

# Our Cities Ourselves: Principles for Transport in Urban Life



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**What kind of cities do  
we want?**



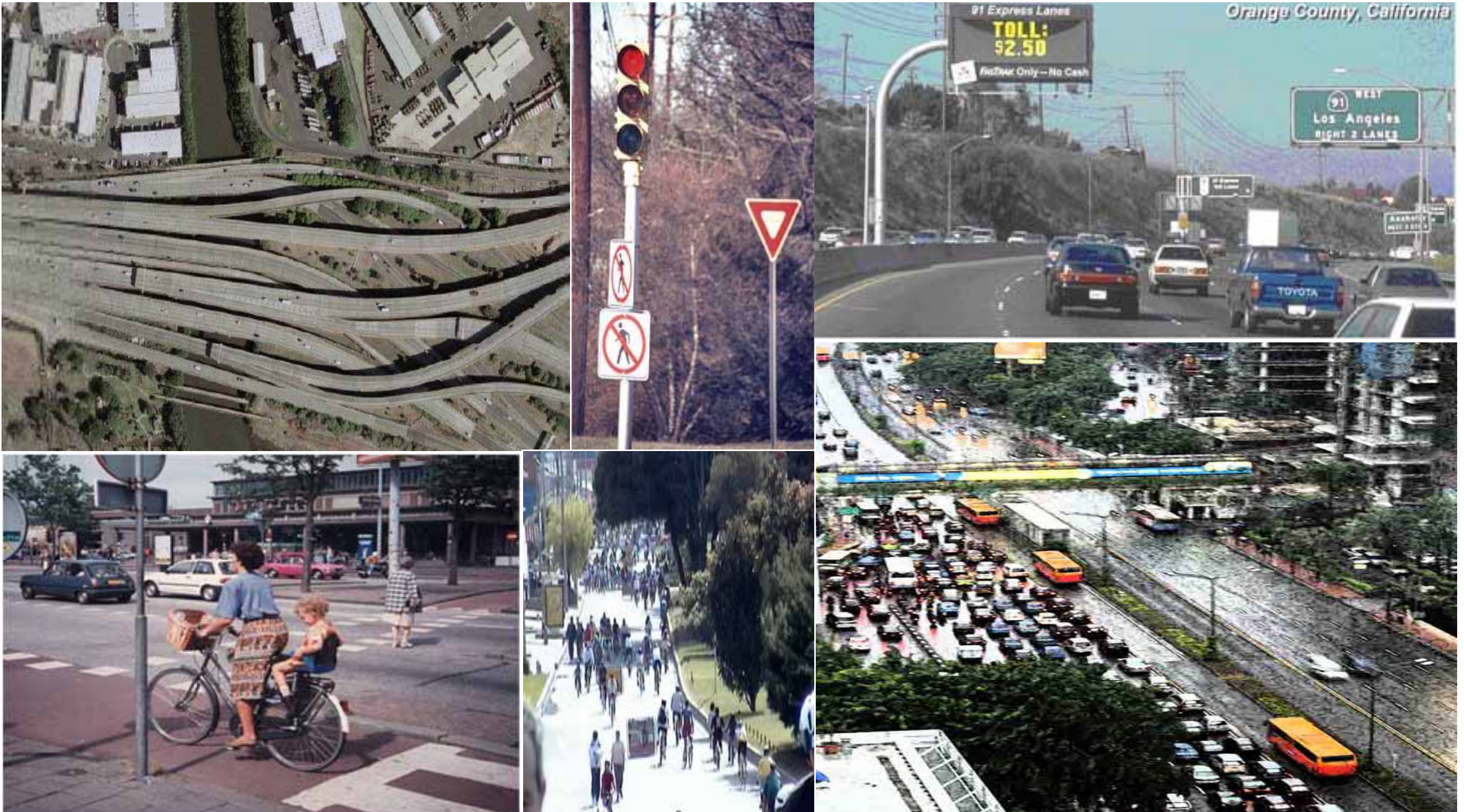


## Daily Travel

- 1.8 billion cars
- 7 billion people
- 10 trips a day: walking or cycling account for 1/3
- 23 billion NMT trips/day: more than all motor vehicle trips combined

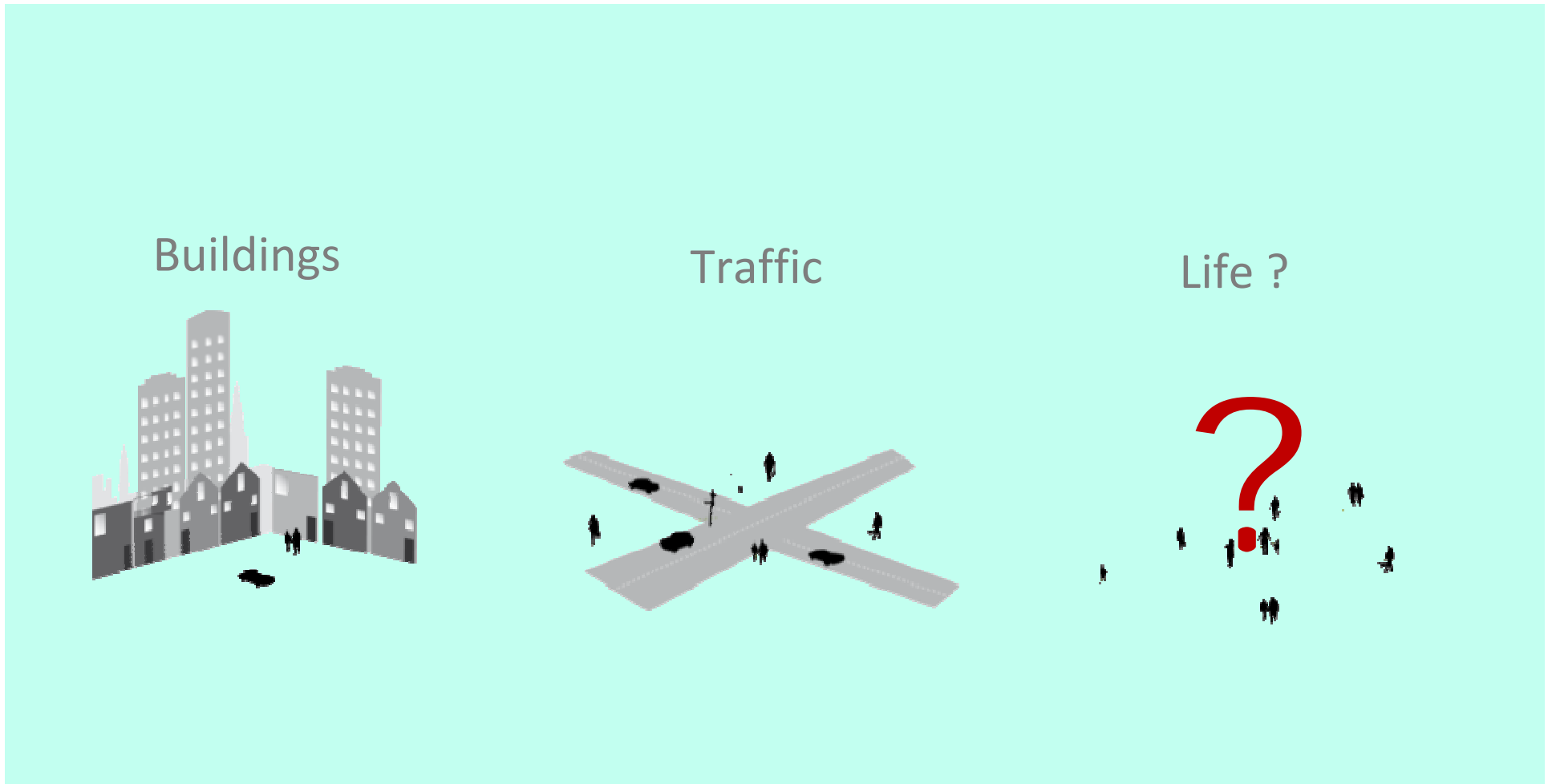


# How street space is allocated, priced, and managed tells people how to travel

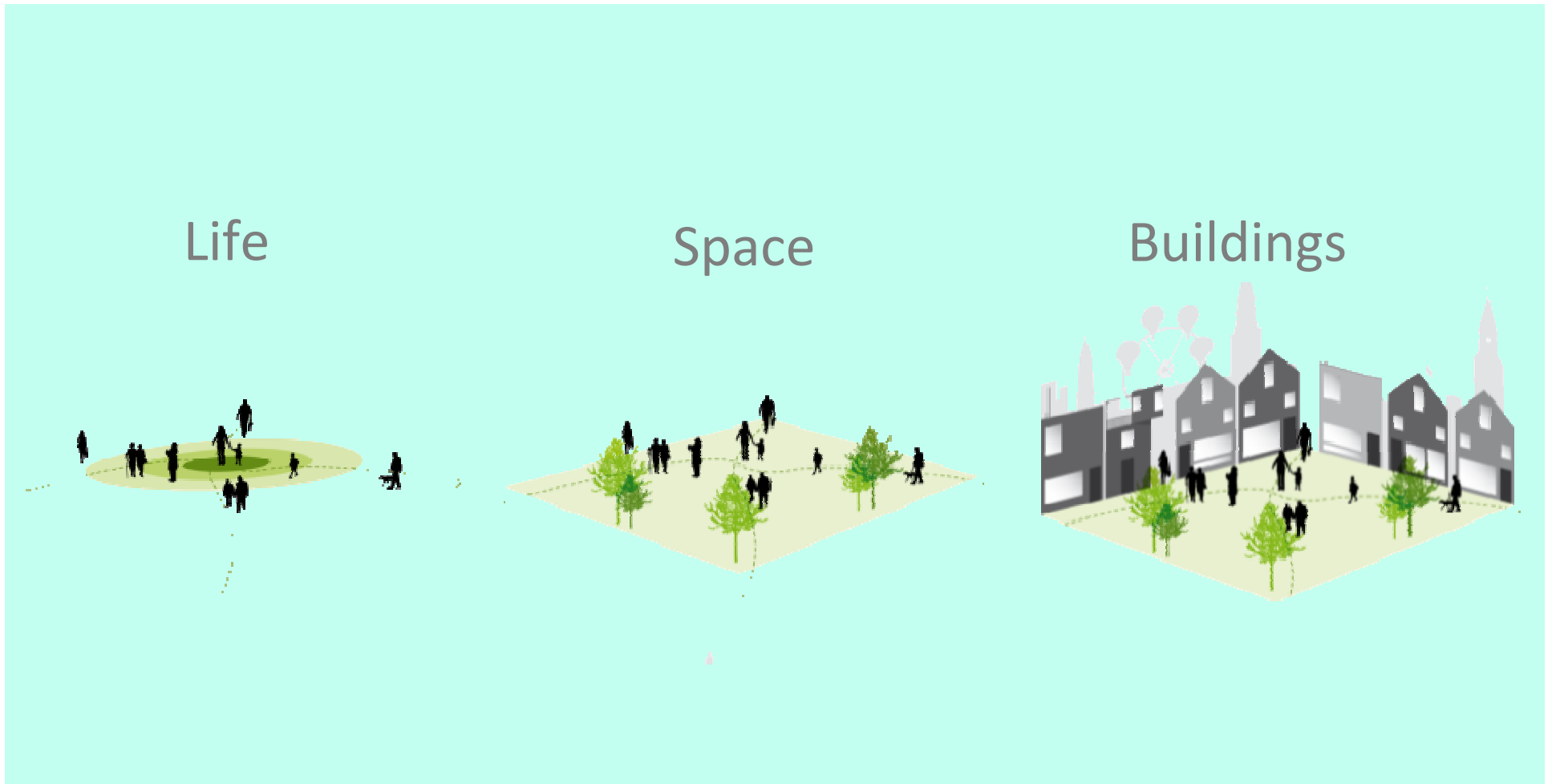


The traditional modernistic planning approach

# Putting people last



The quality of life approach  
**Putting People First**





# Principles for Transport in Urban Life



Support high quality transit



**WALK**

Develop neighborhoods that promote walking



**CYCLE**

Prioritize cycle networks



**CONNECT**

Create dense networks of streets and paths



**TRANSIT**

New York, USA



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*WALK*

Develop neighborhoods that promote walking

# COMFORTABLE

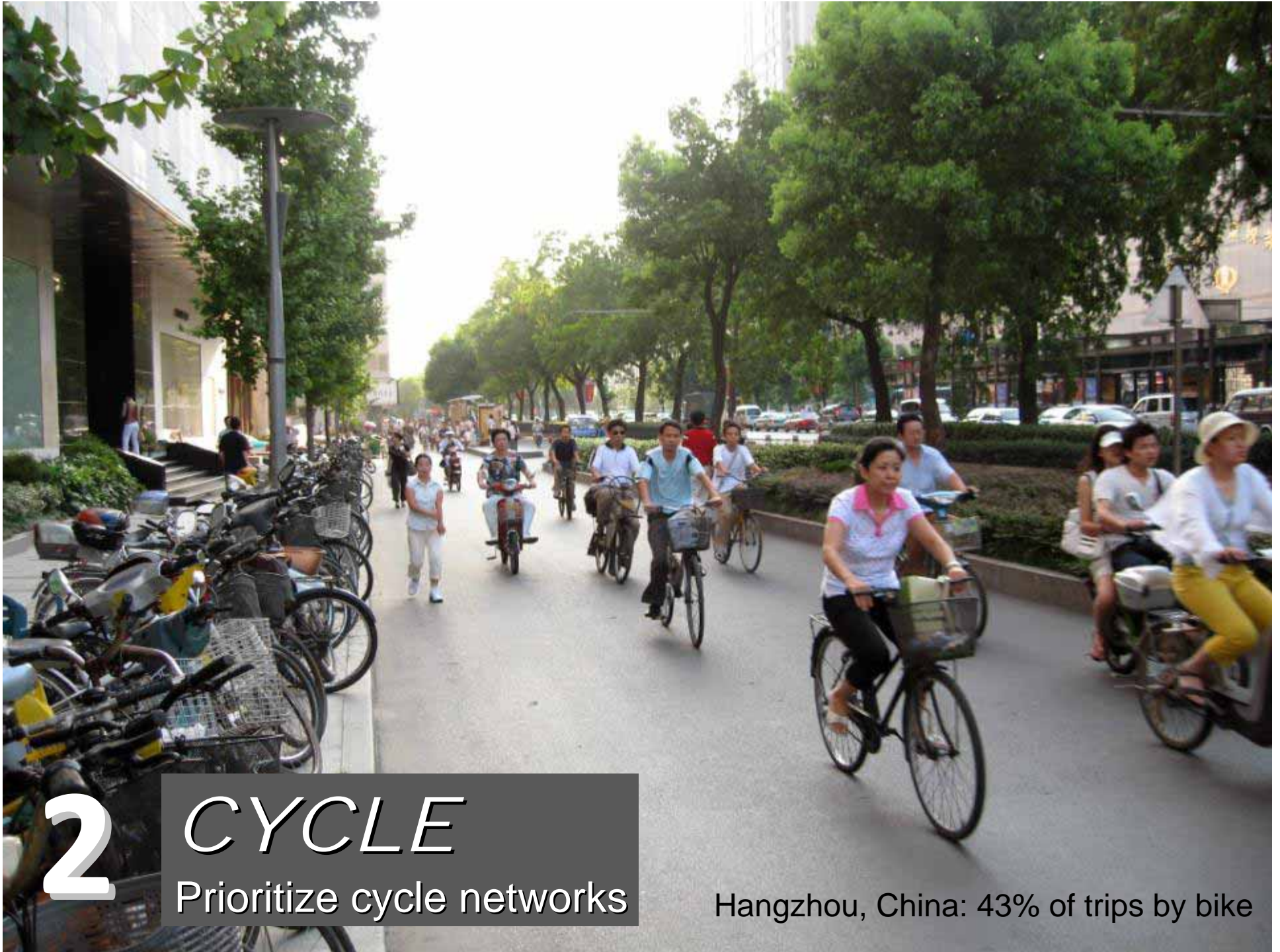


# SAFE



# ACTIVE & ATTRACTIVE





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# *CYCLE*

Prioritize cycle networks

Hangzhou, China: 43% of trips by bike

# Bicycle sharing integrated with BRT





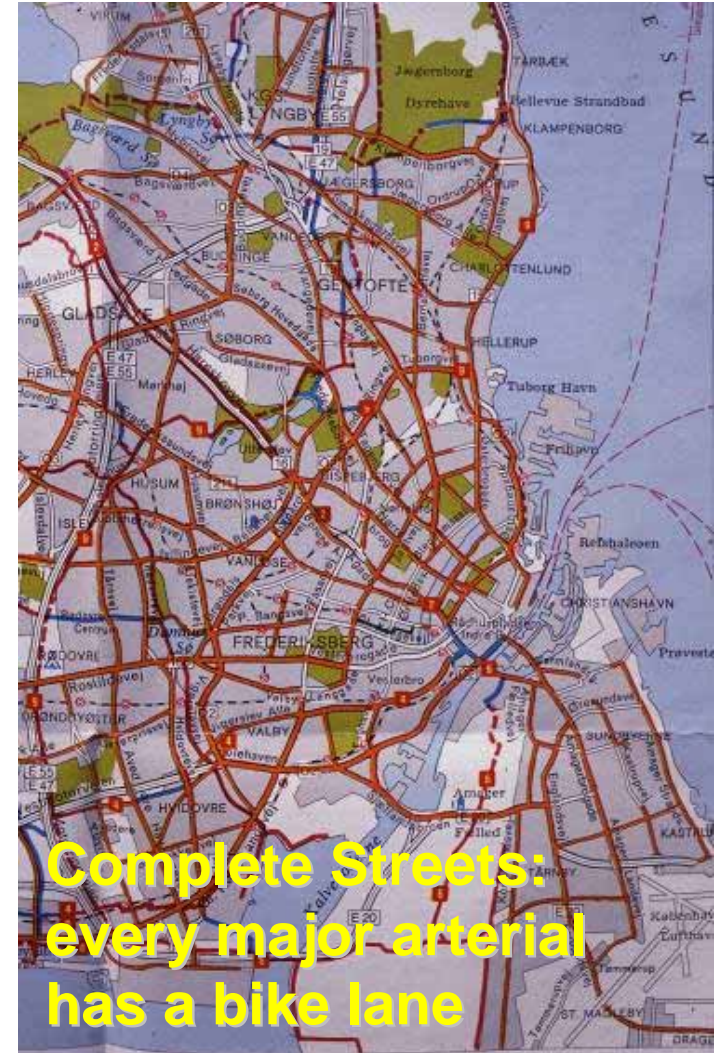
## Reallocating street space induces bicycle use...

In Copenhagen:

36% go to work on bicycle

23% use car

33% use public transport



Cycling increased by 100% from 1990-2000



An aerial photograph of a dense urban neighborhood, likely in a Mediterranean or European city. The image shows a complex, grid-like street pattern with narrow, winding streets and a high density of buildings with red-tiled roofs. The buildings are arranged in a way that creates a series of interconnected blocks and courtyards. The overall appearance is that of a well-established, walkable urban environment.

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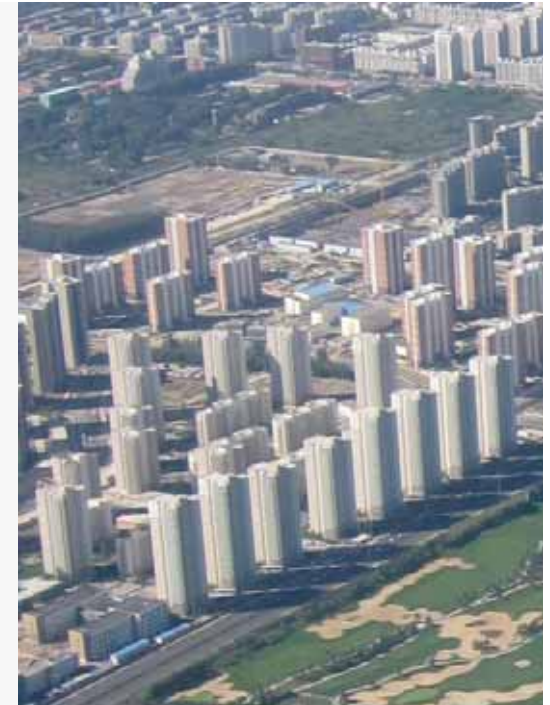
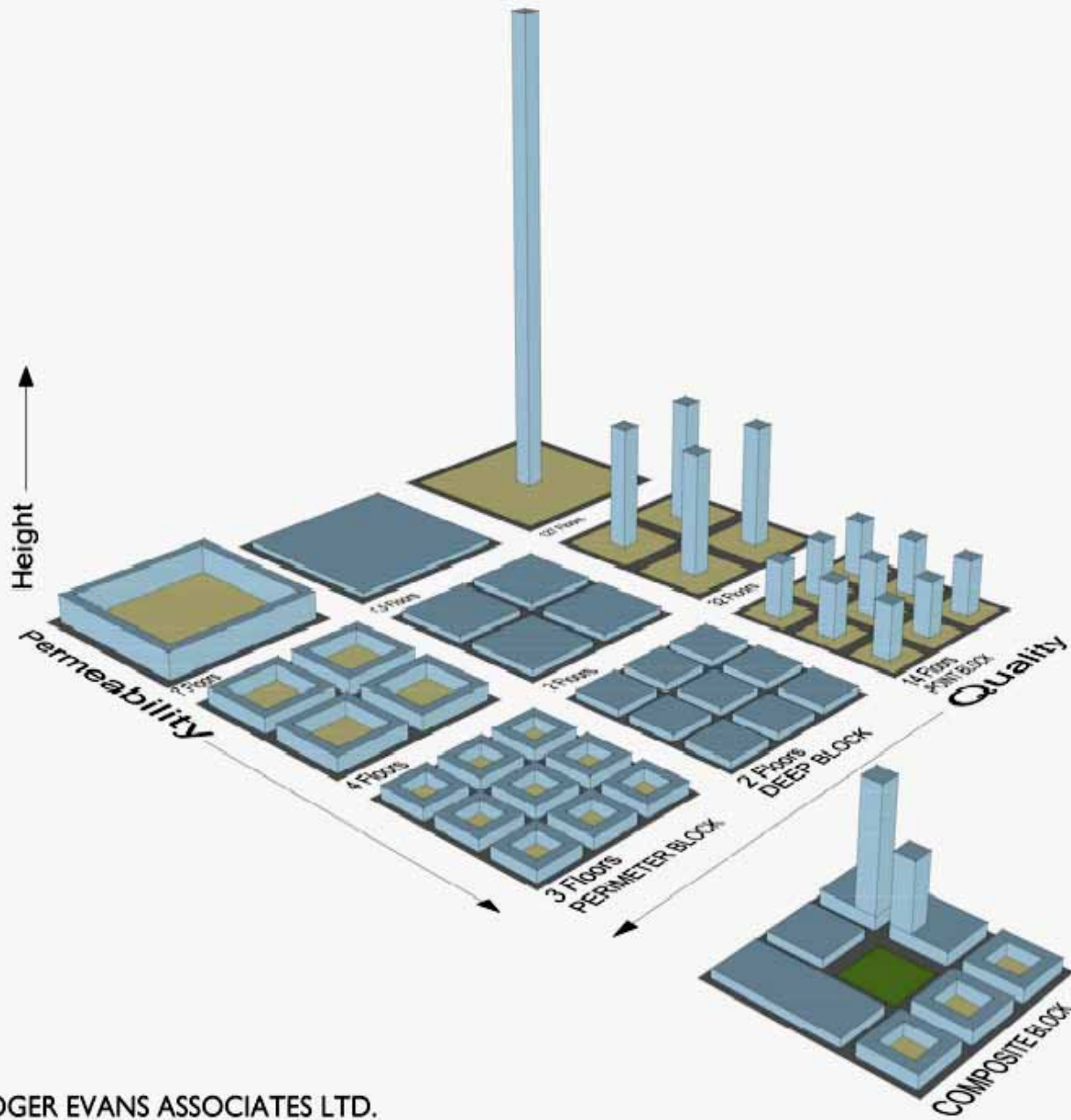
# *CONNECT*

Create dense networks of streets and paths

# Large blocks restrict accessibility



10 ways of delivering 3 hectares of land to achieve the **SAME** density



# POOR NETWORK OF STREETS RESULTS IN



- Poor Access to Public Transport

- Higher Dependence on Private Vehicles

- Concentration of Traffic on Few Main Roads

- Poor Mobility for All Citizens

Ahmadabad, India



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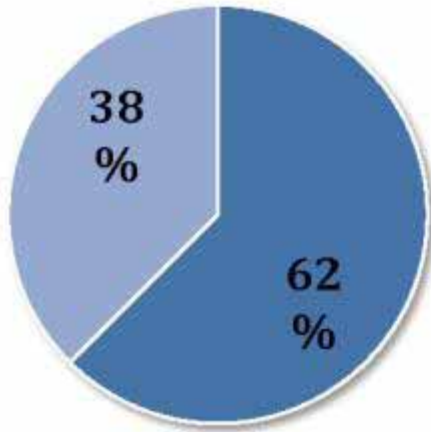
*TRANSIT*  
Support high quality transit

not just for those with lower incomes, but for everyone



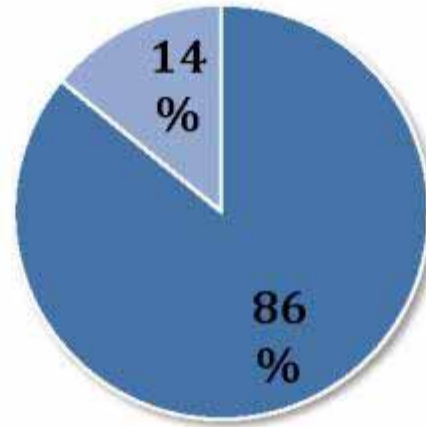
## London

■ Bus ■ Rail



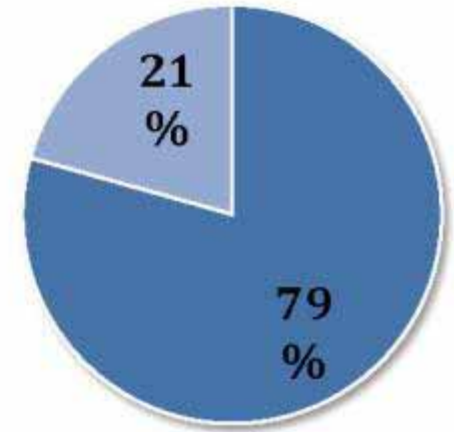
## Mexico City

■ Bus ■ Rail



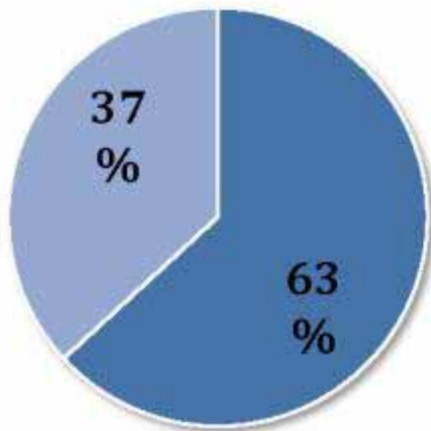
## Chennai

■ Bus ■ Rail



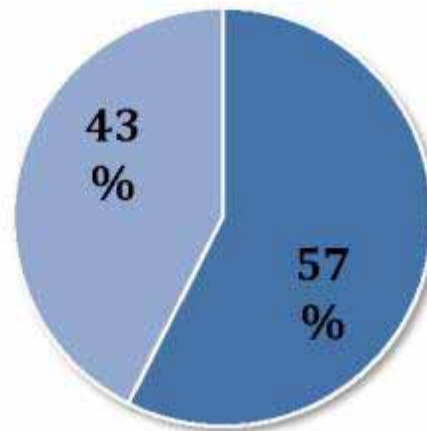
## São Paulo

■ Bus ■ Rail



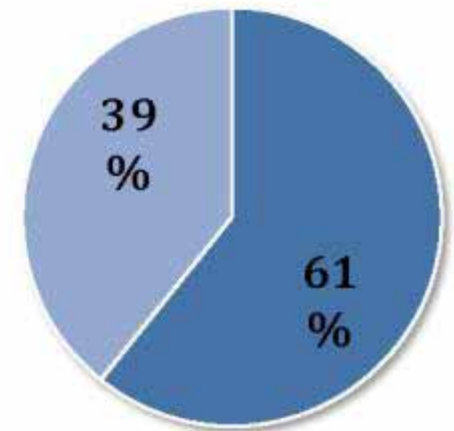
## Hong Kong

■ Bus ■ Rail



## Singapore

■ Bus ■ Rail



“Build Metro  
With Buses!”

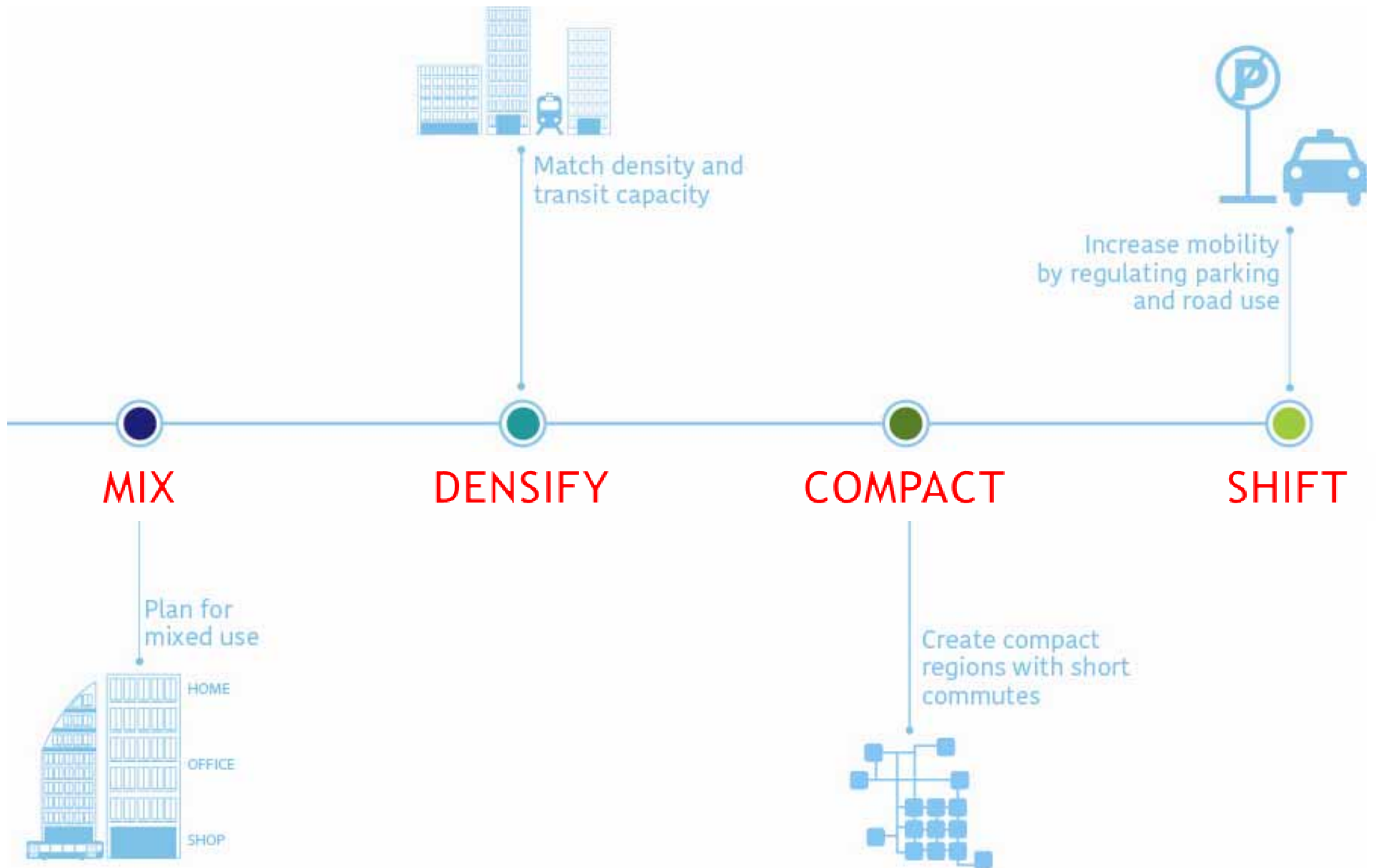




# Bus Rapid Transit



- Provide same level of service as high quality rail systems
- Quicker to implement **(Under 3yrs)**
- Cheaper by a huge factor **(10-20 times cheaper than rail system)**
- Provides wider coverage
- Requires less transfers
- Flexible in operations



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*MIX*

Plan for mixed use



Guangzhou, China

# SEPARATION OF USES RESULTS IN LONG TRAVEL DISTANCES & TRAFFIC JAMS

## MIX

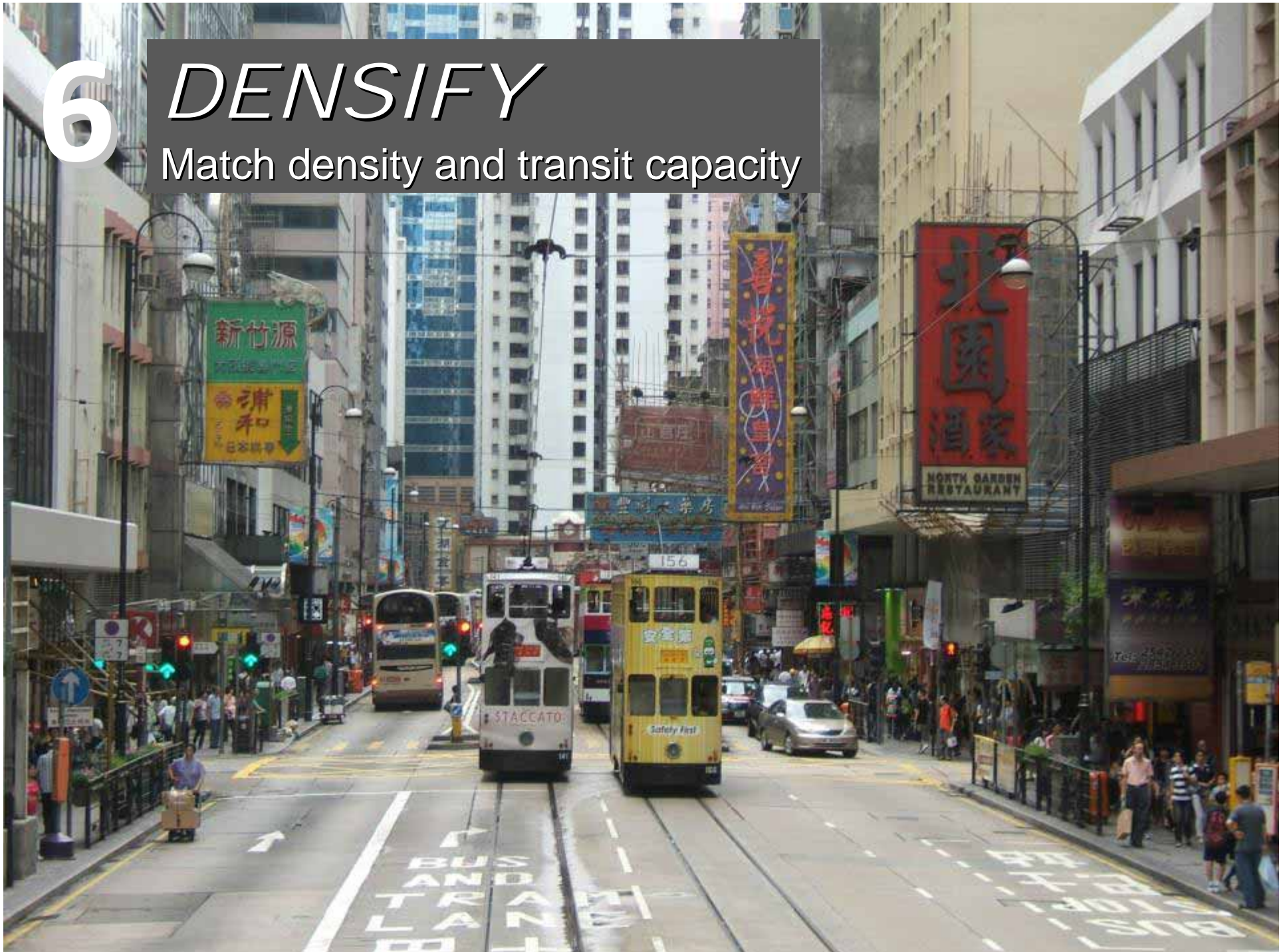
- ✓ Units of Housing, Employment, Educational, Commerce & Services, Entertainment
- ✓ Housing for different income groups



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# DENSIFY

Match density and transit capacity



Density is necessary  
for efficient use of  
urban infrastructure

Low density reduces  
opportunities,  
increases cost of  
services, saps long  
term economic  
efficiency



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## *COMPACT*

Create compact regions with short commutes





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# SHIFT

Increase mobility by regulating parking and road use



# Parking is a huge problem in our cities



**BUT**  
**More** Parking  
**means**  
**More** Vehicles on Streets  
**More** Congestion & Pollution  
**Poor** Public Transport Service



**AND**

**Less** Parking  
**means**

**Less** Vehicles on Streets

**Less** Congestion & Pollution

**Better** Public Transport Service



# PARKING POLICY & MANAGEMENT



- Restrict Parking & Charge Fee

- Less Private Vehicle Use

- Added Revenue for the City

- Can be Used for Transit & NMT Investment





Streets as Green Public Open Spaces  
Kamal Mangaldas Architect



## Potentially Vibrant Community Spaces under the Flyovers

Abhikram | Panika



Lakes for Neighbourhoods  
HCP Design & Project Management Pvt. Ltd.

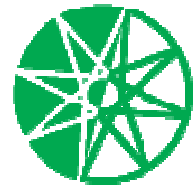


Development that is vibrant, people-friendly,  
and genuinely integrated with transit





**our cities ourselves**  
THE FUTURE OF TRANSPORTATION IN URBAN LIFE



**ITDP**

Institute for Transportation  
& Development Policy

Promoting Sustainable and Equitable  
Transportation Worldwide

[itdp.org](http://itdp.org)

[ourcitiesourselves.org](http://ourcitiesourselves.org)

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