CREATE: Long-term strategies to reduce car dependency (Part 2)

Defining the next stage of cities and their transport systems

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Contents

• Recap: Stages 1, 2, 3 and 4
• A normative definition of Stage 4
• Its technological and non-technological context
Different transport policy perspectives over time

- **C**: Car-oriented city
- **M**: Sustainable mobility city
- **P**: City of places
Policy perspectives shape cities

- **C** Car-oriented city
  - Road building
  - Car parking
  - Lower density
  - Decentralisation

- **M** Sustainable mobility city
  - Public transport
  - Cycle networks
  - Roadspace reallocation

- **P** City of places
  - Public realm
  - Street activities
  - Traffic restraint
  - ToD/mixed use developments
Typical Evolutionary Trajectory

Policy emphasis on meeting the needs of motor vehicles.
Stage 4...
Predicted population growth

Index of population (2015=100)

Berlin, Copenhagen, London, Île-de-France, Vienna
Descriptions for Stage 4

- “Post-modal”
  - At peace with the car
- “Journey-rational”
- Resource-efficient
- Balanced
  - Ability to travel
  - Experiencing the effects
Amount of space required to transport the same number of passengers by car, bus or bicycle.

Car?  Bus?  Bicycle?

(Poster in city of Muenster Planning Office, August 2001)
Credit: Press-Office City of Münster, Germany
Car as “good” or “evil”
Stage 4 and technology

“Post-modal”

“Journey-rational”

Resource-efficient
Stage 4 and technology

“Post-modal”

“Journey-rational”

Resource-efficient
Stage 4 and technology

“Post-modal”

“Journey-rational”

Resource-efficient
Conspicuous by its absence
Stage 4 and NOT technology

- Effective land-use planning
- “Joined-up” government
- A commitment to justice
  - And mechanisms to support it
The CREATE “terrine”
Questions about Stage 4

- How much will we travel?
- Where does collective transport fit?
  - Sharing still is caring
- How does physically-active travel fare?
- How probable is this future?
Thank you!

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