Urban multimodality in the 21st century

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1. The constraints required by Sustainable Urban Mobility are not desired by many people
Sennett: “Urbanism’s problem has been … a self destructive emphasis on order and control”
‘cité’
(lived experience of urban life, neighbourhood attachments, modes of life)

vs.

‘ville’
(bigger picture, more abstract plan, made environment)
Need porous borders between neighbourhoods, activities, rich and poor, etc.
2. Sustainable Urban Mobility is not the objective
You can’t deliver SUM without having a higher objective
People and businesses thrive in places where wellbeing is high, health is good – ‘vitality’
You can only achieve Sustainable Urban Mobility when people have this vitality – and vice versa.
3. A ‘vital city’ and Sustainable Urban Mobility are enabled through porous borders
The Vitality Principle

A vital organism is composed of living elements

Living elements live better if they do so in sympathy with each other
The Vital City

- People
- Environment
- Activities
The Vital City

Vitality only happens here
4. SUM both needs and provides multimodality to achieve those porous borders
Vitality

Multimodality

Sustainable Urban Mobility
Bring activities to me:  freight/services

Bring me to activities:  people
Porosity is about how activities and access merge
Multimodality is about combining modes of being, movement, stillness, to create that access.
Multimodality is not just about different modes of transport.

In the 21st century it is about different modes of delivery.
The Vital City

“Car parking is bad for our image; we want parks, bike parking, play areas and walking space to show we are a successful 21st century business”
Multimodality in the 21st Century

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