

# Evolution of urban transport policies: International comparisons

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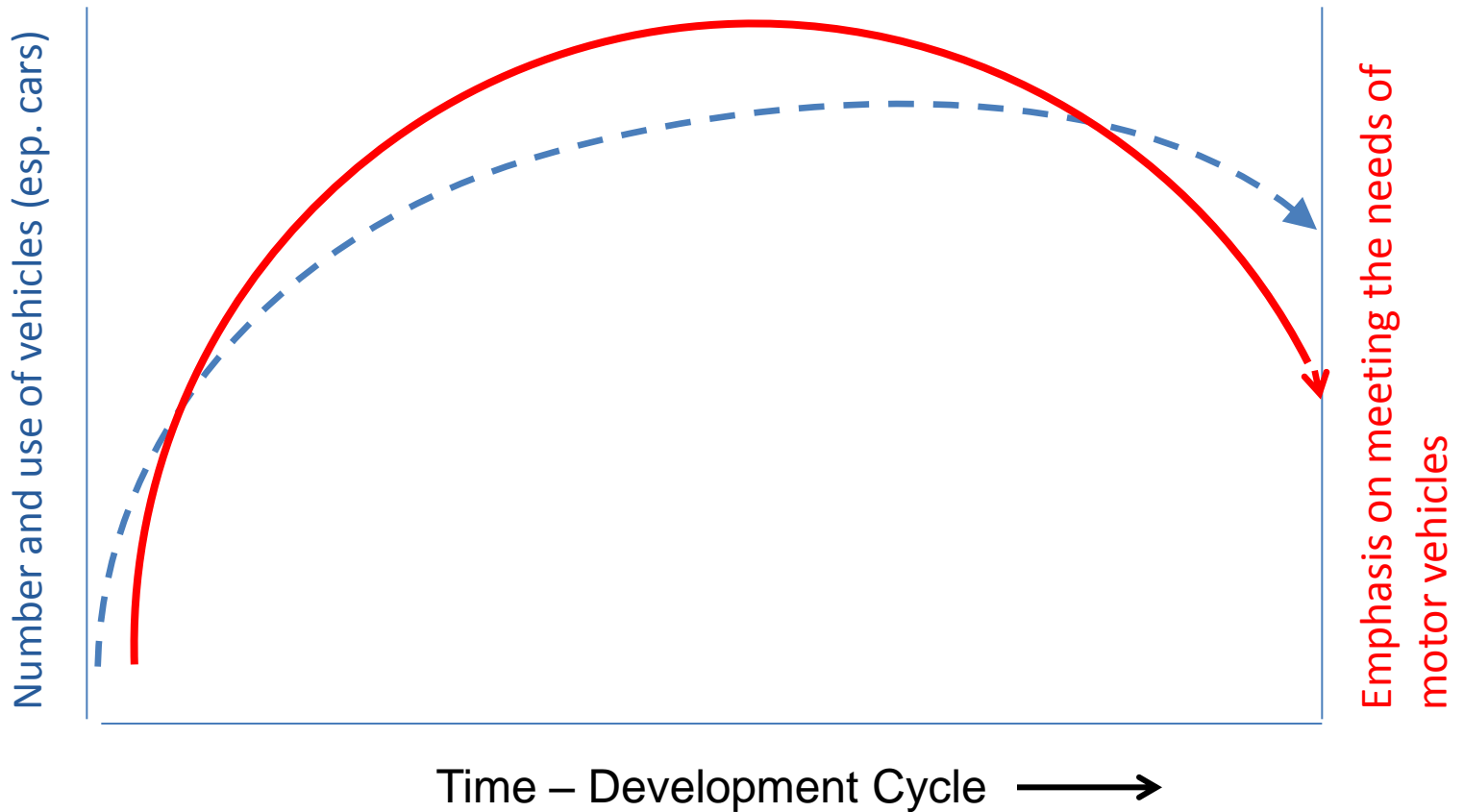
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# Overview

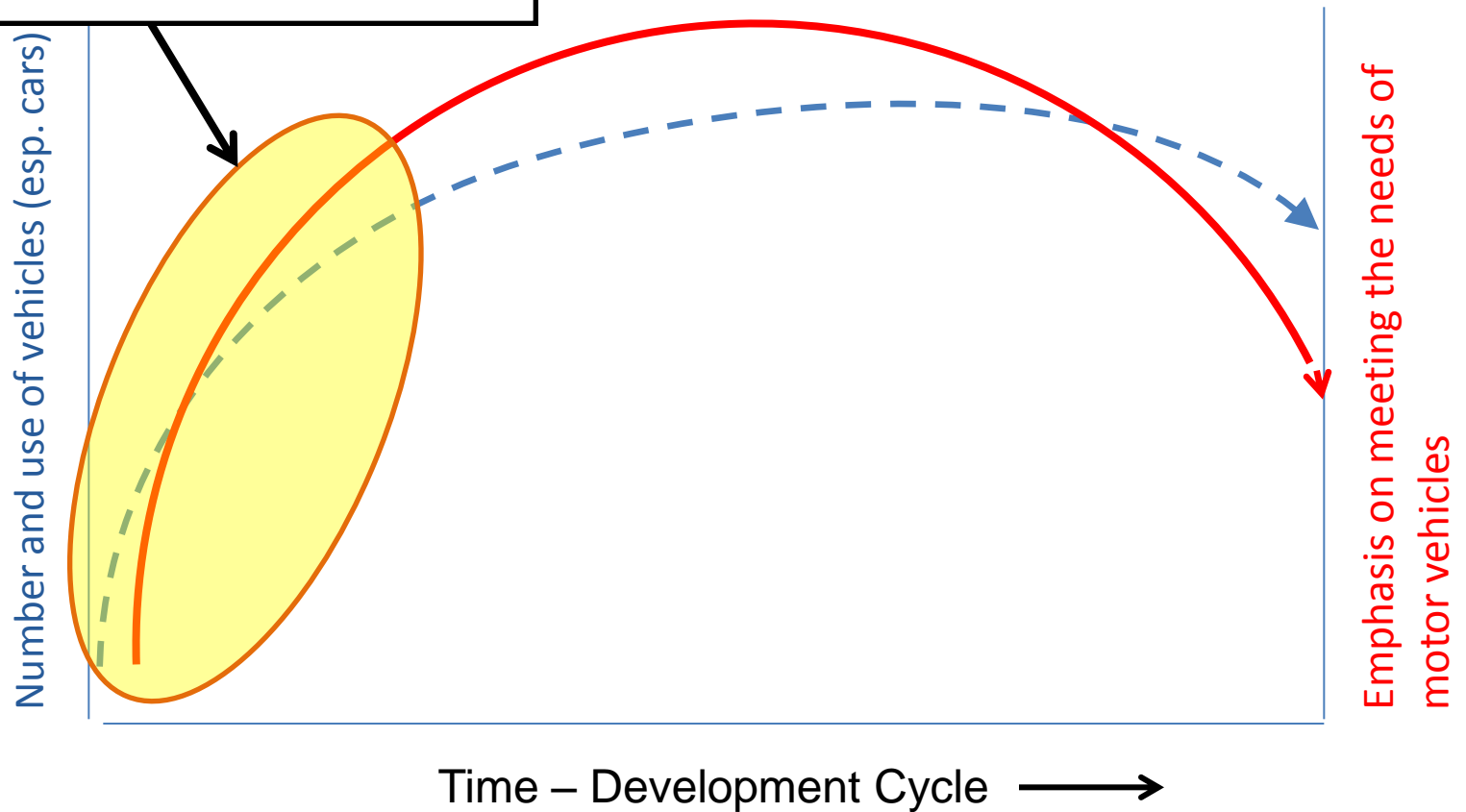
- We can observe an historical evolution of transport policy in many cities – from car-oriented to city-life oriented
- This is associated with changing policy priorities and a culture change in the role of transport in cities
- Ideas illustrated with examples from several cities

# Urban transport policy development cycle



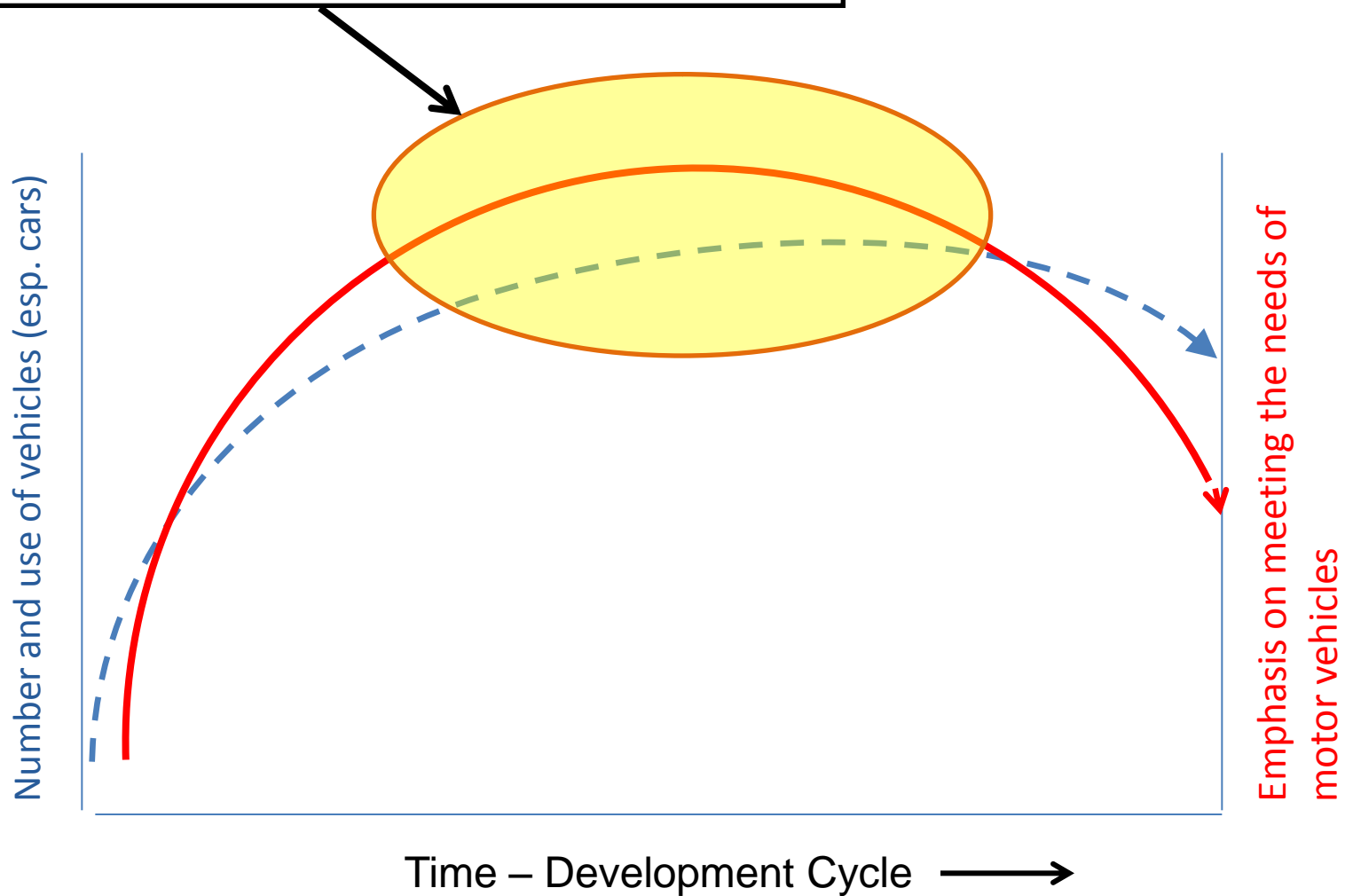
Rapid growth in Car ownership. Strong support for new roads and parking provision – both among wealthy/powerful early owners and aspiring owners; also seen as a positive sign of a developing economy/society. Lack of investment in public transport, walking and cycling.

## Stage 1: 'Vehicle' focus



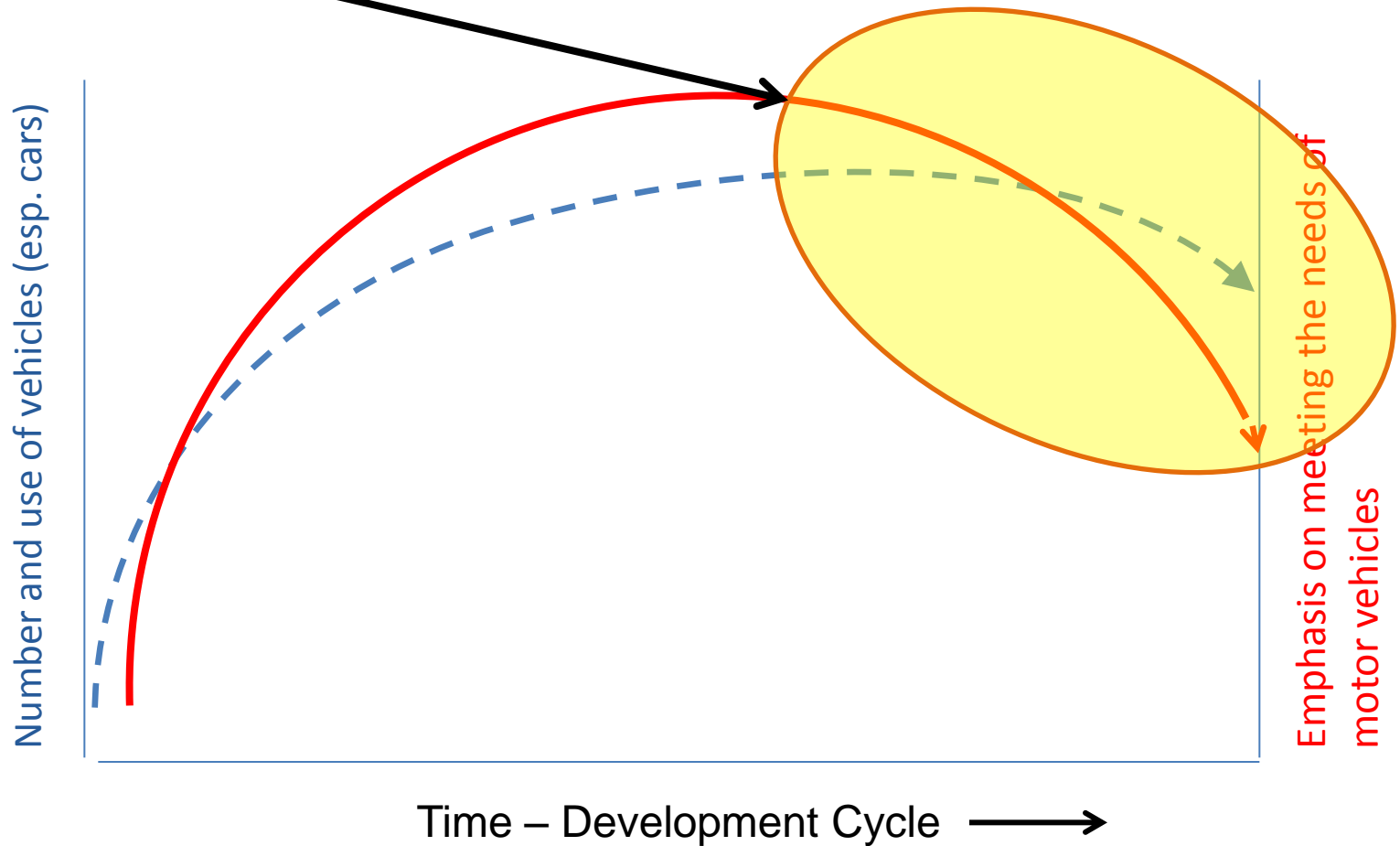
Consequences of car-based movement becoming apparent: high pollution, accidents, congestion; poor quality street environment. Begin to switch focus to improving (rail-based) public transport, in particular.

## *Stage 2: 'Personal movement' focus*



Now main emphasis on efficient and sustainable modes (rail, bus, walking and cycling), and high quality public realm. Space reallocated from car traffic to other modes and street activities; some intrusive road infrastructure removed, or put underground. Car use – and sometimes car ownership – start to decline.

### *Stage 3: 'Activity/ Quality of life' focus*



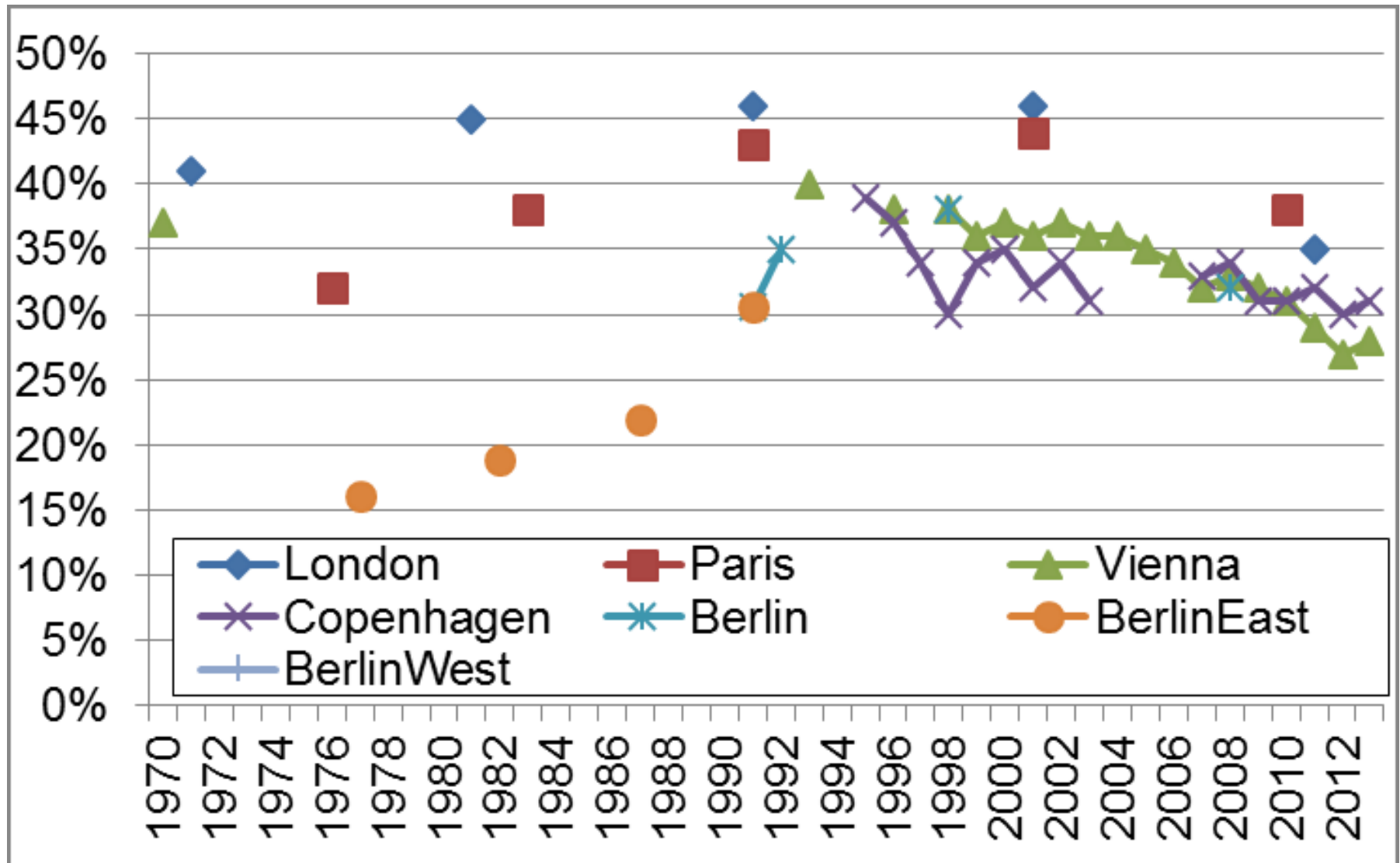
# Changing focus on appropriate 'solutions'



...and changing measures of network performance:

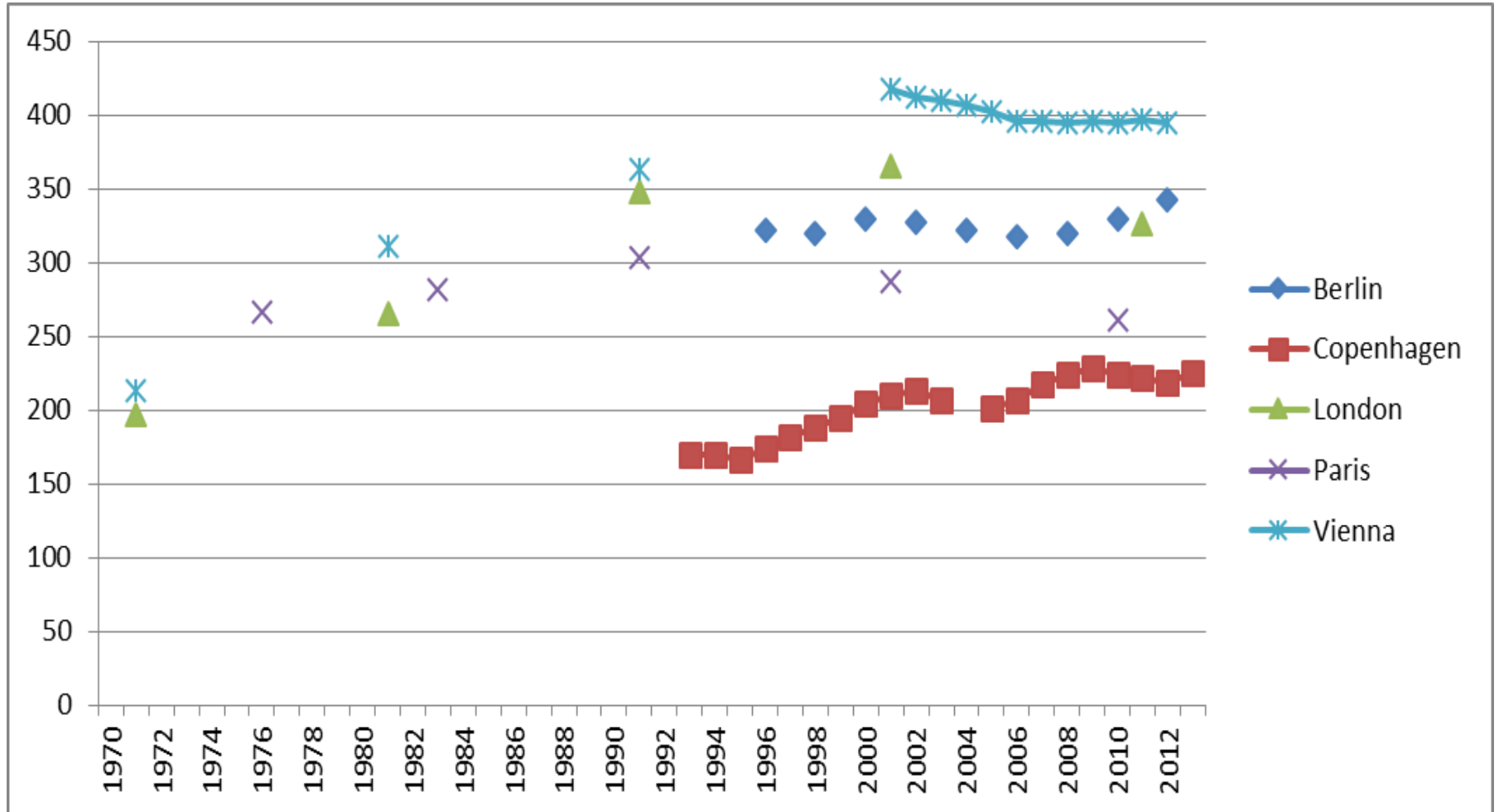
Traffic congestion -> Door-to-door travel time -> Urban quality of life

# Changing resident car driver modal shares





# Changing resident car ownership rates



# Stage 3: 'Reclaiming the streets'

- Some major urban motorways in central city areas demolished – at great expense
- Others put underground (e.g. 'big dig', Boston)
- Surface street space reallocated to
  - Walking and cycling
  - Wider footways for street activities
  - Parks and open spaces
- Parking replaced with buildings and open spaces

# Motorway removal:

## Portland

## Seoul

Stage 1



Stage 3



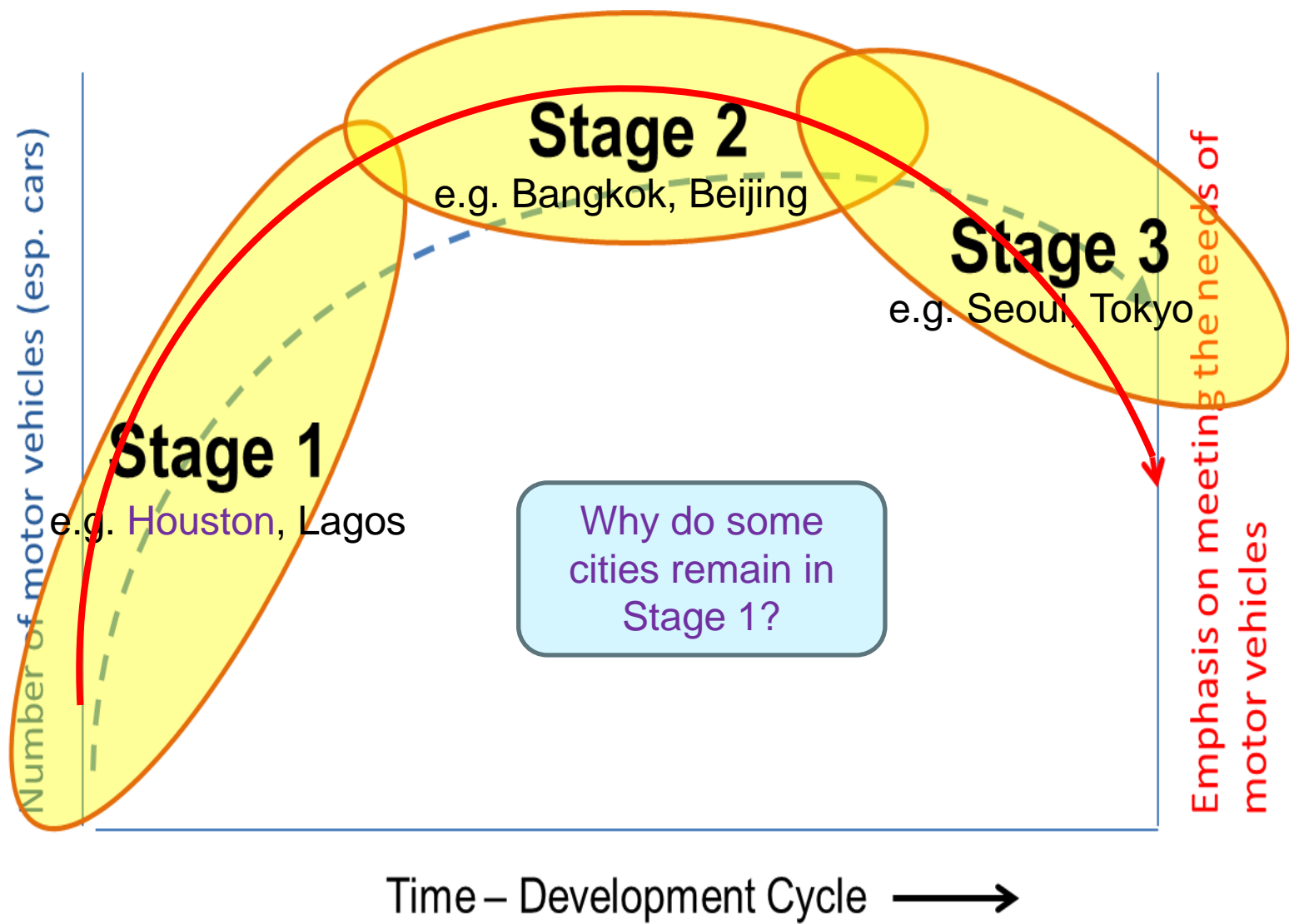
# New paradigm for London's streets

- Traditionally, priority seen as vehicle movement, on London's 'roads'
- Mayor set up Roads Task Force in 2013:
  - Talk of 'streets' not 'roads'
  - Three key functions, not one:
    - Maintaining essential vehicle movement
    - Encouraging sustainable mobility: bus, walk, cycle
    - Supporting 'place-related' street activity
- Recommended new street classification.....

# London's 'Street Family' Types



# Mapping cities onto the curve



# What underlies these changes?

- Transport policy development cycle primarily associated with change in **attitudes**, which affects:
  - Allocation of funds to roads and parking vs. sustainable modes
  - Suitable financing and governance structures (e.g. for public transport finance, and enforcement of traffic regulations)
  - Role models: willingness of key senior officials and media personalities to use bicycles and public transport - acceptable in London, but not in Beijing?

# What lessons can we learn?

- Change **is** possible...
  - Values can **change** – particularly when confronted with negative impacts
- Transitions can be **expensive**:
  - Huge cost of demolishing/burying roads, and (re)building railway networks; drop in car purchasing
- Some cities may be **locked in** to car-based patterns, where:
  - Densities too low for public transport, walking & cycling
  - Land used patterns too dispersed
  - Traffic speeds too high!



# The Future?

- Is there a 'Stage 4' urban transport scenario?

**Thank you!**

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