

A vision of future transport: creating places for people

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**Trees, People and the Built Environment 3
conference**

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Overview

- Building on the work of the Visions2030 and Stepchange projects
- To look in detail at one of the visions created and think about the viability in the context of real-life developments in different European urban areas.

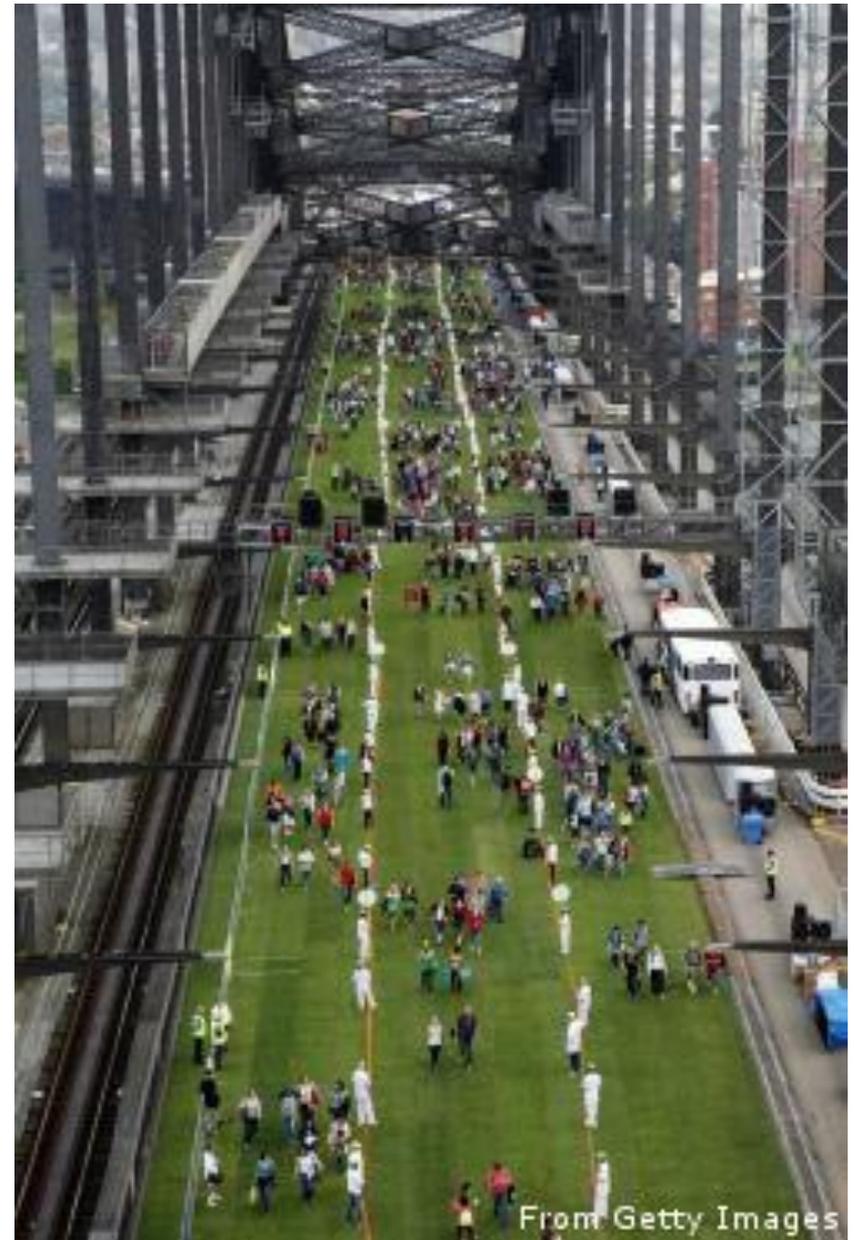
Rationale

- Huge potential for improving provision for walking and cycling to create places for people rather than cars
- Consider step change in provision and use rather than unfocussed incremental change
- Long term change to 2030
- Use a visioning approach to imagine futures where walking and cycling play a substantially enhanced role in society
- Consider pathways to achieve futures.





Rebalancing power in transport (at least temporarily!)



Bedford in the 1950s



Source: Cycling Campaign for North Bedfordshire

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Why Visioning and pathways?

- Permits novel ideas, aspirational thinking
- Links to strategy building process
- A way of dismissing the inevitable discussion of barriers
- Enables a longer term view than normally the case – high uncertainty
- Changes to direction/trends
- Targets?

The 2030 visions.....

- Based on an imaginary, but recognisable urban area
- 3 alternative futures/visions plus overview of how things are now
- Developed visualisations plus more detailed narratives
- Assumption is that the visions would become the minimum standard across urban areas in Britain
- Aim to understand how different groups will react to these futures and provide a means by which those groups can explore their own futures

The urban area



2010



Vision 1: Best practice

Mode split (urban area):

- Walking ~32% (28%)
 - Cycling ~13% (1%)
- Public transport ~25% (12%)
 - Car ~30% (59%)

Guiding principle:

Universal (or near) application of current European best practice to walking/cycling in UK urban areas

VISIONS
2030



VISIONS
2030



VISIONS
2030



urban modelling group

Vision 1: 2030

VISIONS
2030



urban modelling group

VISIONS
2030



urban modelling group

Vision 2: a Car-Free, PT-orientated' Future

Mode Split (urban area):

Walking (~37%)

Bicycle (~23%)

Public transport (~35%)

Private car (~5%)

Guiding principle:

' A re-think of the provision and infrastructure for public transport, walking and cycling, has led to a significant decrease in the use of the car '



Vision 2: 2030



urban modelling group

urban modelling group

urban modelling group

Vision 3: a localised, energy efficient future

Mode Split (urban area):

Walking (~40%)

Human powered/assisted Vehicles [HPVs] (~40%)

Public transport (~15%)

Multi-occupancy electric vehicles (~5%)

Guiding principle:

Serious constraints on energy usage have rendered the traditional car obsolete. Parallel developments in 'smart technology' have enabled walking and cycling to become the predominant modes of urban transport



Vision 3: 2030



Approximate mode split (trip stages) for 2006 and the three 2030 visions

	Current situation (2006) ¹	2030 Vision 1 (best practice)	2030 Vision 2 (Utopian)	2030 Vision 3 (Dystopian avoidance)
Walk	28%	32%	37%	40%
Cycle	1%	13%	23%	40%
Public Transport	12%	25%	35%	15%
Car	59%	30%	5%	5%

Source: National Travel Survey, 2006

Visions Utopian future – key characteristics

- Large bottom-up led changes to attitudes and provision for walking and cycling
- Change to the car-focussed society
- Different societal values
- Changes to governance – more decentralised nationally and strong coordination of urban policy
- The vision is built around a massively improved and in places densified urban infrastructure which supports/encourages walking and cycling and public transport.
- The essential structures of most cities and urban areas remain much as they are now.
- Car travel is largely constrained to areas outside of urban areas





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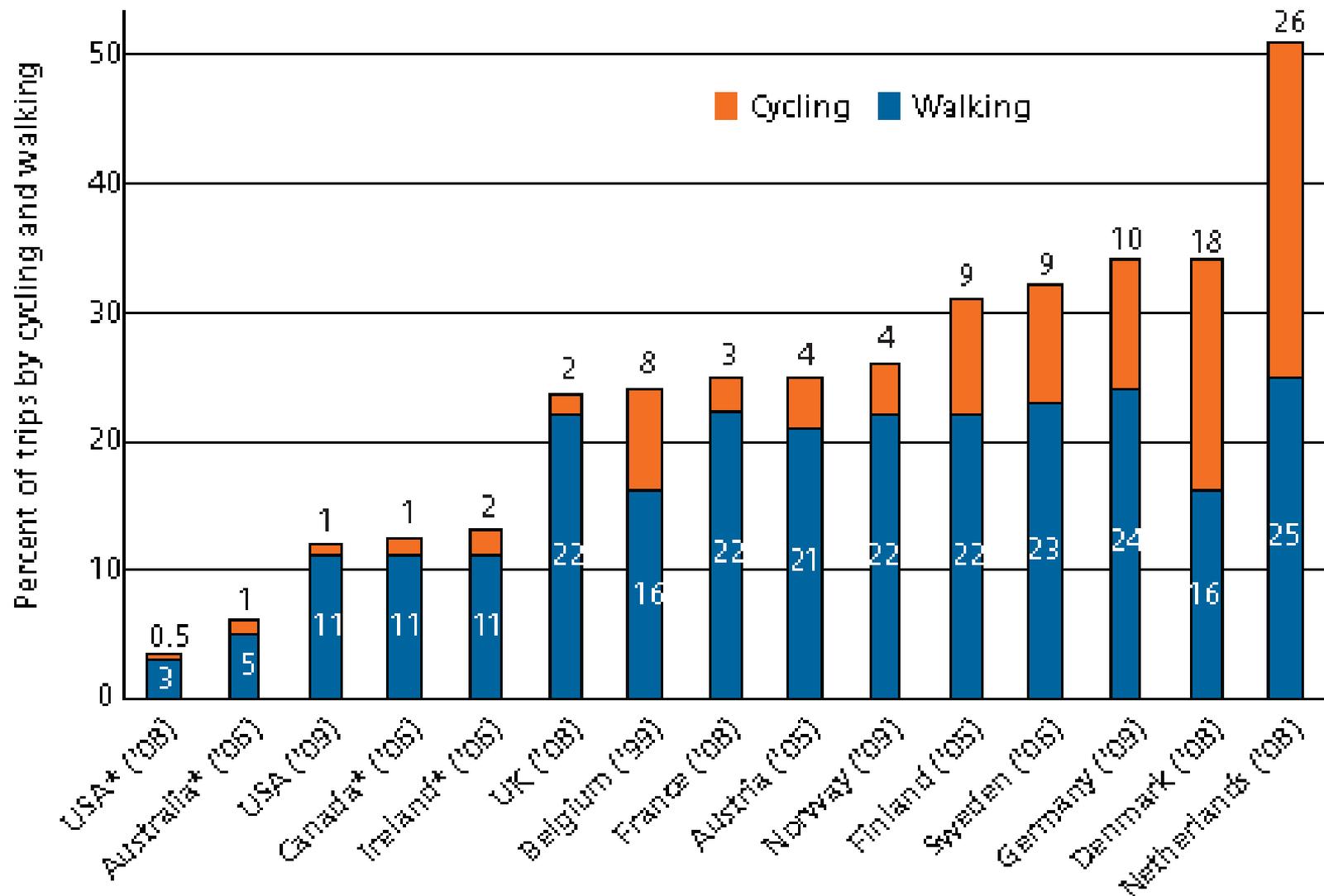


FIGURE 1 Cycling and walking share of daily trips in Europe, North America, and Australia, 1999–2009.

Source: Buehler and Pucher, 2012

Mode split German cities compared to the 2030 utopian vision

	Germany 2013	Major cities Germany 2013	Münster 2013	2030 Vision
Walk	23.7%	27.2	21.7	37%
Cycle	10.0%	9.8	39.1	23%
Public Transport	8.5%	14.7	10.2	35%
Car	57.8%	48.2	29.0	5%

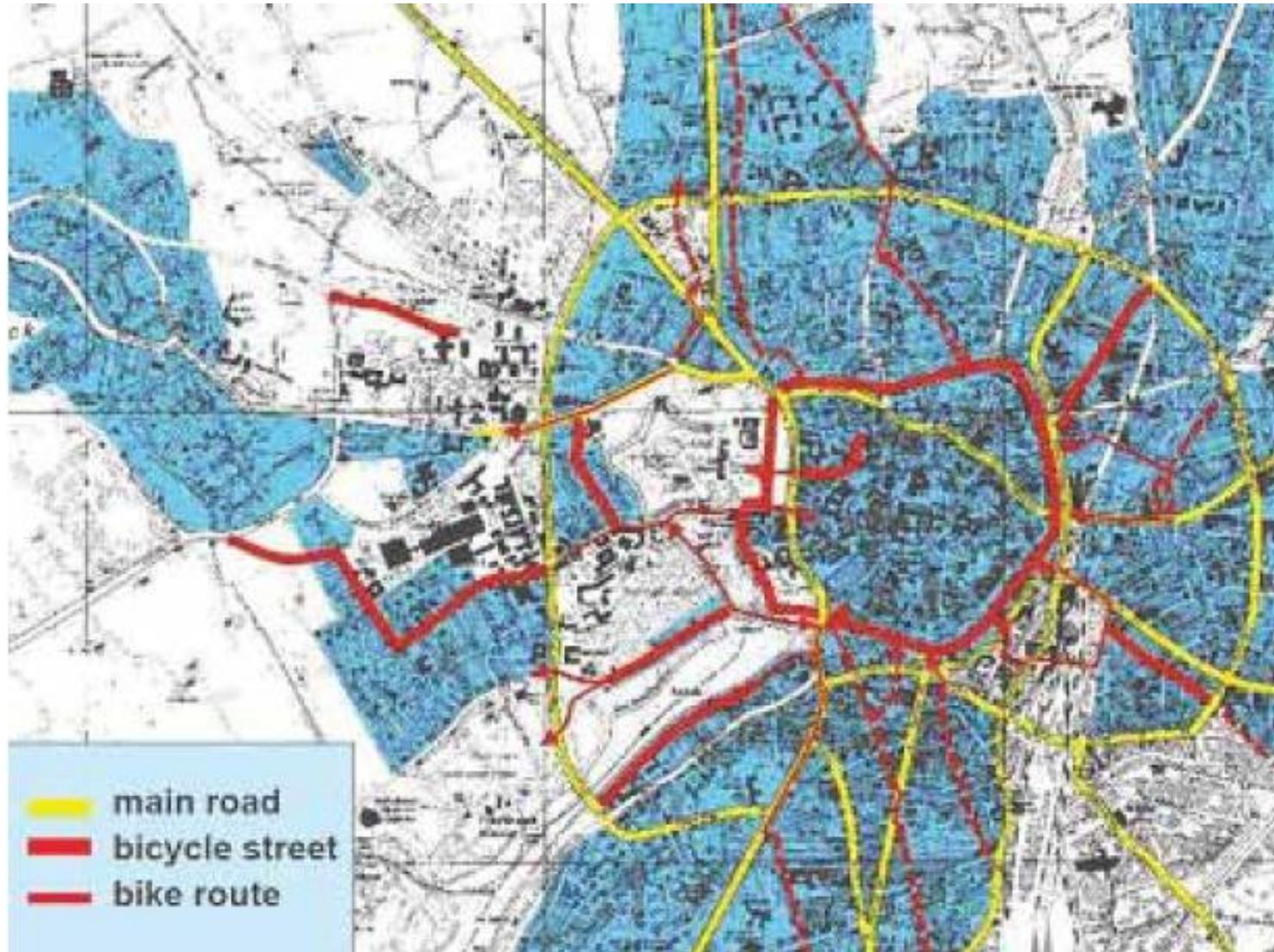
Source: Bruns, 2014

Mode split Münster 2001-2013 compared to the utopian 2030 vision

	Münster 2001	Münster 2007	Münster 2013	2030 Vision
Walk	13.4%	15.7	21.7	37%
Cycle	35.2%	37.6	39.1	23%
Public Transport	10.9%	10.4	10.2	35%
Car	40.5%	36.3	29.0	5%

Source: Bruns, 2014

Münster cycle path map



296000 population

560km of cycle lanes

Good bicycle parking

All weather cyclists

Exclusive cycle use of
'ring road' round central
city



Entire central shopping city closed
to private traffic

Cycle paths along virtually all
main roads

Next Steps/discussion points

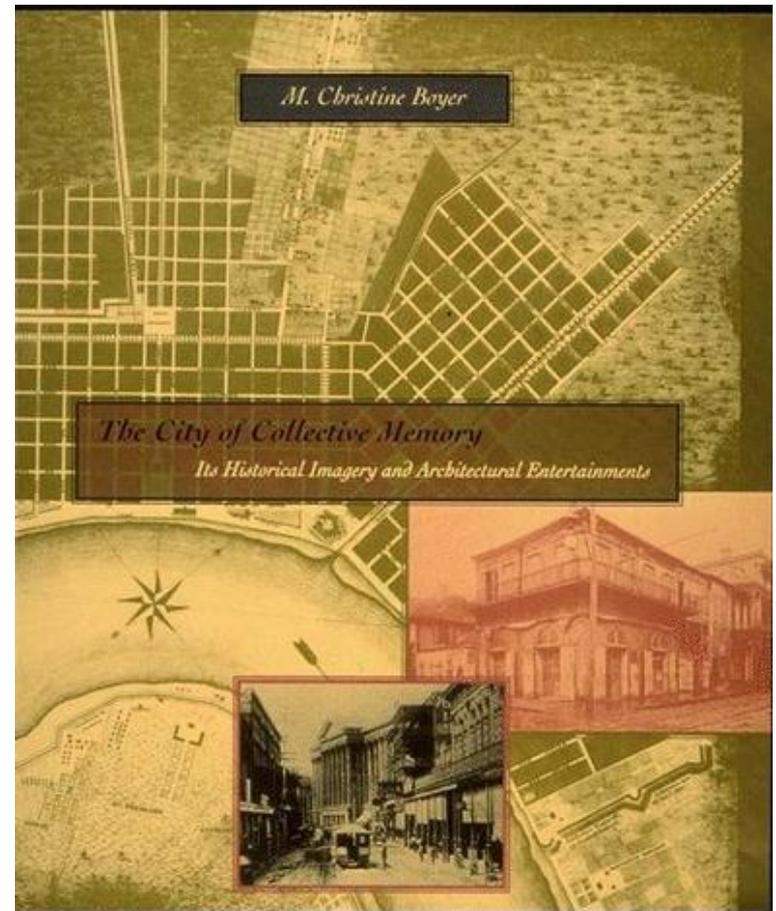
- How do places like Münster change?
- Are there more Münster's?
- Could car use drop further from 29%?
- Is such change possible more widely?
- Could it become universal?
- Is it desirable? Does it create places which are more people than car focussed?

Do we dare to think differently?

“If the spectator is mired in realistic narrations and offered no utopic visions, what will produce a disposition for social change.....?”

M.C. Boyer (1994)

See Boyer, M.C. (1994). *The city of collective memory: its history, imagery and architectural entertainments*. Cambridge MA, MIT Press.



See www.visions2030.org.uk or
www.changing-mobilities.org.uk

for further information