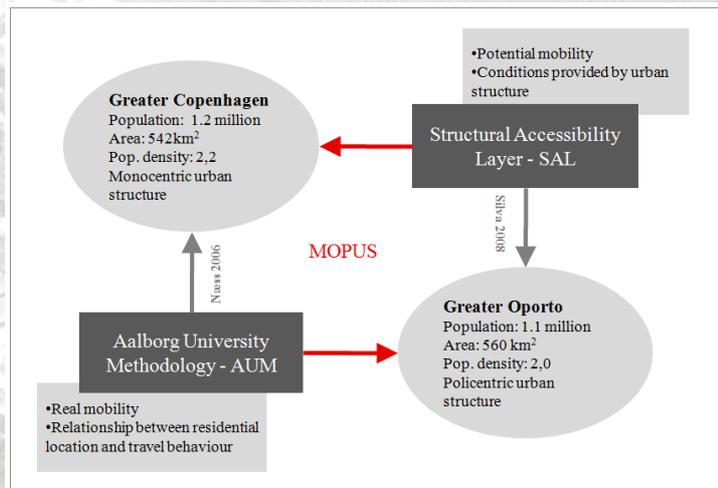
Workshop on Sustainable City Distribution 19-20 November 2009, Porto.

## RESEARCH UNIT 3

From the wide range of research projects carried out, at present, under the umbrella of the Research Unit One - Planning and Environmental Assessment, I would like to pinpoint two projects. The recently finished MOPUS project, because the final report was just submitted to the funding institution - the FCT (the National Science and Technology Foundation) and a flavor of the main conclusions can already be reported. The EVIDENCE project, also financed by the FCT, because, on the opposite, it was approved a couple of months ago and the kick-off meeting will soon be announced.

### The MOPUS project

The principal objective of MOPUS was to assess the influence of alternative urban structures of metropolitan areas on sustainable mobility, comparing, in particular, one monocentric (Greater Oporto) and one polycentric structure (Copenhagen). Two complementary methodologies (SAL and AUM) were applied to both case studies. The structural (SAL) and behavioural (AUM) aspects of mobility patterns were analyzed and compared in both case studies, taking advantage of the previous work already carried out on both sides (Aalborg University and CITTA). In conclusion, it was clear that urban planning has an important role in mobility management. Urban planning can, on the one hand, constraint, and, on the other, influence travel choice. Whether consciously, or not, urban planning has this power over travel behaviour. Centrality and how it is used to structure a particular city region or metropolis is clearly a key issue to take the full advantage of the urban structure effect. In this way, the MOPUS project was able to support the formulation of a number of specific planning and transport policies to guide the metropolitan areas of Oporto and Copenhagen along a more sustainable development path.



MOPUS - Mobility patterns and urban structures

### The EVIDENCE project

Evidence-based planning and performance-based regulation have been steadily establishing since the end of the 1990s. Supported on the current scientific debate, on the Portuguese planning system, and on the results achieved by the latter on the national territory, this ambitious research project proposes the definition of an innovative view, a methodology, and a set of techniques of analysis and planning. In this sense, the proposed planning approach is based on the importance of the link between evidence, knowledge and action. It focuses, in particular, on the stages of analysis, design and decision support in planning activity and it has the main purpose of effectively influence the regulation of a new generation of Portuguese municipal plans (*Planos Municipais de Ordenamento do Território - PMOT*).