

# **Better Cities with Less Traffic**

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# Do we really need the car?

- London reached 8 million people before the car
- So we know we **can** live without it

**The city is about bringing  
people together...**

**But the car pushes people  
apart**

Roads and parking

- separate people from where they want to be
- leave no space for other things
- destroy the quality of public life

Activities are pushed apart



No life between buildings  
All the space is taken by cars





The car takes a lot of space



Buses are better  
Rail transit is even better





Bicycles also better than cars

Faster traffic  
dominates...  
not only the street,  
but also the thinking

City design now is based on the  
needs of cars, not people





**Nowhere to walk**  
(ZhengZhou, Henan)



**Nowhere to cross**  
(Xu Chang, Henan)

We need to change design  
and thinking:

The modes that have least  
impact on the environment  
should be top.

The car should be seen as  
privileged “guest”

Western countries got car-mobility 30-50 years earlier than China, and now looks for alternatives.

**Can China press the “skip” button, and find a better way more quickly?**

# How can this be done?

## **1. Decide on vision**

What sort of city do we want to live in?

**- Places for people, or highways with cars?**

## **2. Create a plan that will turn vision into reality**

Is this the vision we want?





Or should it be more like  
this?



ZhengZhou new CBD

**Consider first**



**Consider last**

Pedestrians



Cyclists



Public transport users



Specialist service vehicles (e.g. emergency services, waste, etc.)



Other motor traffic



# The primacy of the street

## So...

Not this kind of shopping...

...more like this



Not this kind of workplace



More like this



For this to work, we have to reduce the demand for cars (less traffic and less parking)

The benefits include:

- More space to enjoy
- Less danger
- Cleaner air
- Better health

The setting for a better life

I will suggest a plan to reduce cars, but first,

lets take a look at cities that have already done it



New  
York  
  
Times  
Square





**New York**  
Madison Sq / Broadway



# London (South Kensington)



Before



After



# Trafalgar Square



# Oxford Circus



To be pedestrian-  
only

# Before

Birmingham – motor city



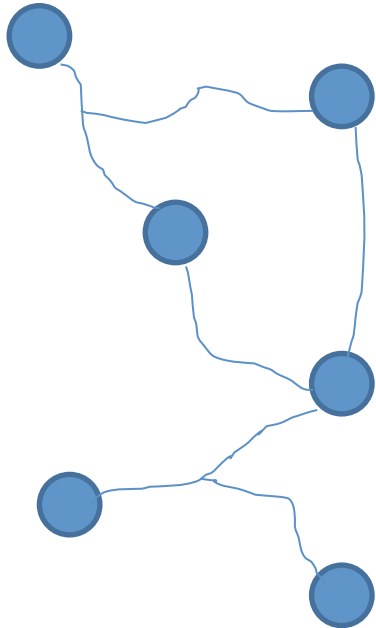
During... (2003)



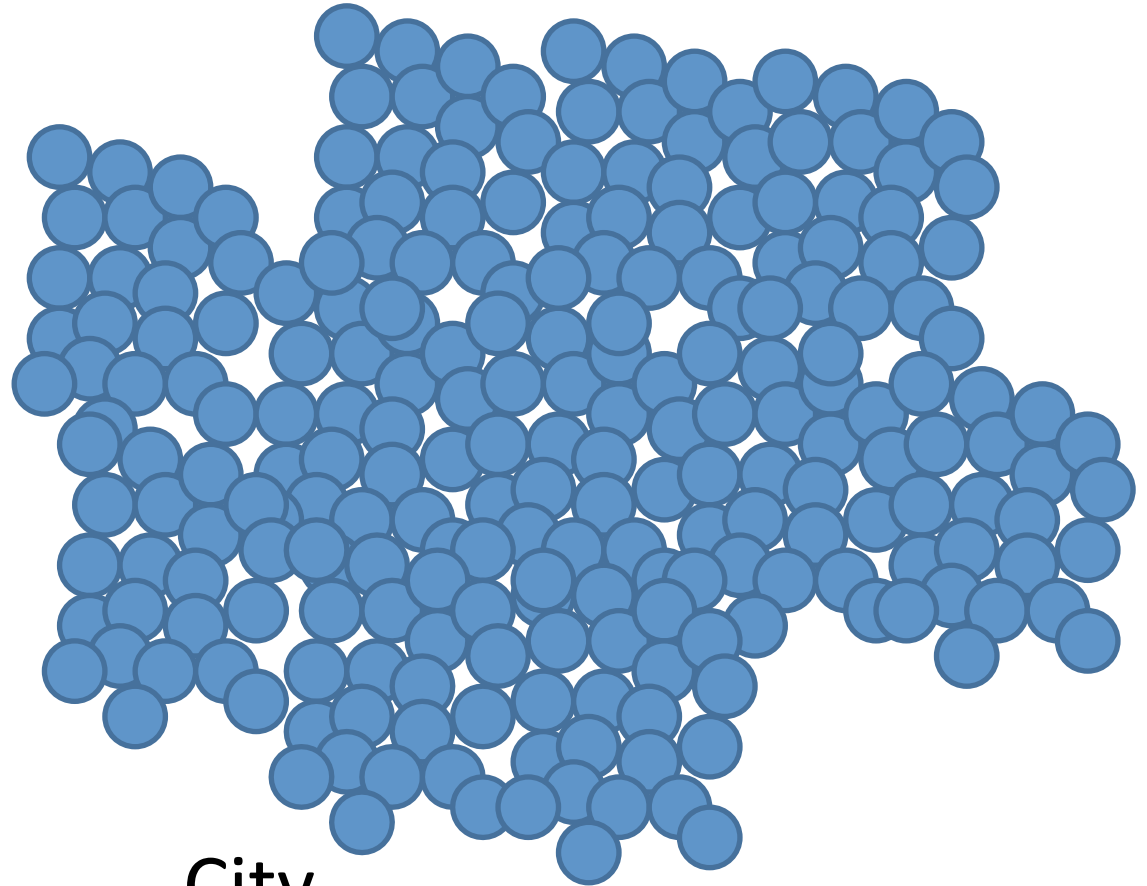
# After – space to grow



# The city is about bringing people together....



Villages



City



...to benefit from higher order services and employment.

This only works if people have access across the city.

This means 3 types of travel

This means 3 types of travel:

1. **Local** – short distance for “everyday” needs

2. **City-wide** – longer distances to/from the centre and special facilities

3. **Intermediate**

# Local Trips

- Important because they avoid longer trips
- Best made on foot or bicycle (without motor)
- Should take priority in street design
- Must be safe, attractive and convenient

Pedestrians should have priority.  
For example, at the side street, cars must  
change level, not people. (London)



# City-wide Trips

- Connect people to specialist and/or large scale facilities that serve the whole city (mostly city centre)
  - Such facilities cannot be supplied locally
- Should be made by fast and space-efficient rail transit (preferably underground)

# Big destinations need Rail transit

Birmingham New Street



London St Pancras



Kowloon

# Intermediate Trips

- Medium distance trips to reach places that are too far to walk, extending the choice of facilities
- Should be made by space-efficient bus or tram, or bicycle, or scooter. There is room for some cars and taxis also.

# Bus and tram serve intermediate trips

## Smaller destinations



Tram stop



Bus stop

If bus stops really mattered...



# London – before the Underground railways



Bank of England - c1900

# Motor = speed



control

separation

Bank of England 1920 – the horses have gone

# 1950s - no place for people



Bank of England

2015



Bank of England

# The future “good city”

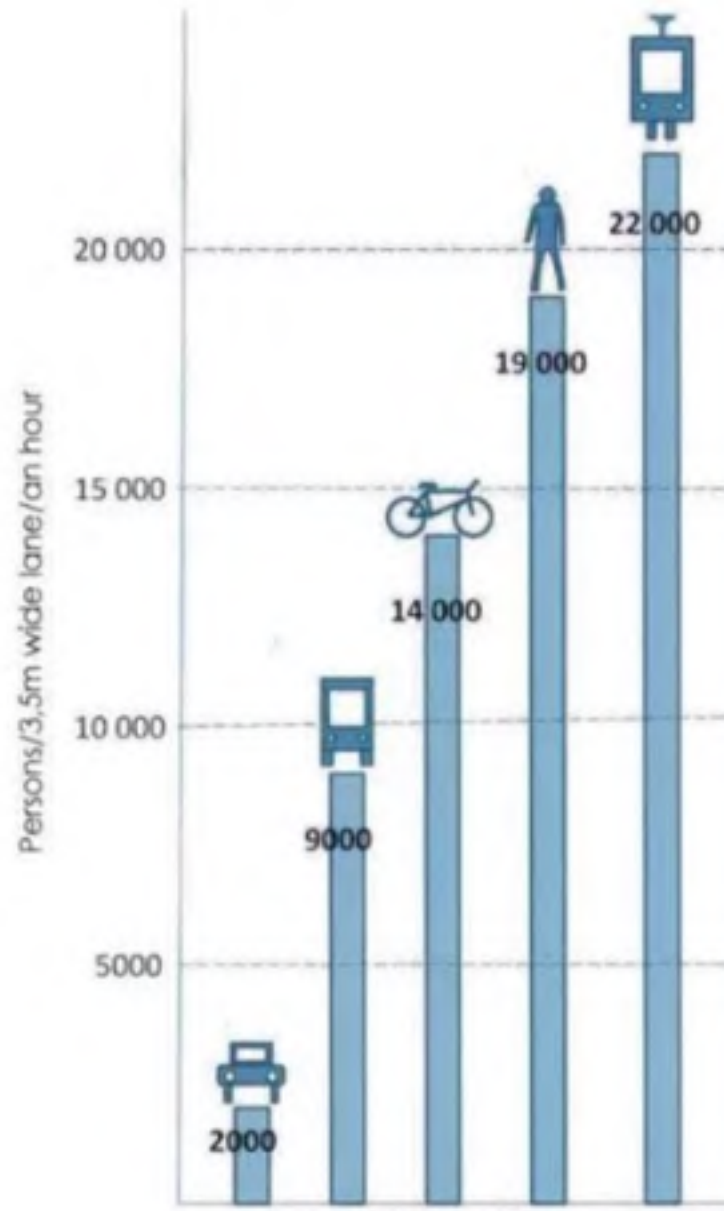
1. Invest heavily in rail transit
2. Reconfigure streets to give priority to active travel
3. Create attractive public spaces for people to enjoy
4. Invest in local transit with priority over cars
5. Ensure that new technology (AVs, MaaS) serves the vision for the future city

Thank you

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谢谢

**XXX**



Source: Botma & Papendrecht





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# Hermann Knoflacher





