

II– Can urban planning lead to sustainable mobility? This observation can be made in various fields (noise, pollution, energy consumption, occupation of space, etc.), and for multiple spatio-temporal scales (from the very short-term local impact to the global impact very long term). The spatial dispersion of functions (commerce, services, employment, etc.), which maintained a city center, and sparse urban sprawl then combine to explain the development of automobile use. These researchers carried out calculations which stipulate that individuals who reside in municipalities with the lowest net human densities travel daily distances 2.3 times greater than those who reside in high density: 35 km per day against 15. The creation of peripheral cinema complexes, after those of shopping centers, help to strengthen the place of the automobile in urban areas: their accessibility is much better for motorized people than for others. This question goes beyond technical-environmental aspects (pollution, nuisances, costs, etc.): it concerns a choice of society (lifestyles, landscapes, equity, etc.). The separation of functions in the urban fabric, a corollary of low density extensions, is also responsible for the increased role of the automobile in travel. Such a question was the subject of a work done by Vincent Fouchier, urban planner and researcher, (Public establishment for the development of the new town of Every One of the key questions that has been asked is whether we want to limit the place of the automobile in our urban areas. As such, Asian cities, such as Tokyo or Hong Kong, but also European cities, including Paris and Berlin, would be less expensive in energy than their American counterparts. II. 1.