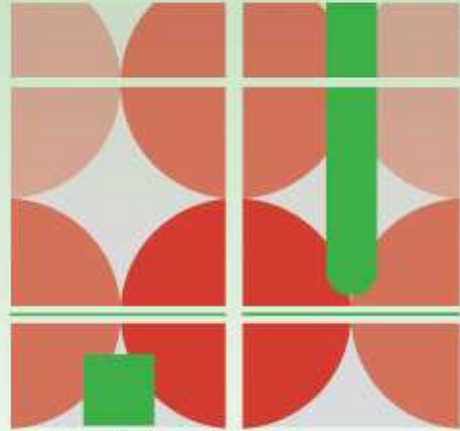


ACNU08



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**2008 NATIONAL
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FOR NEW URBANISM**

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Impact of form on Transport Demand and street designs.

Impact of local employment and regionally connectivity on transport demand.

Grids in very large Cities.



Urbanism attempts to bring people nearer to their destination; and to participate in a wider range of life styles in their City.

On the one hand this means having more needs met in the neighbourhood and on the other being more connected to the regions and the City.

Most journeys are local, less than 5km, many of the rest are regional, the length of trips is currently rising. Only 3% of trips from the outer suburban are to the CBD (Sydney). 16% of trips in the inner suburbs are to the CBD which is treated like a regional centre. (London over 30 years)

The design is a synergy between land use, connectivity and transport systems.



Direct connectivity shortens journeys providing a better opportunity to make trips by bike and walking.

More diversity of local activities, such as employment along a Boulevard, increases the opportunity to keep with the neighbourhood and also to work within the neighbourhood.

A wider range of activities along a Boulevard attracts more travel from the region supporting a regional public transport network.

Making the public transport part of the City's transport system reinforces the sense of place and regional travel can be made with less transfers. More use of public transport increases the frequency of services and make the service even more attractive.



The combination of a wider choice of local and regional activities and more travel by public transport and the soft modes dramatically reduces the number of trips made by car and more connectivity reduce the distance travelled in the local neighbourhoods.

Less traffic means traffic can turn at more intersections further reducing the distance travelled on the local streets, spreading traffic lightly over a number of streets.

Streets with less traffic are less of a barrier to pedestrian movement increasing travel on foot.

There is no need for transit lanes.



Neighbourhood shops

Direct connectivity (Deformed Wheel)

Specialised shops along boulevards (a few)

Regional public transport

Frequent services

Less traffic at intersections

No transit lanes

Metro brings more strength



	Sprawl	Range of good urbanism			
		Connective no PT	Week	Best Suburban	Inner Subs or Long Term
% Public transport	3	3	7	14	22
% Walk	4	10	20	25	30
% car	93	87	73	61	48
% Int Jobs to Employed Reside	7	25	50	100	150
% Capture/ - Smaller	60	12	15	20	30
- Larger		12	25	60	70
% Incoming Cross Loading		12	35	80	120
		12	20	40	80



The Proportion of trips made by walk and bike increases as the proportion of trips by public transport increases.

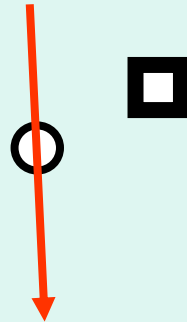
I.e. as the place become more pedestrian activity it draws people out of cars.

The number of workers finding jobs in their neighbourhood does not increase in direct proportion to the number of jobs that are available.

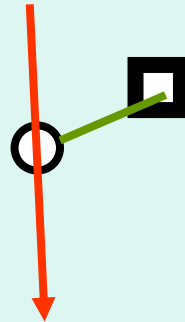
More jobs brings more workers into the neighbourhood thereby balancing regional public transport.



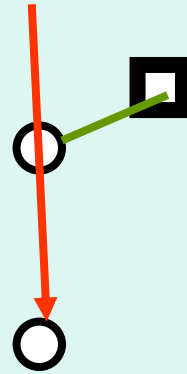
Many Sites are isolated from the major public transport networks.



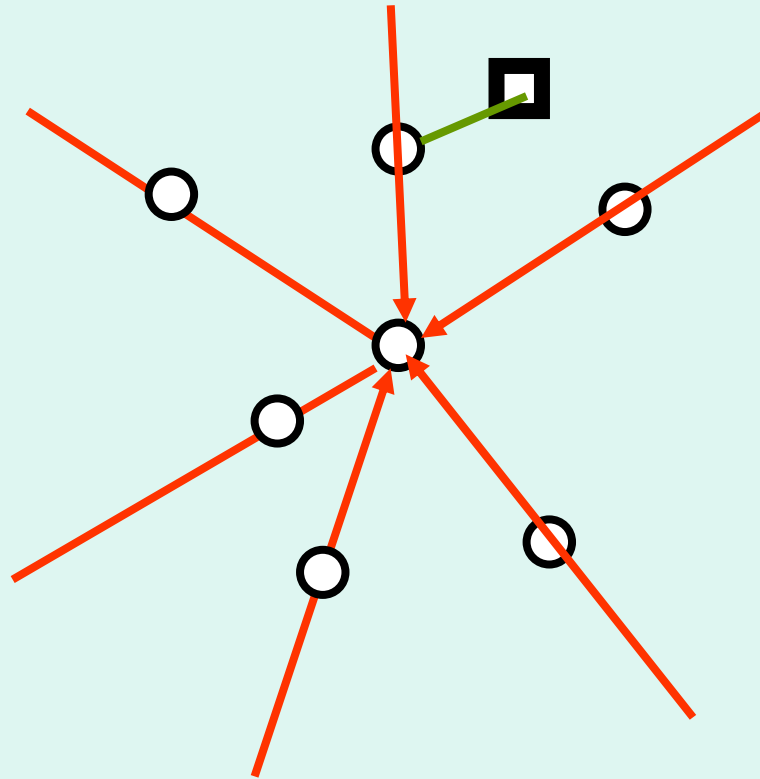
A feeder service has no energy to support a frequent service



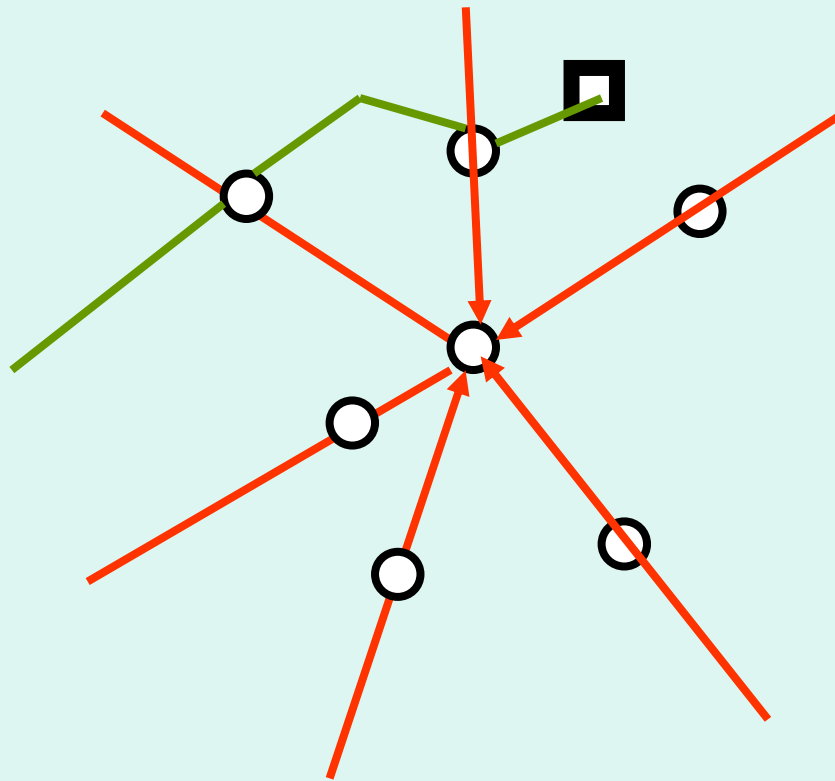
Access to the City only provides for 3% to 7% of trips made in an area.



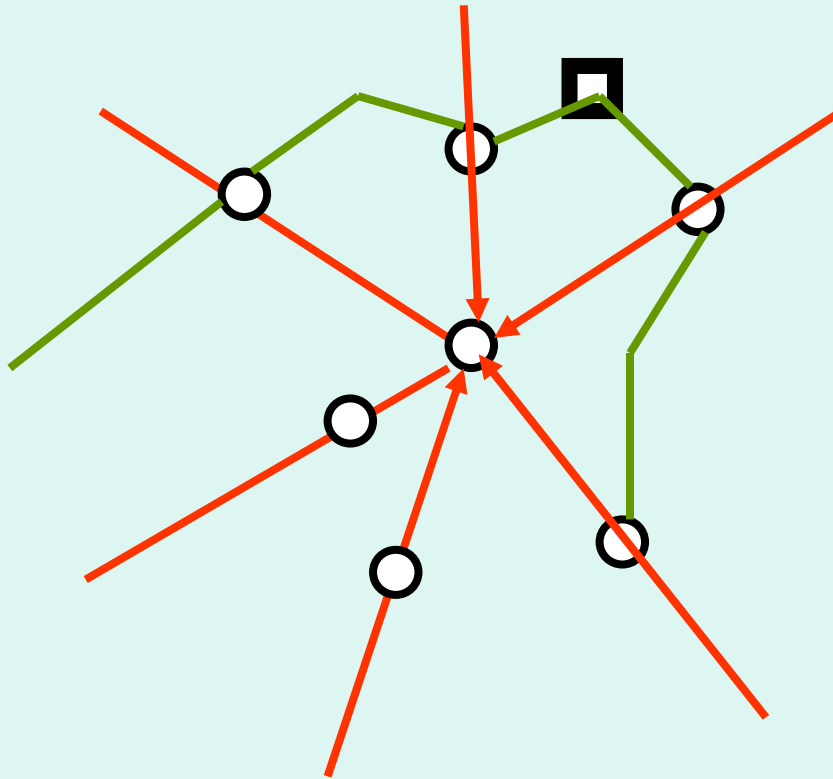
Public transport is usually only legible as a City focus.



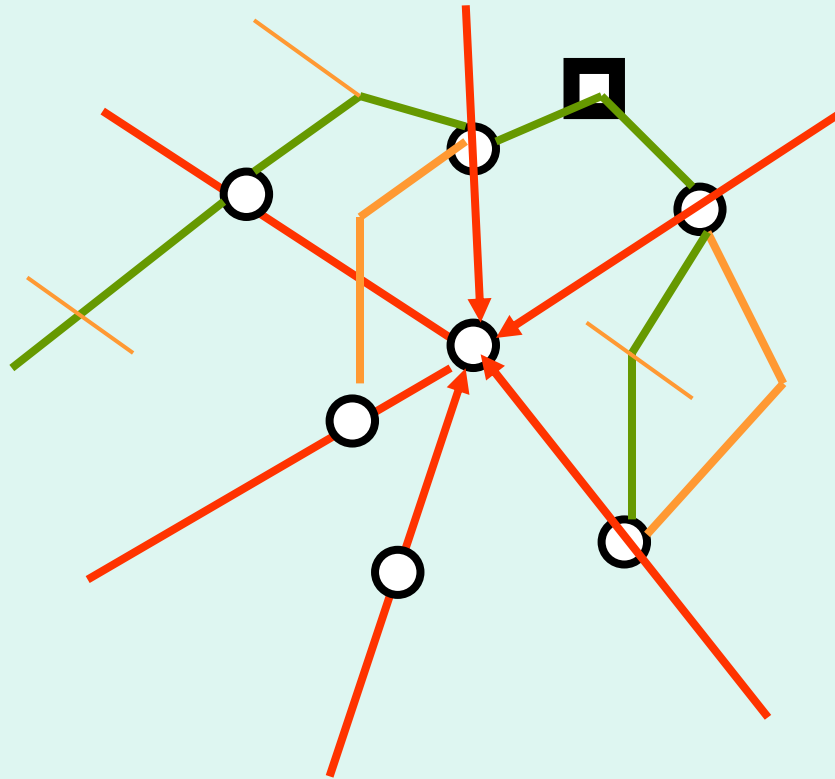
Extending a feeder service to more distant places
increases its attraction



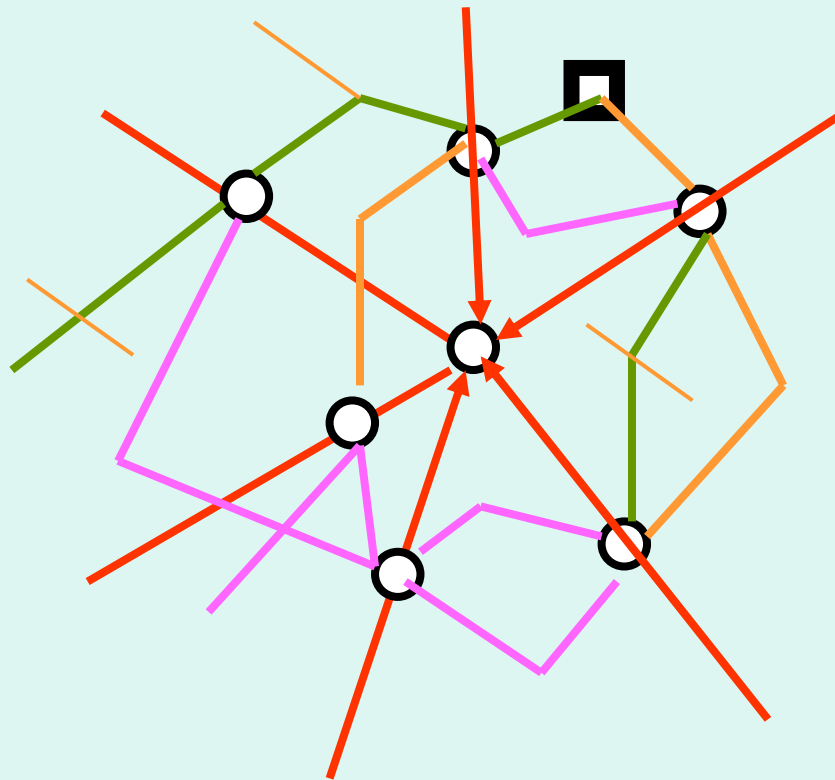
With sufficient demand a second route can serve another regional centre and beyond



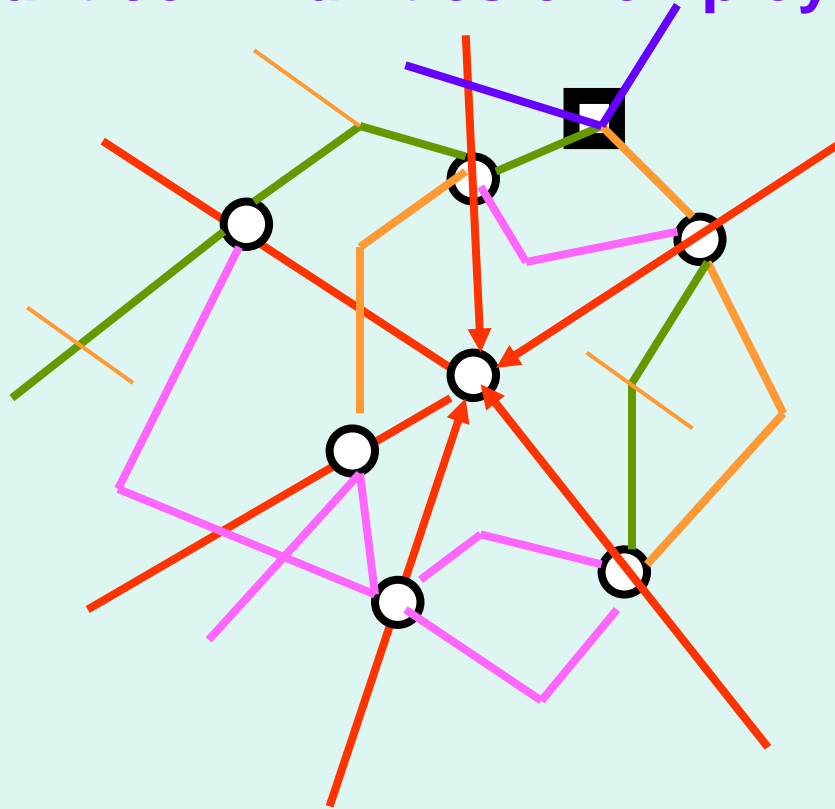
All regional centres are reached with a single change



The entire metropolitan area becomes connected by cross regional transit



Extending routes through the site can serve other more distant communities or employment enclaves.



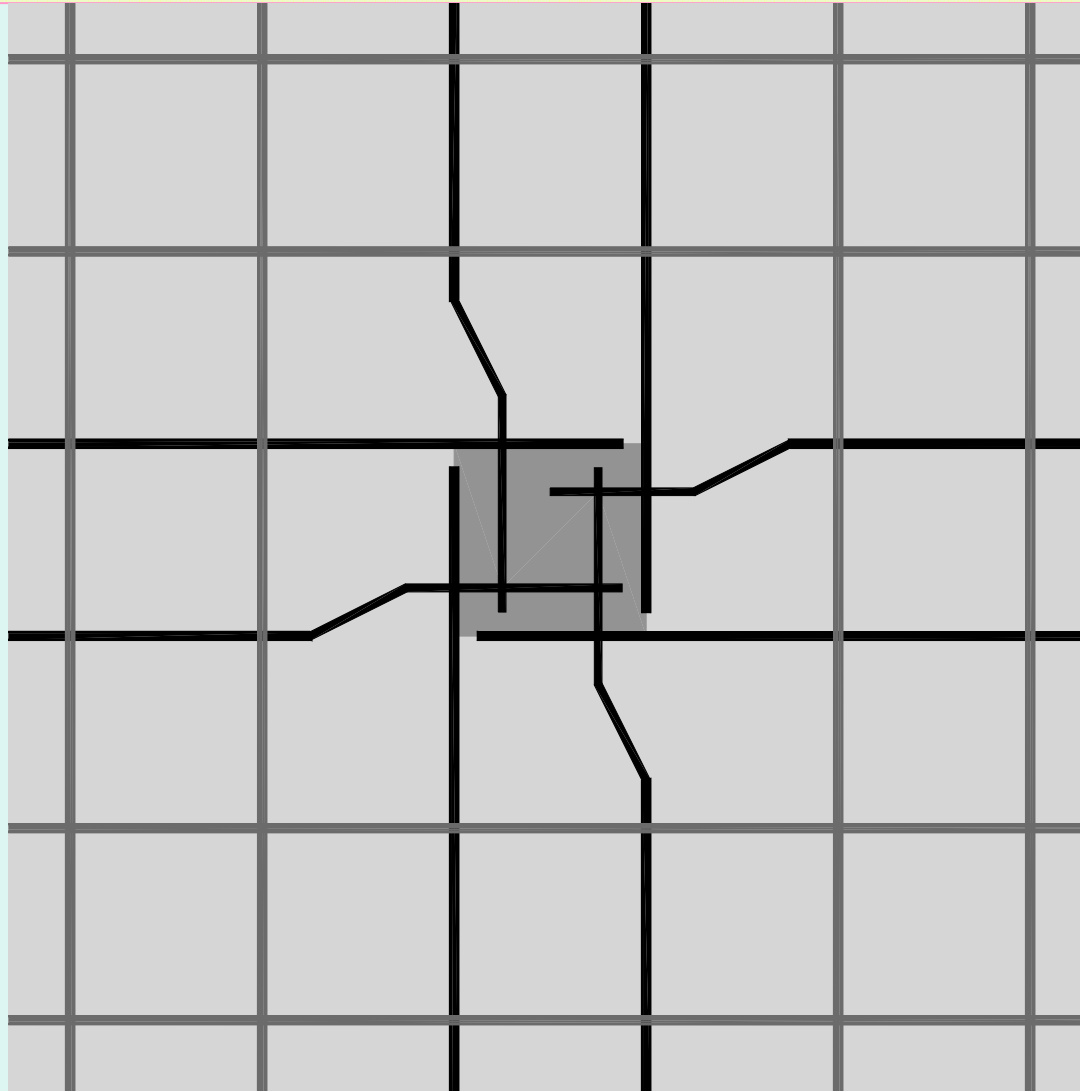
Think cross loading regional not back loading from the City.

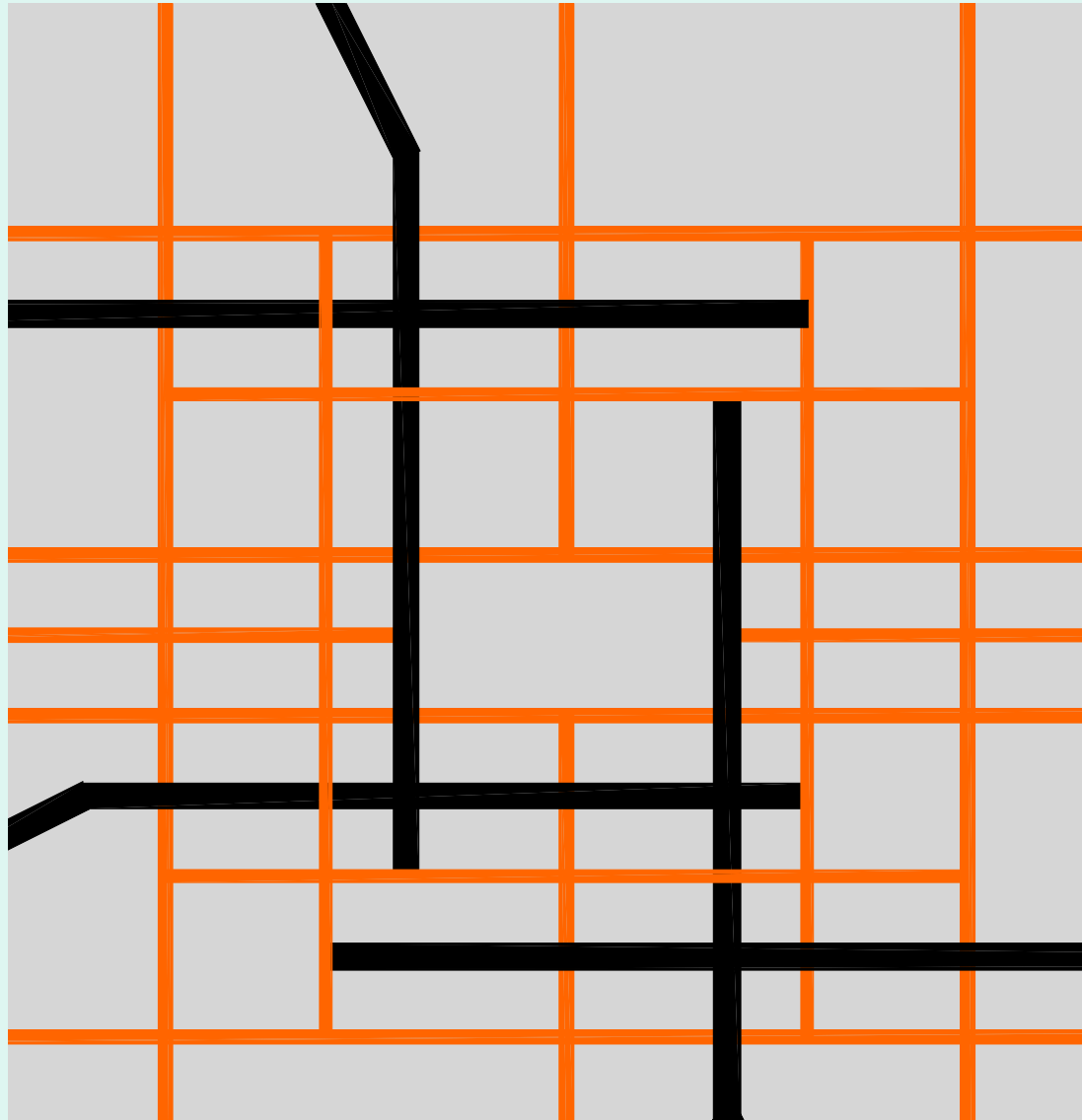
Make the public transport contribute to the metropolitan systems not be an adjunct.

Take bus routes to the edge of urban development, even if they appear unviable because they can pick up income in the denser areas.

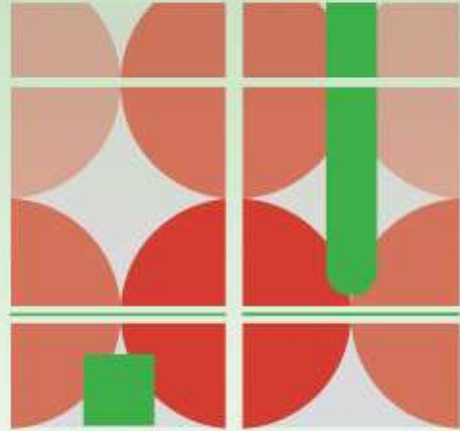


Traffic 101 – To Grid or not too Grid LARGE CITIES NEED TO STOP





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