

urban

human

car free

convergence

disruption

urban

human

































94%

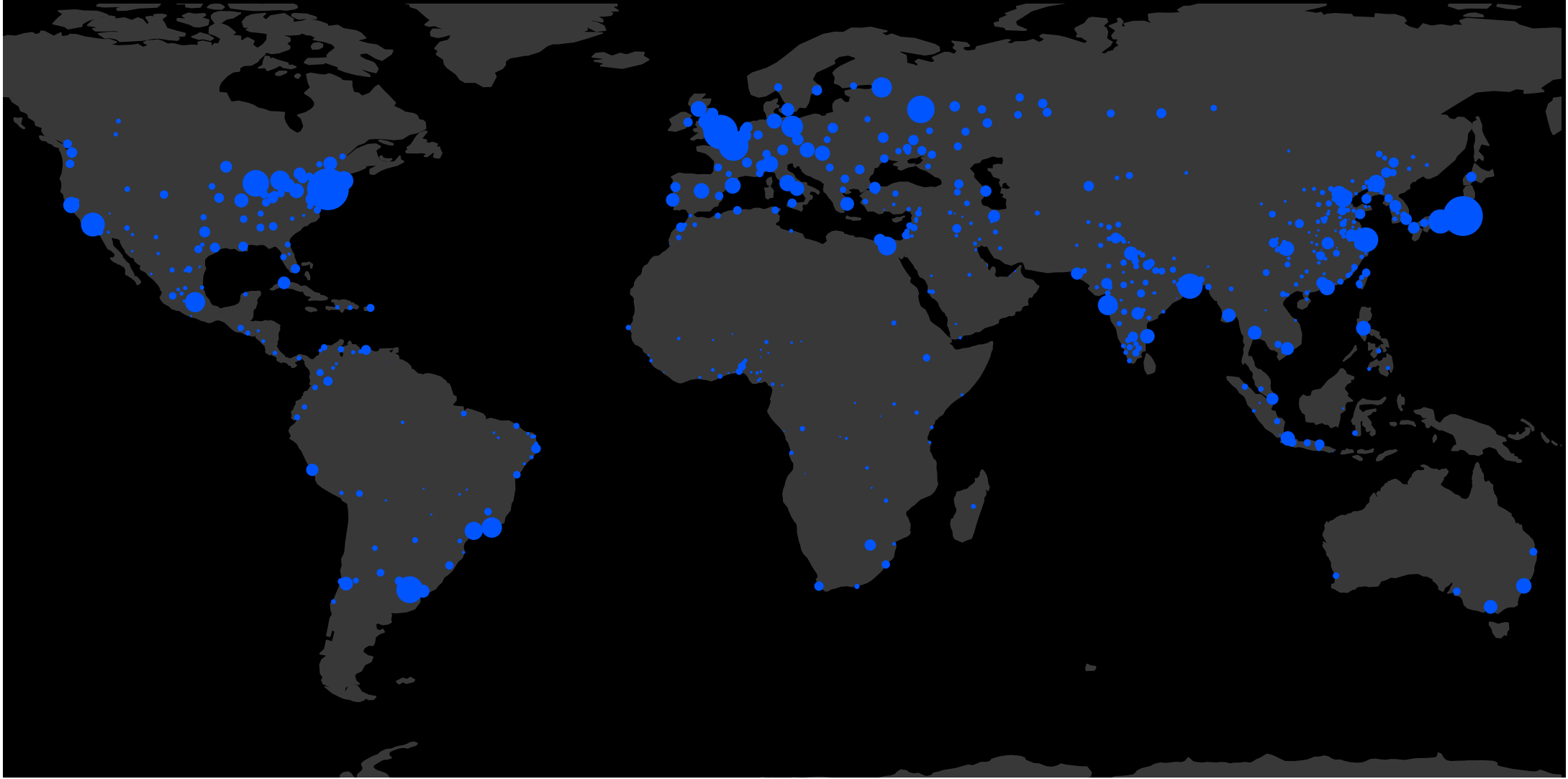
in emerging economies

97%

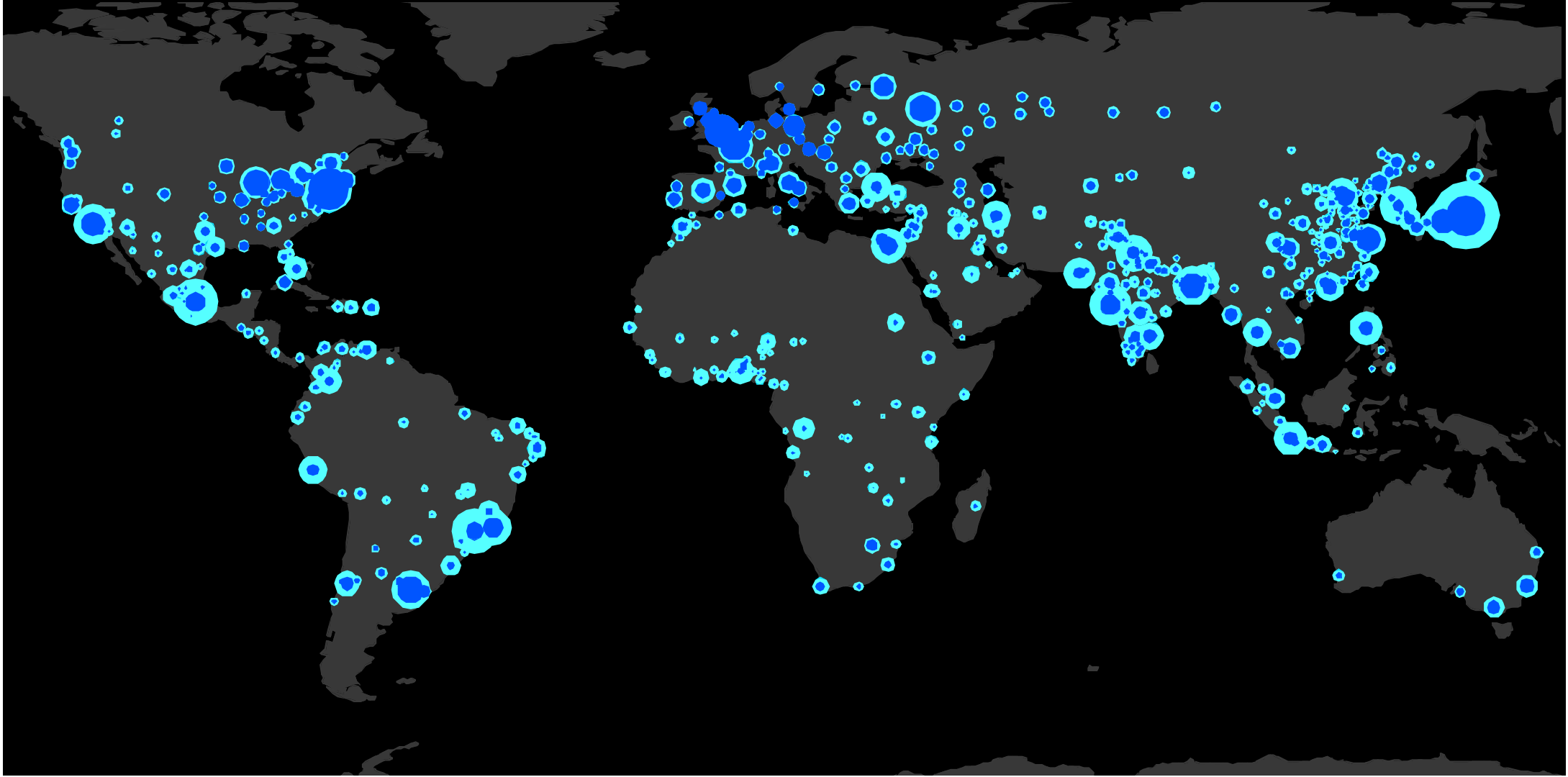
in urban areas

New trips 2014-2050

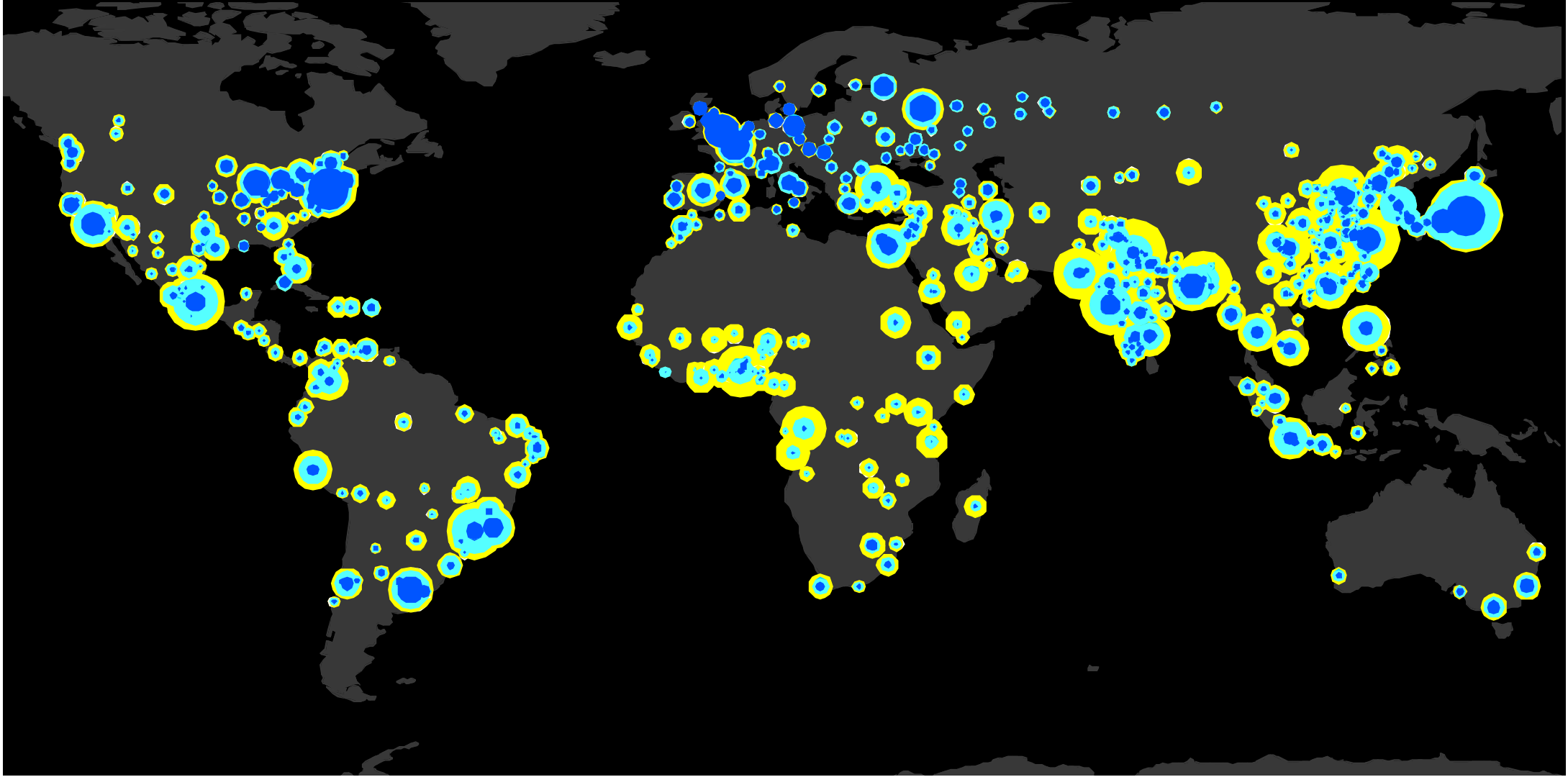
Urban population : 1950



Urban population : 1950, 1990



Urban population : 1950, 1990, 2025



Urban land occupation - 2000

Changzhou

Wuxi

Suzhou

Shanghai

0 25 50 75 100km



This map illustrates the urban land occupation in the Yangtze River Delta region in the year 2000. The land is color-coded to represent different types of urban development: dark grey for built-up areas, light grey for urban fringes, and yellow for agricultural land. Major cities are labeled: Changzhou in the northwest, Wuxi in the north-central part, Suzhou in the center, and Shanghai in the southeast. The Yangtze River is shown as a prominent blue feature flowing through the region. A scale bar at the bottom left indicates distances from 0 to 100 kilometers.

Urban land occupation – 2000, 2010

Changzhou

Wuxi

Suzhou

Shanghai

0 25 50 75 100km



This map illustrates the rapid expansion of urban land in the Yangtze River Delta region between 2000 and 2010. The land is color-coded: red for 2000 and green for 2010. Major urban centers like Suzhou, Wuxi, and Shanghai are clearly visible, with Suzhou showing a particularly large and dense green area. The map also shows the extensive network of water bodies in the region. A scale bar at the bottom left indicates distances up to 100 km.















car free

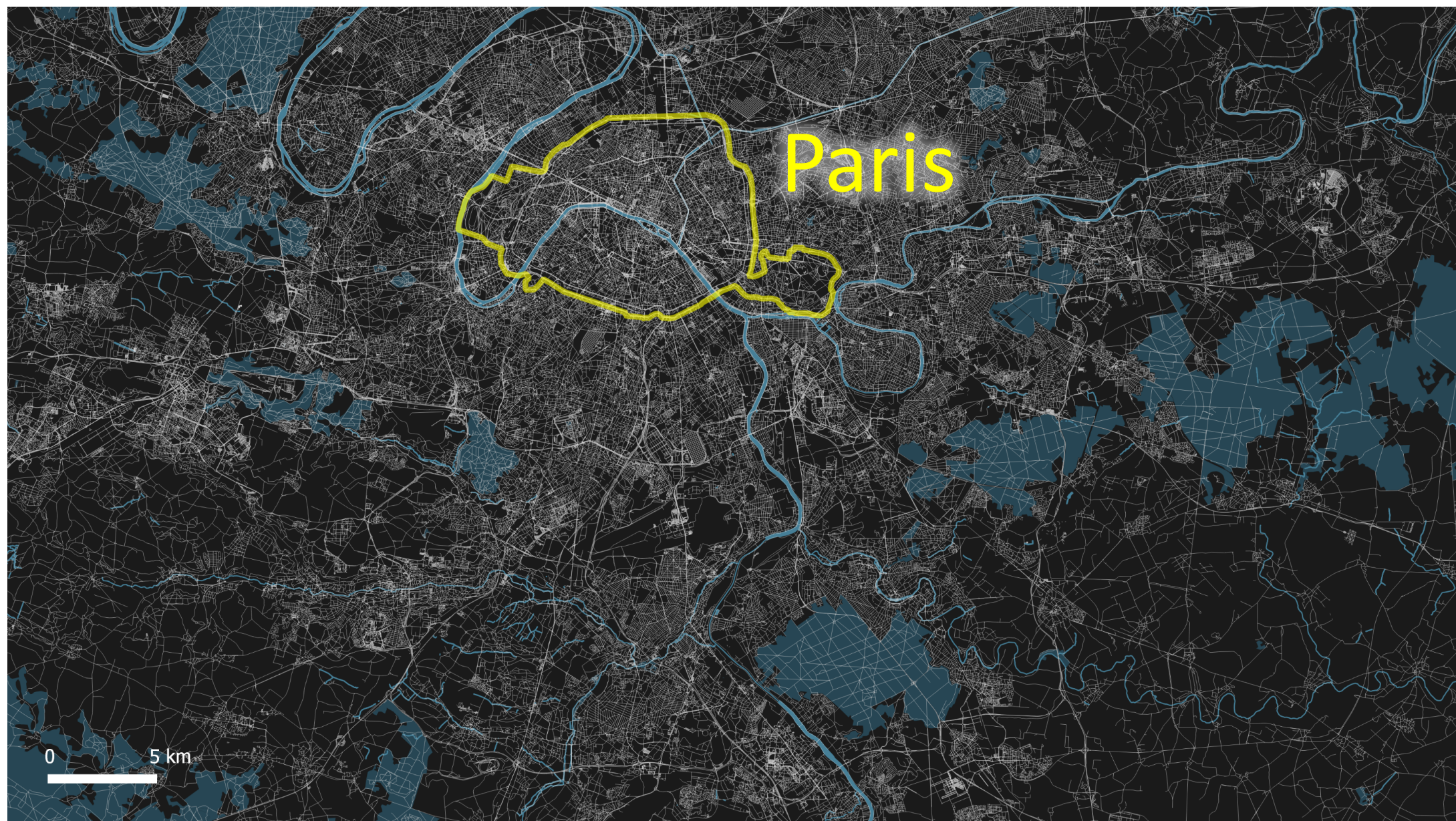
car(e)free

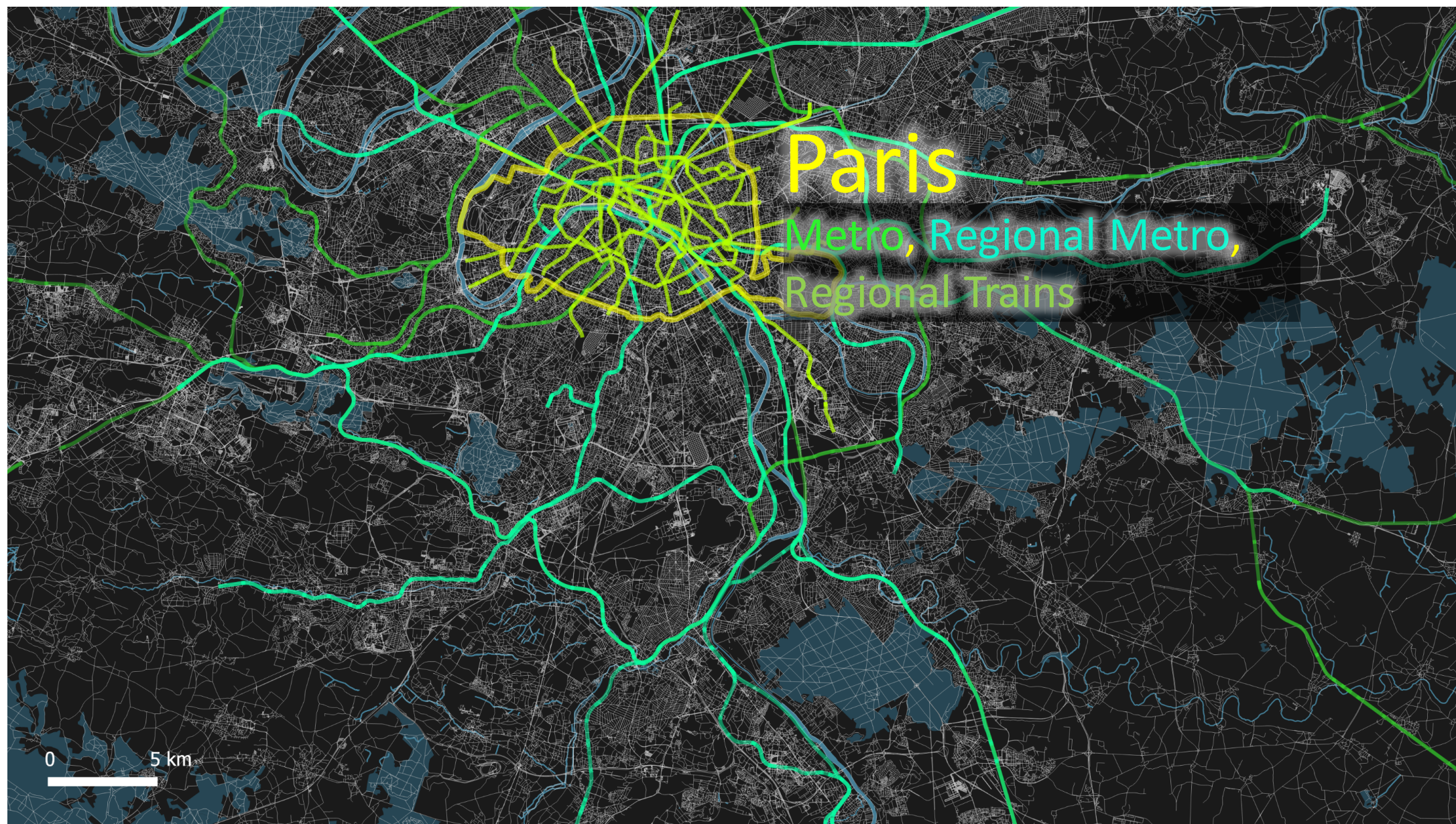
Piazza Maggiore, Bologna, 1968

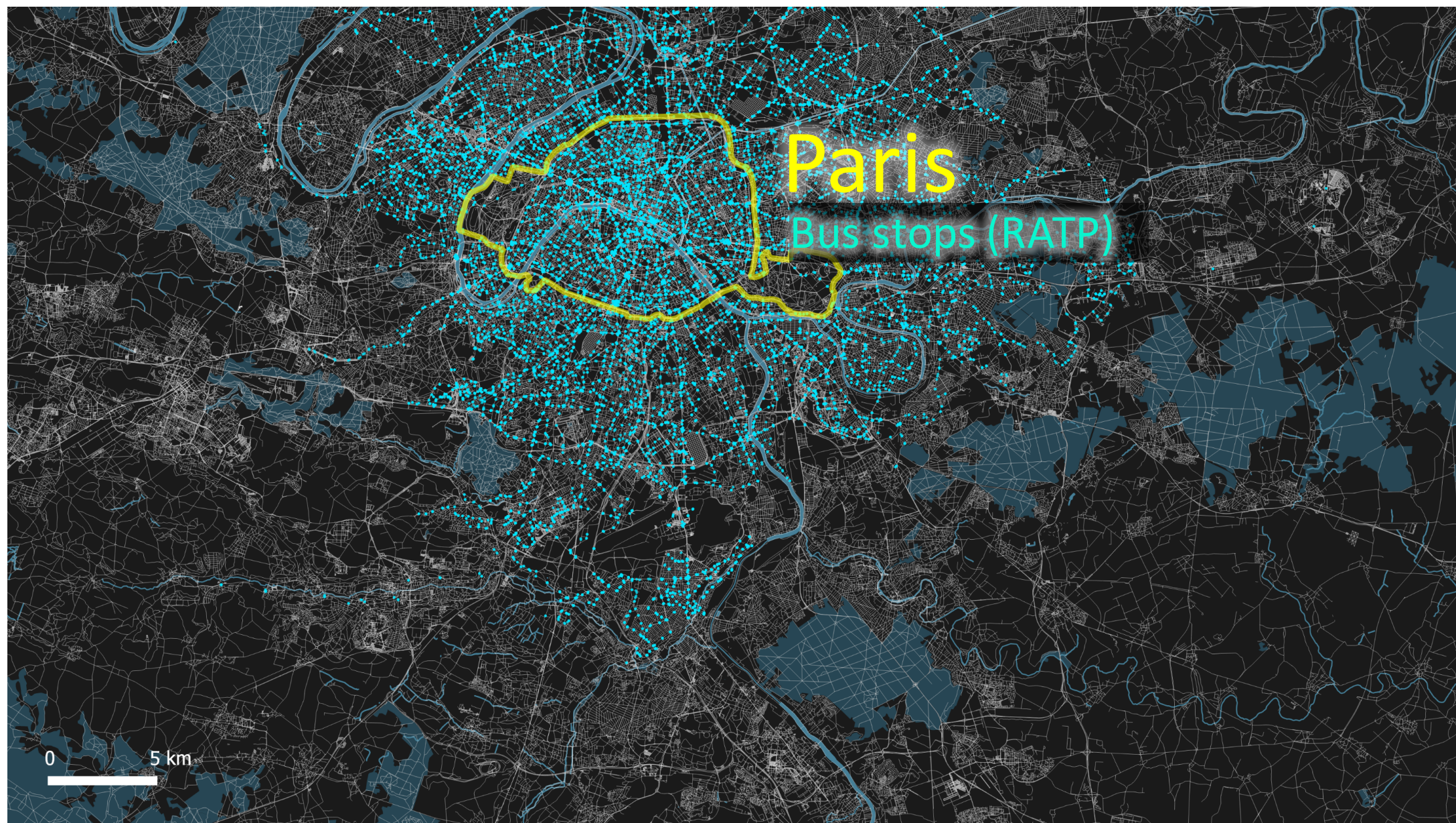


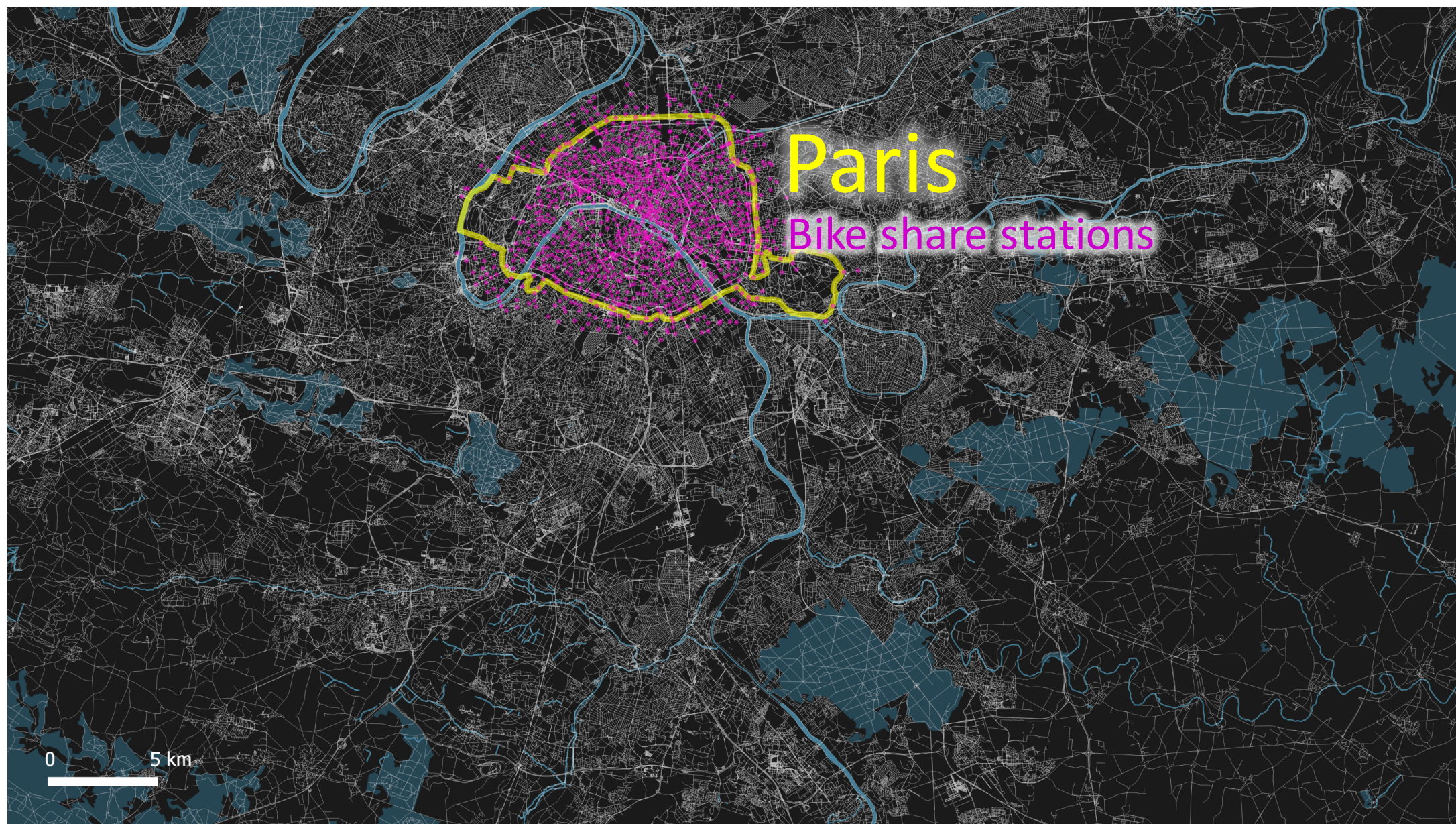
Piazza Maggiore, Bologna, 2016

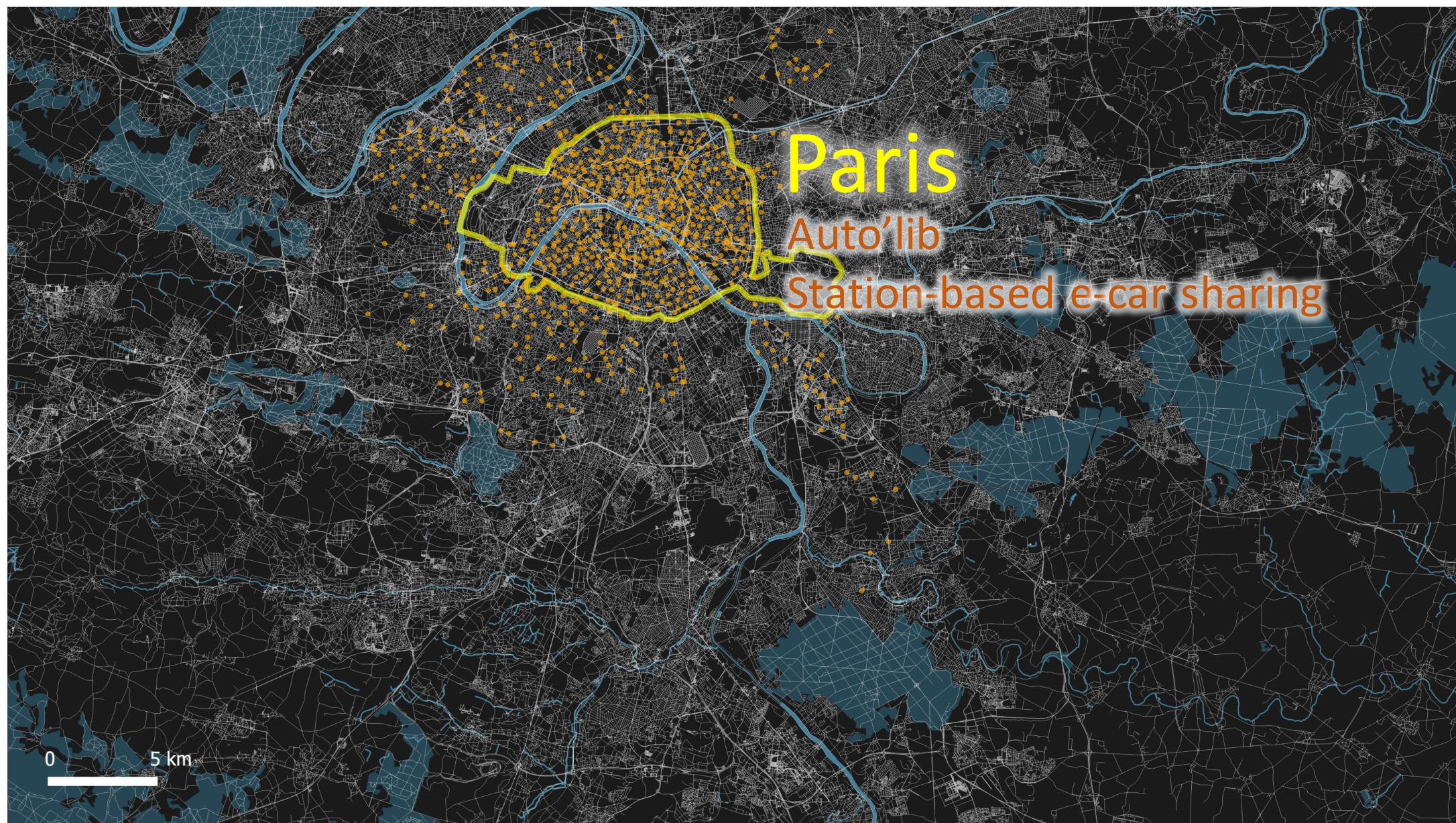


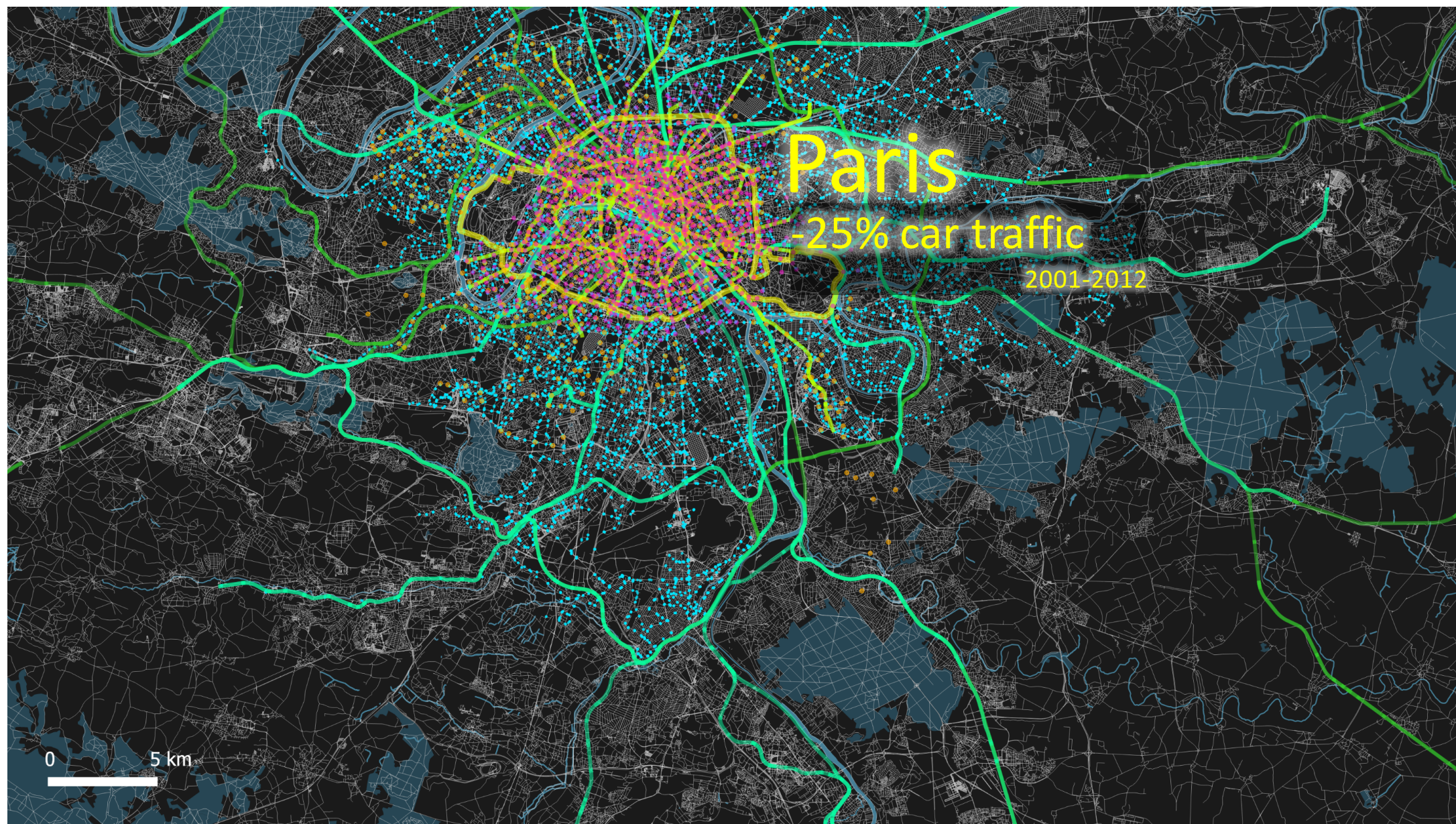


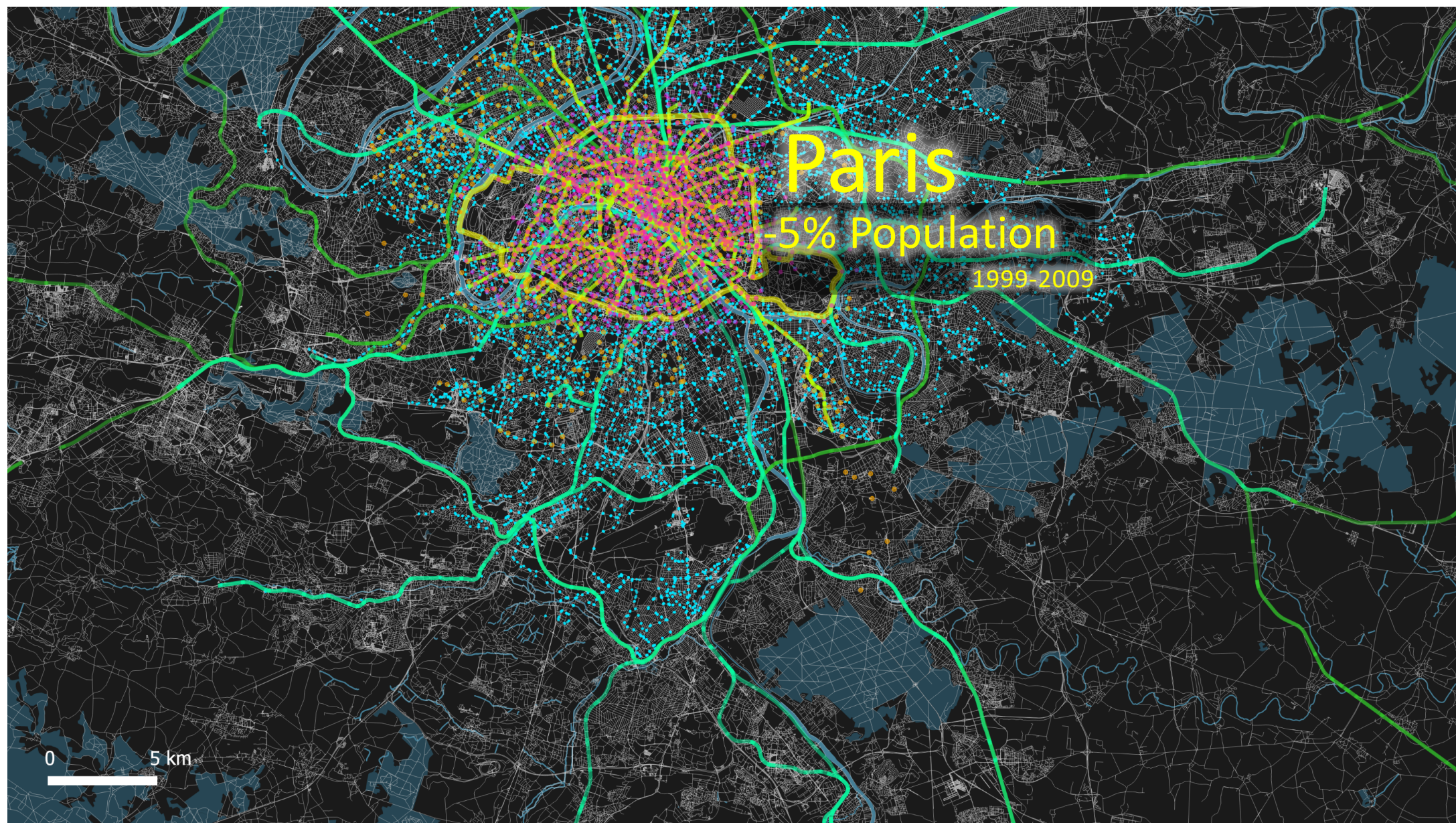


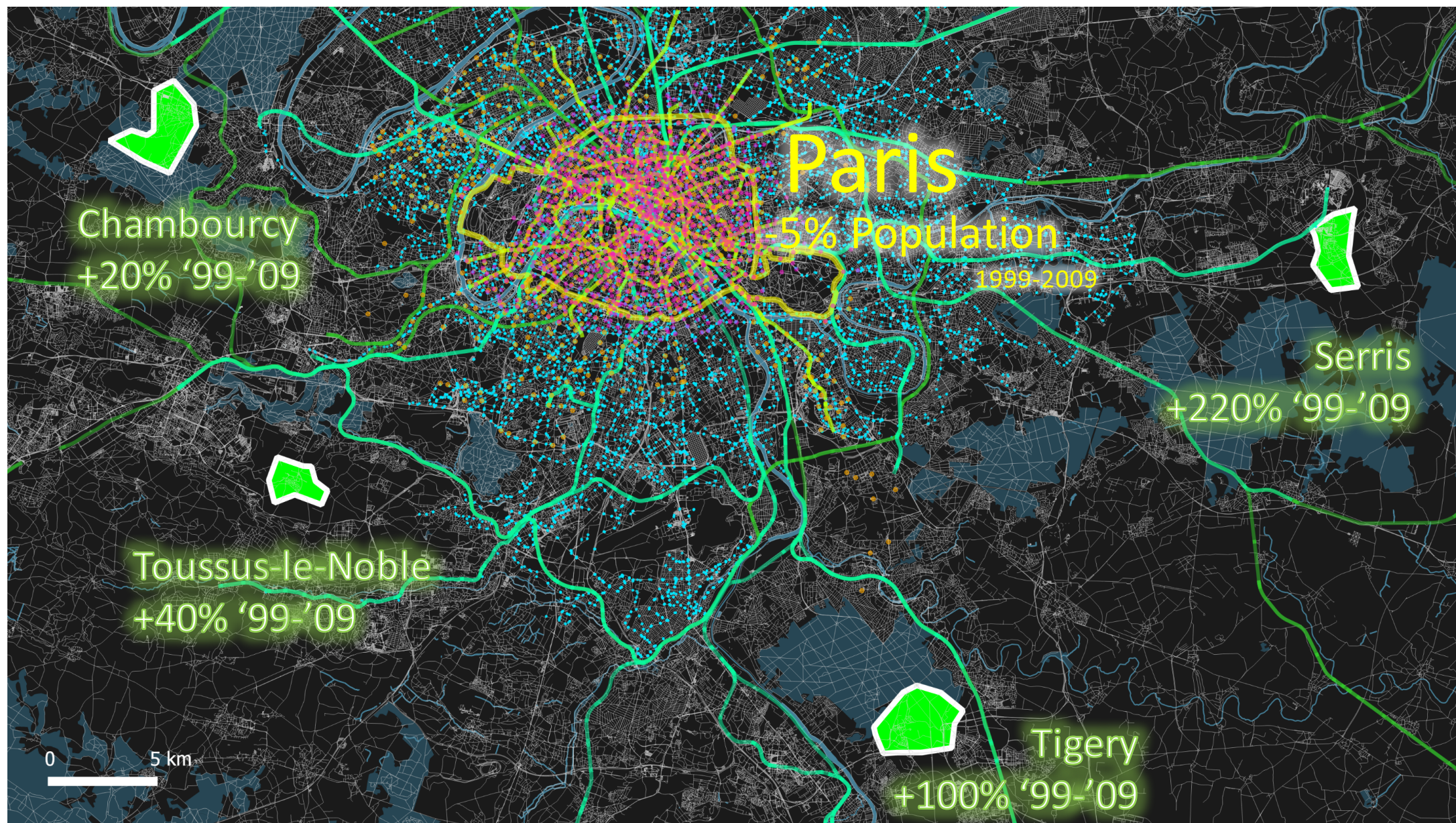


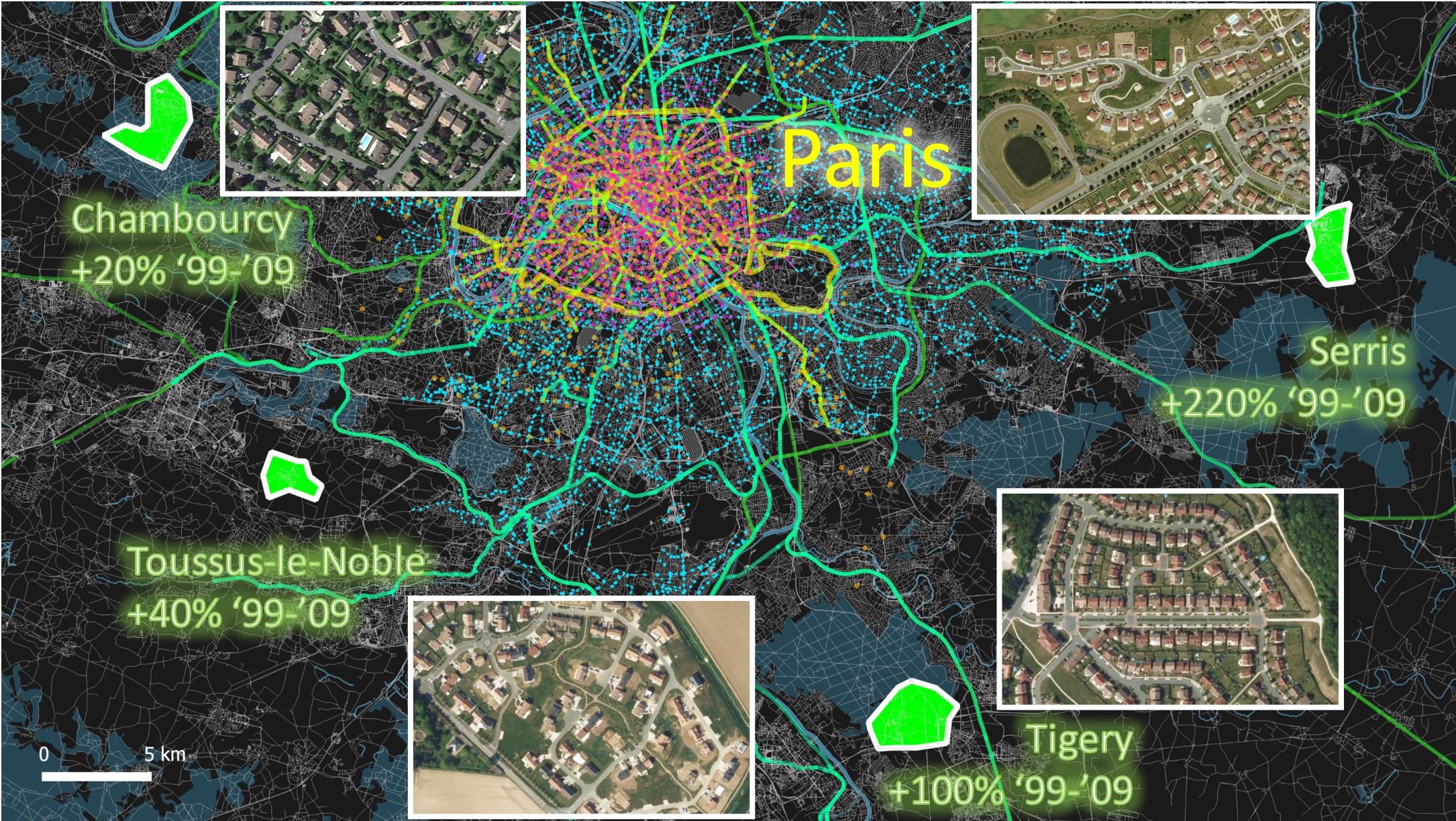






















Paris, Left bank expressway, 2012



Paris, Left bank expressway, 2014





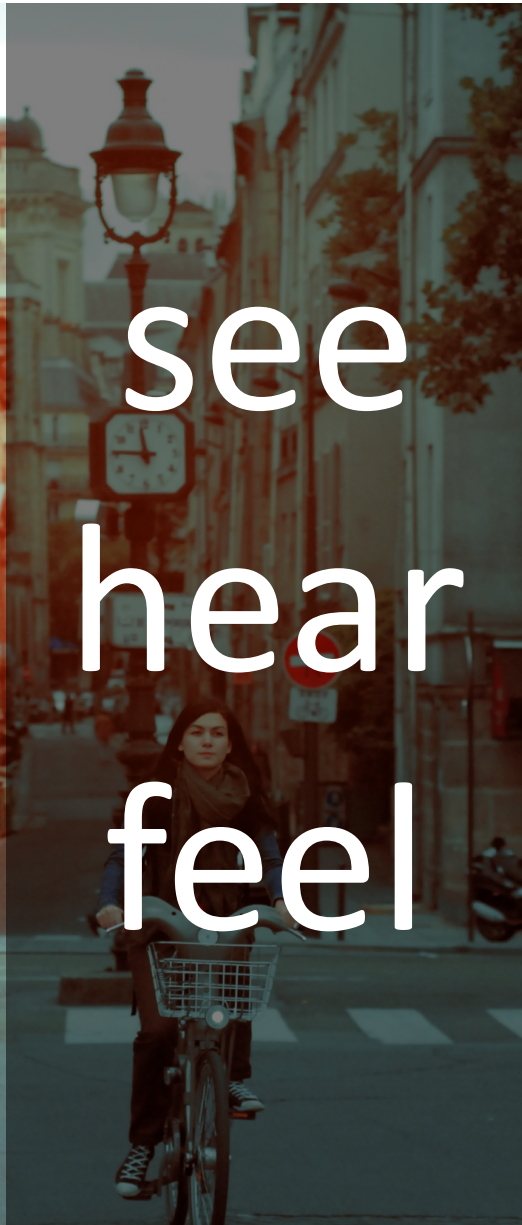
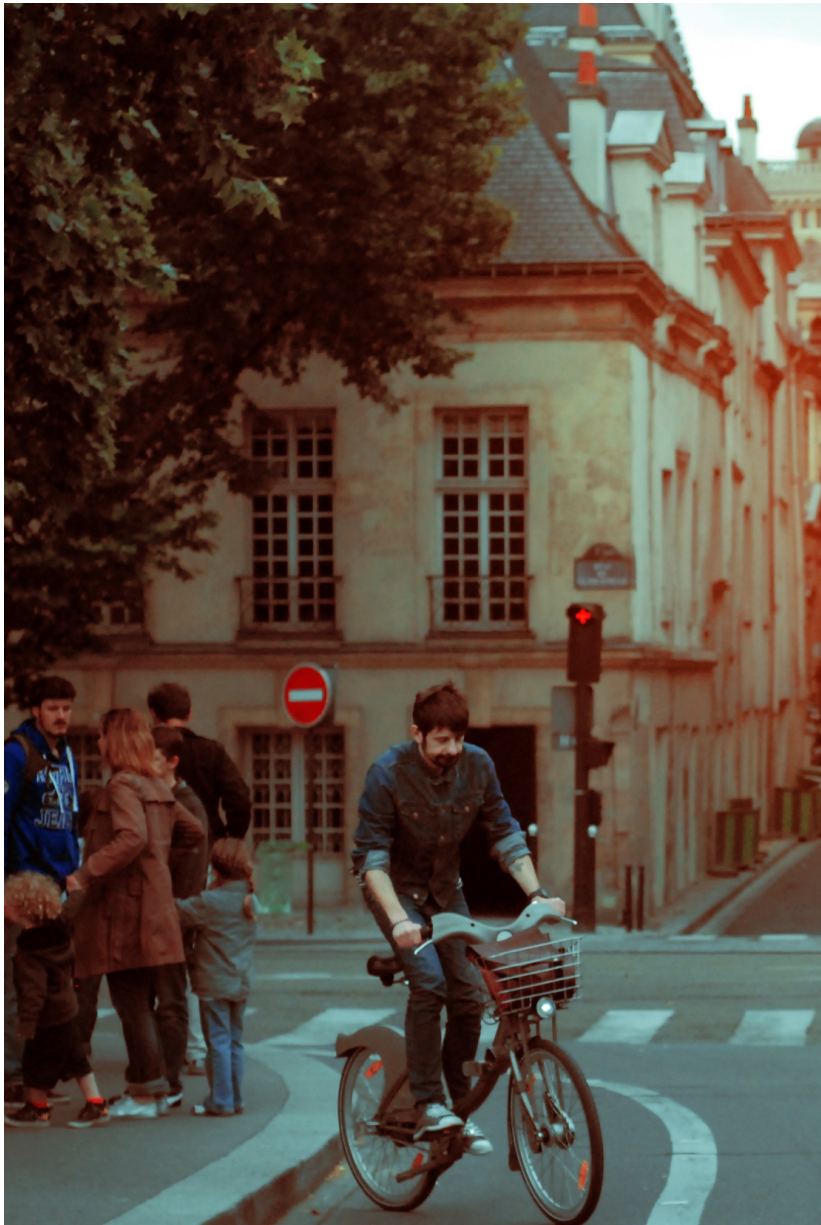












convergence

disruption

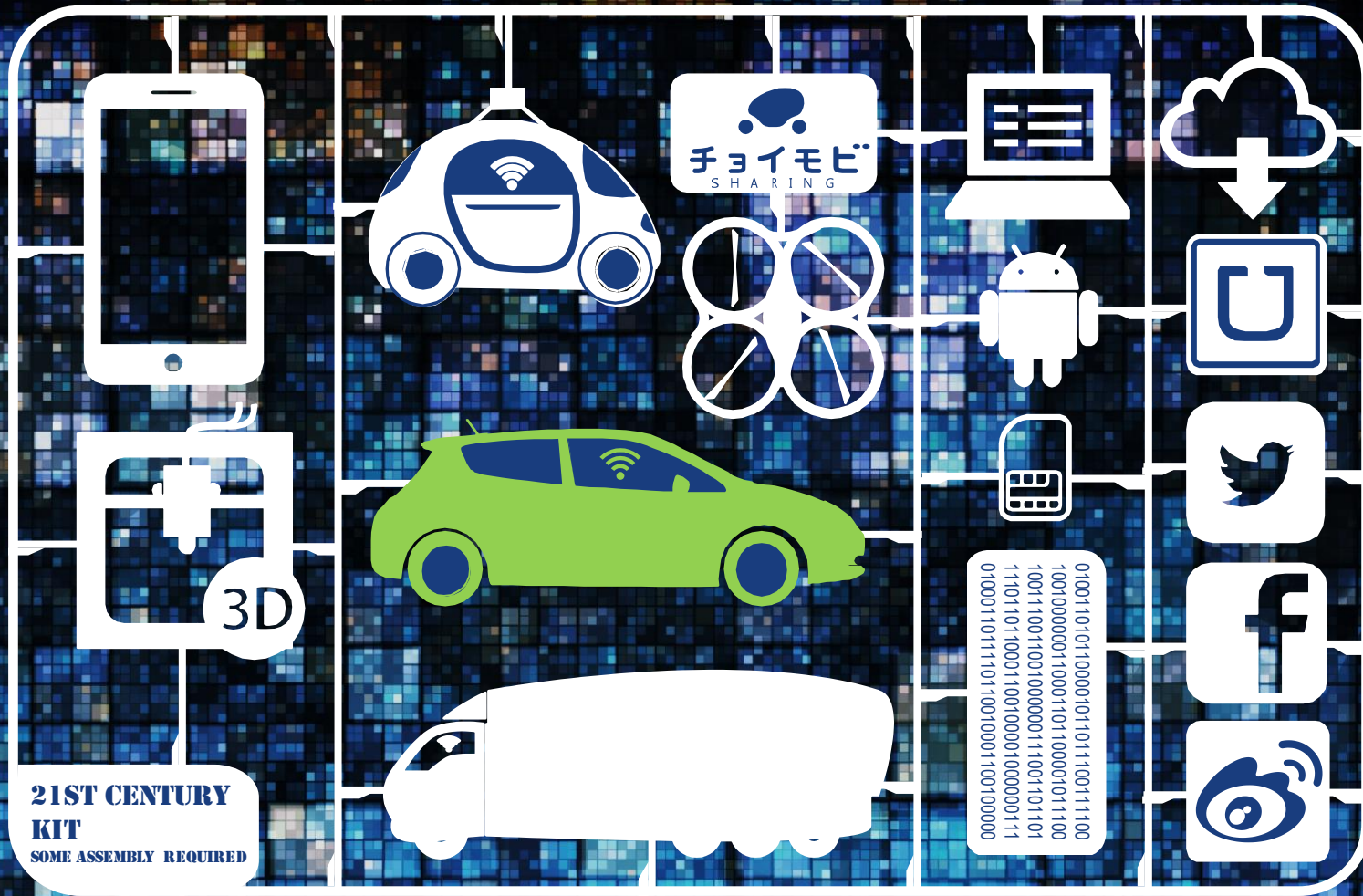


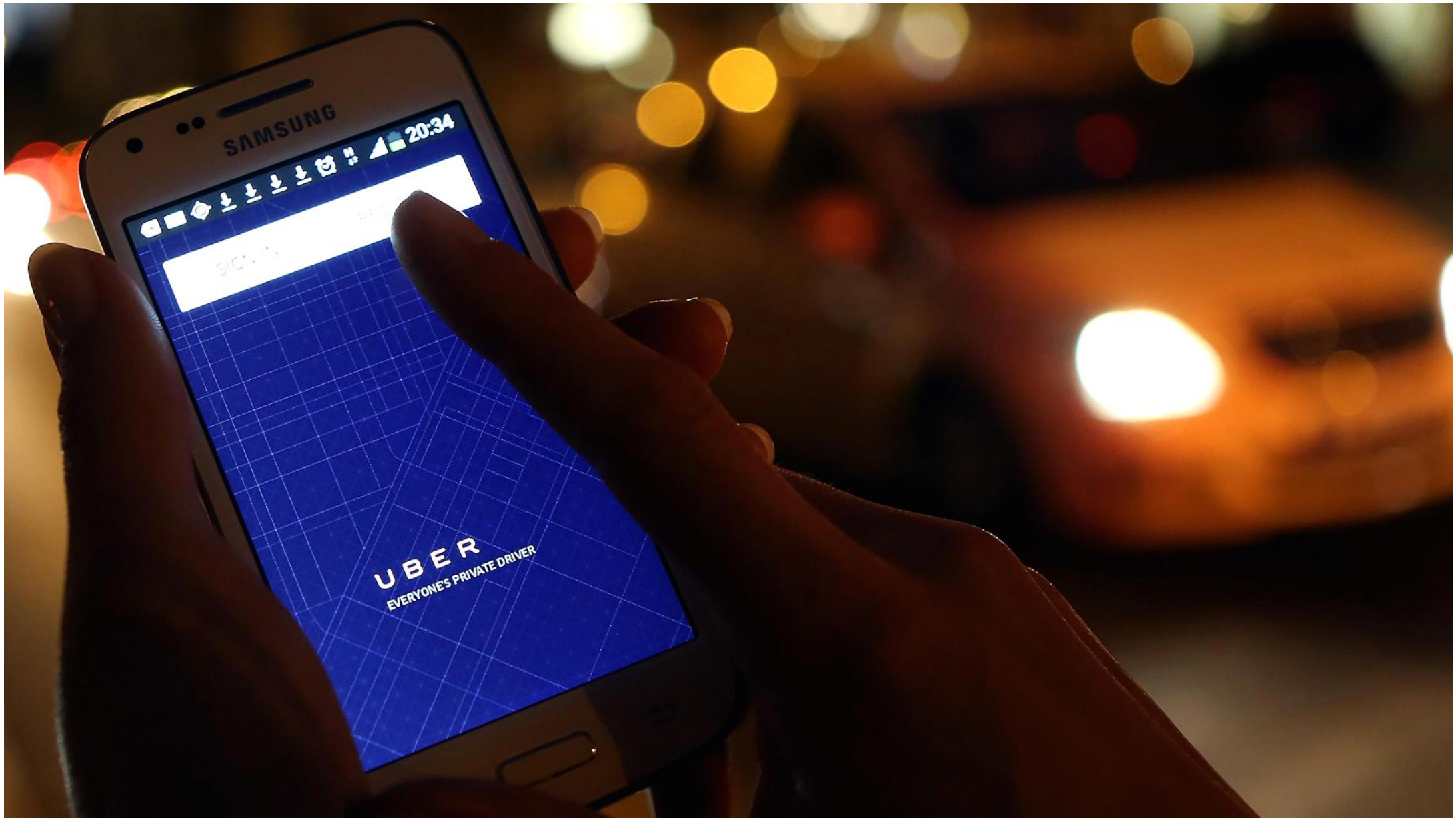
data

data

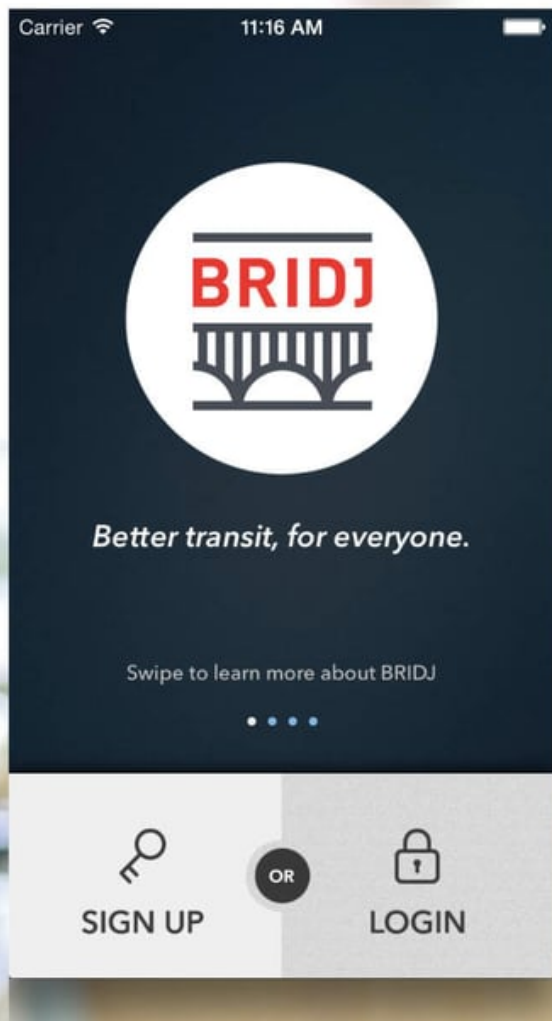


data



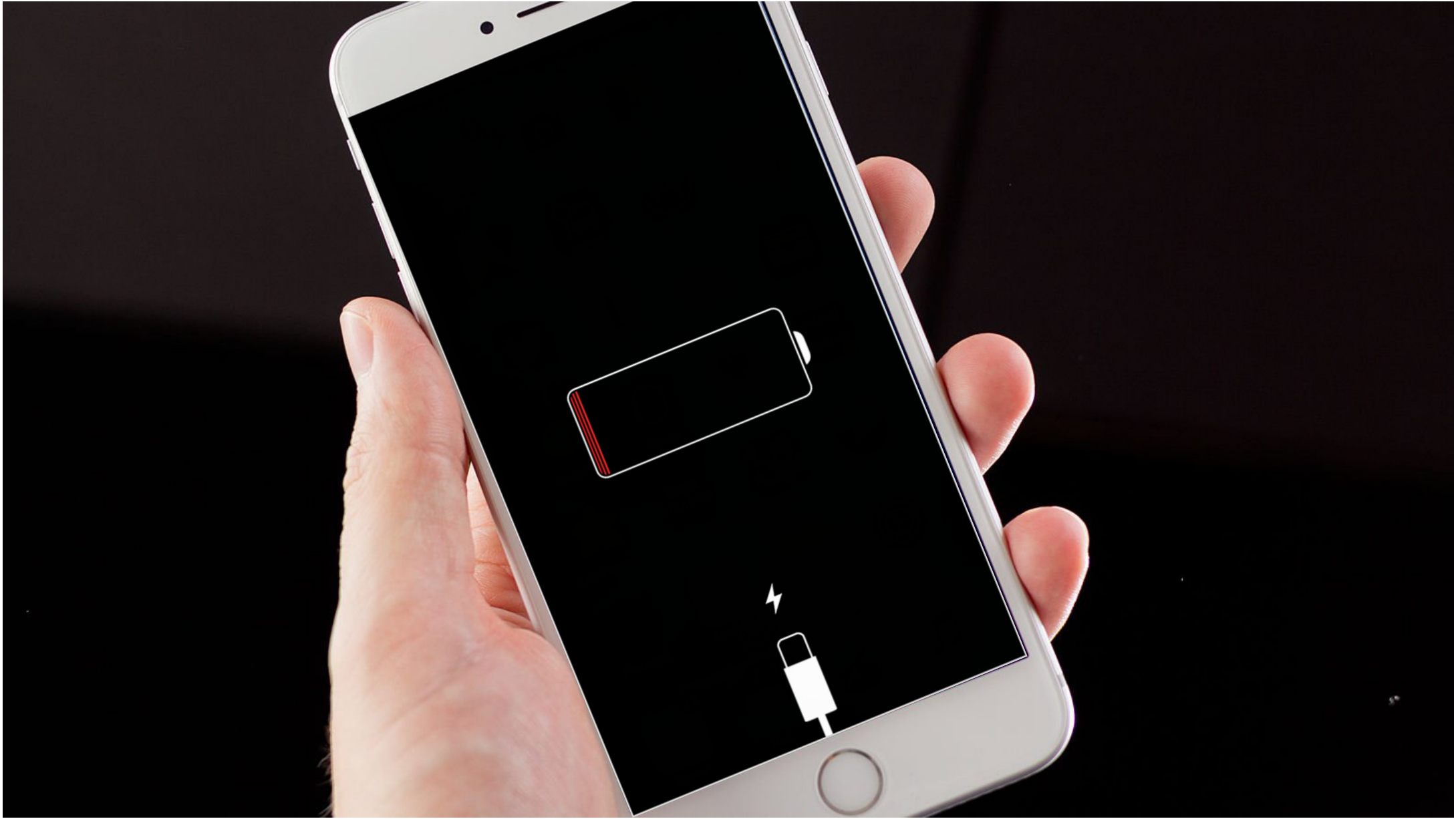






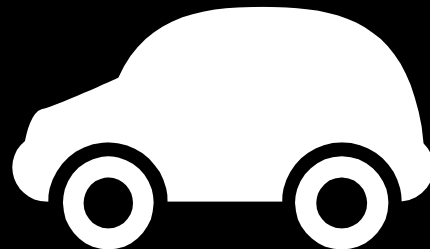




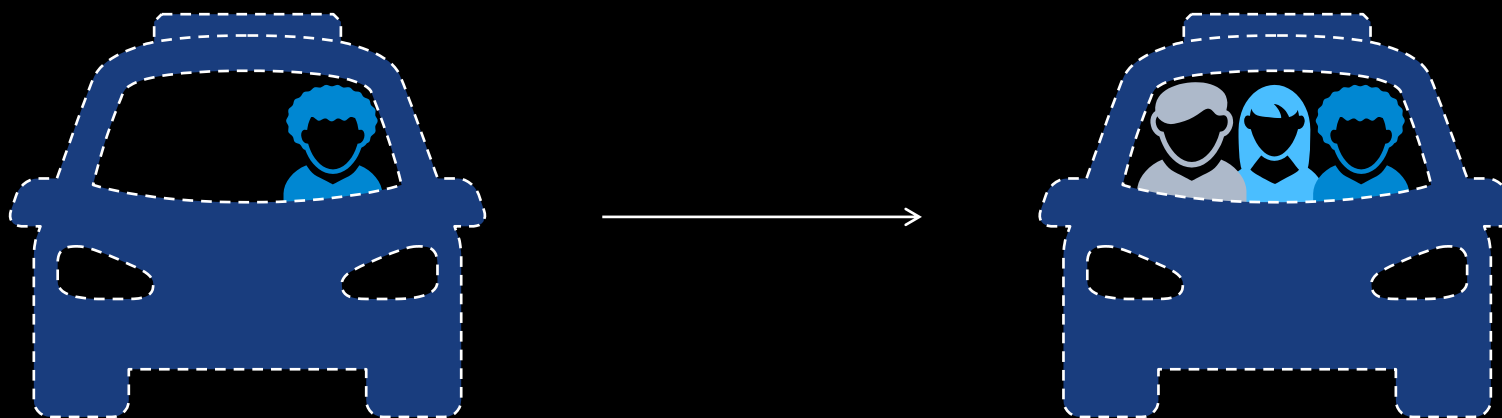








sharing





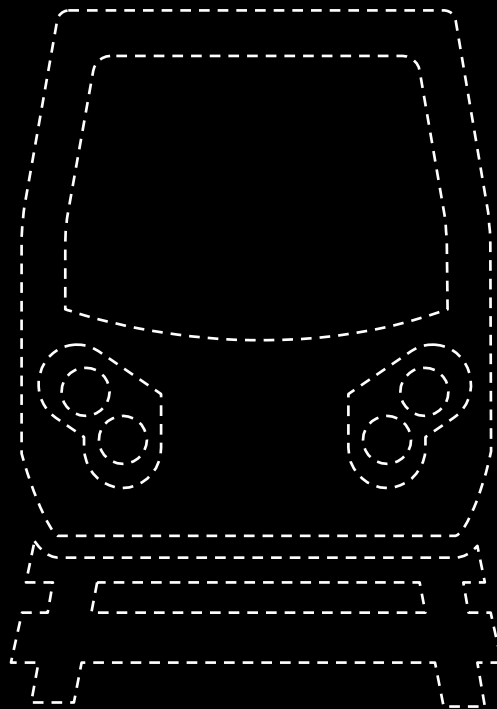
Shared “taxis”

simultaneous ride-sharing

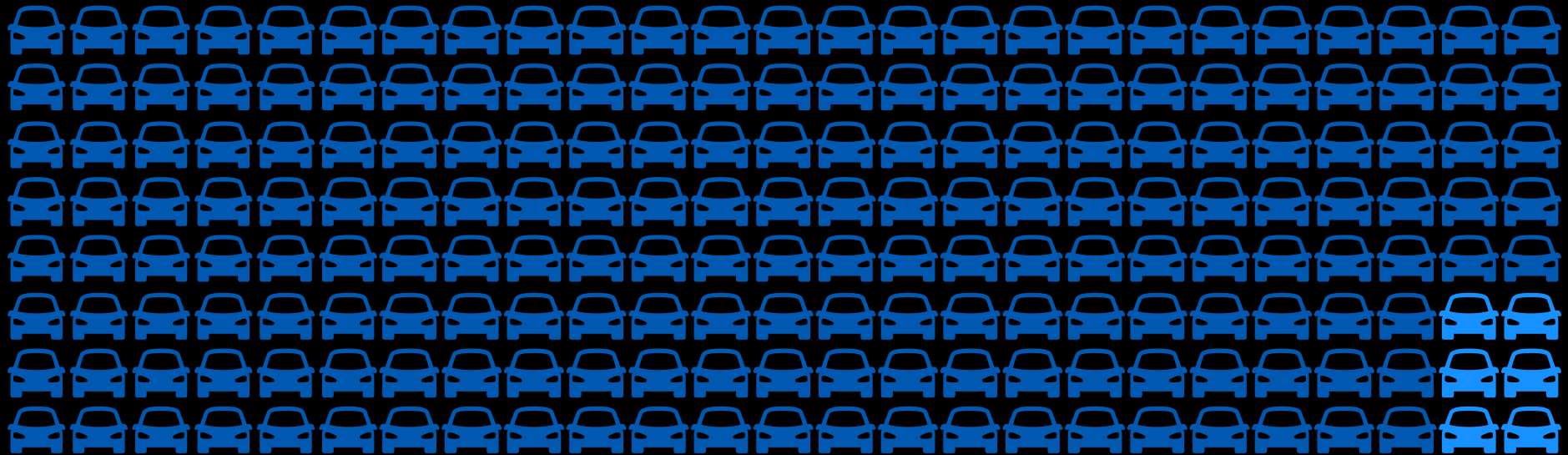


TaxiBus

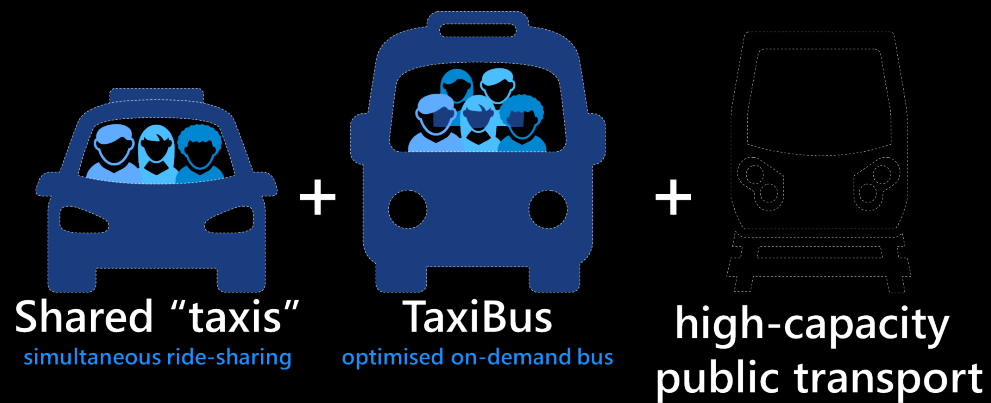
optimised on-demand bus



high-capacity public transport



Scenario: 24 hours



number of cars required
to provide the same trips
as before:

3%





eliminate
all street parking



+20%

kerb-to-kerb street space

PARKING



PARKING









An aerial photograph of a large, paved parking lot filled with hundreds of cars parked in neat rows. The lot is situated in an urban environment, with a large white building featuring a curved roof to the right and a green field with a fence in the bottom right corner. Trees and greenery are interspersed throughout the scene, including a small landscaped area with trees in the center of the parking lot. The text '-80% off-street parking' is overlaid in white on the lower-left portion of the image.

-80%
off-street parking

-23% to -37%

24 hr.

Peak hr.

vehicle kilometres

-34%

CO₂ emissions

+ access

30mn access to jobs

Lisbon

0 1 2 km

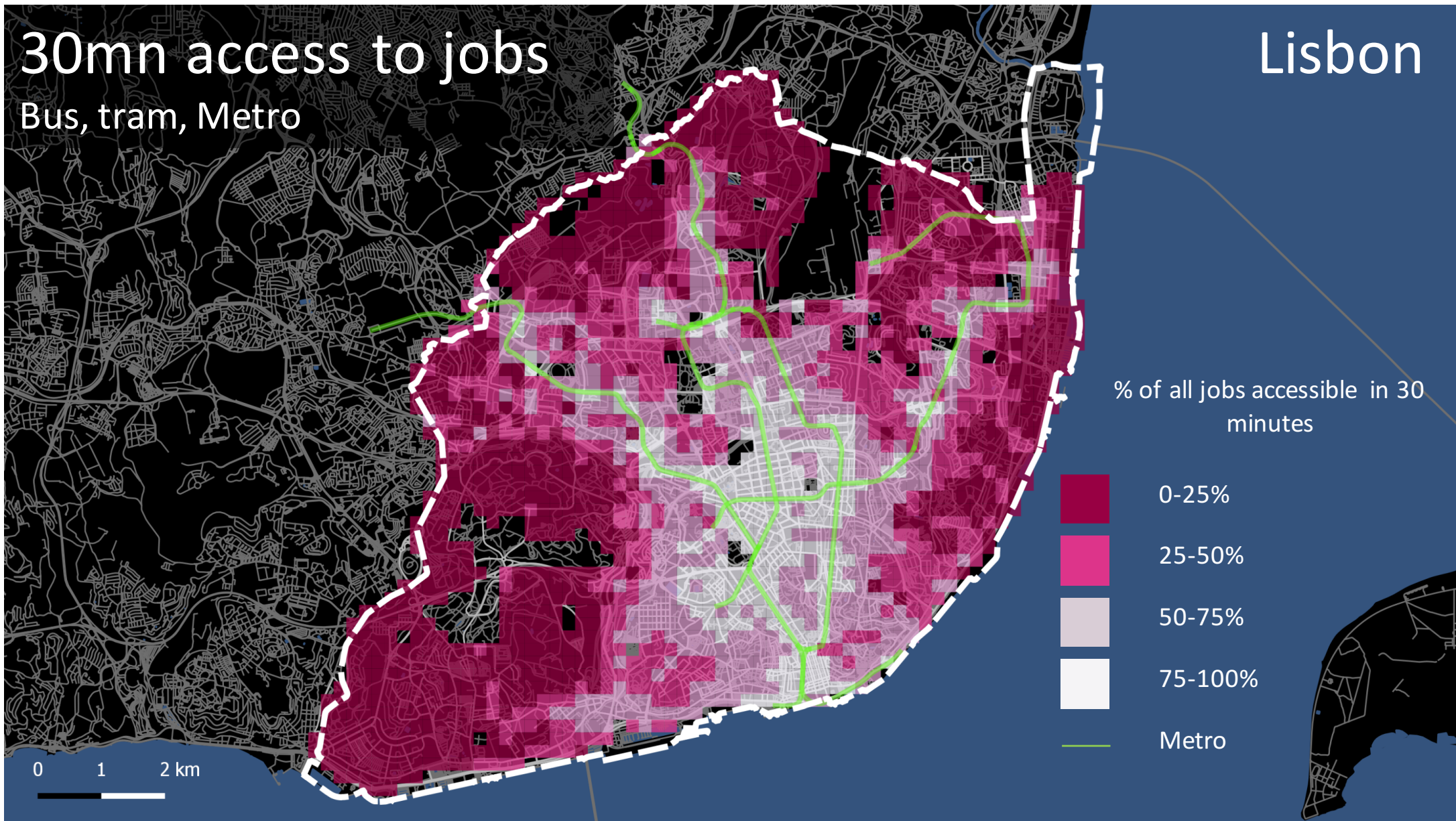
Metro



30mn access to jobs

Bus, tram, Metro

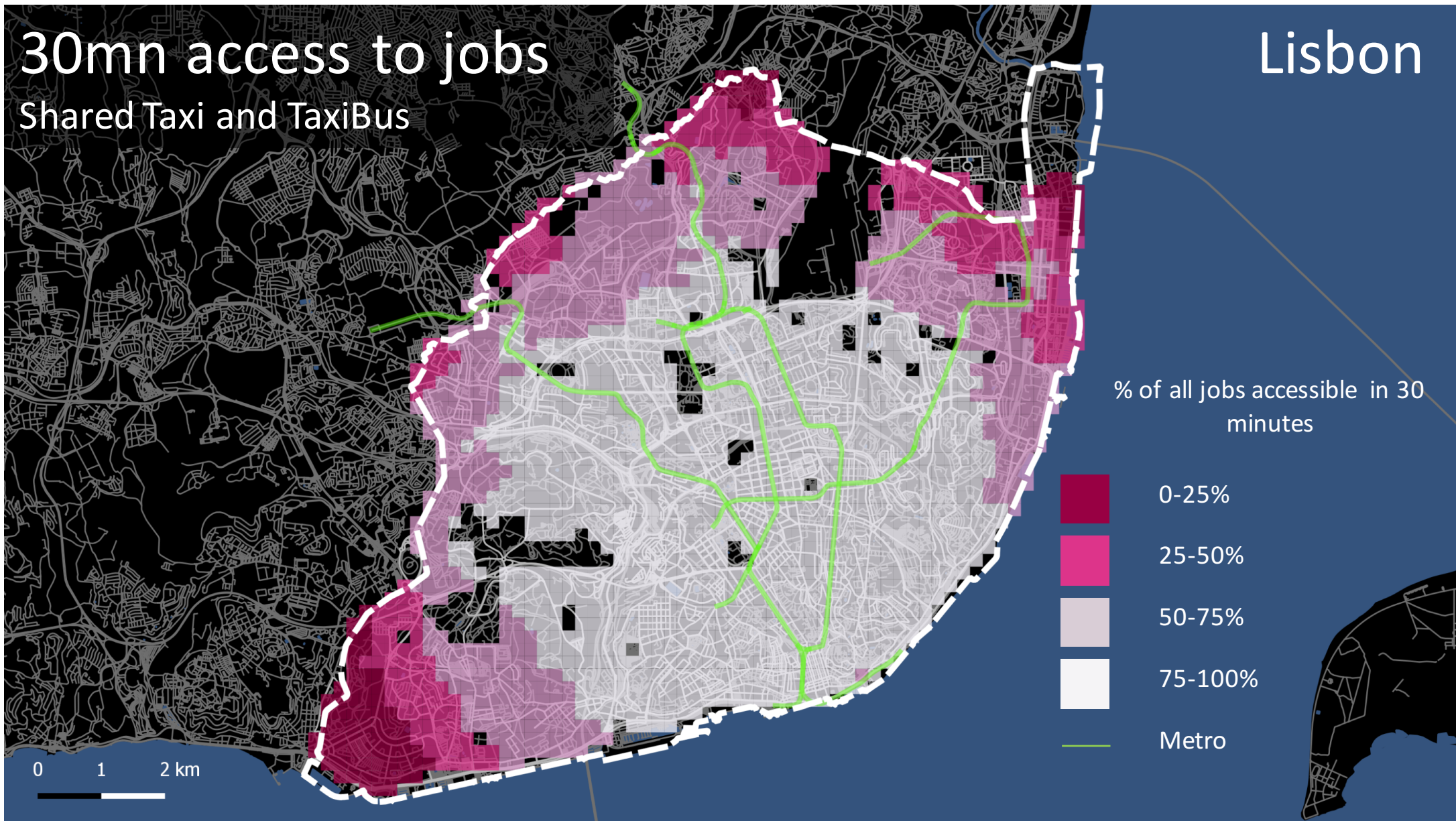
Lisbon



30mn access to jobs

Shared Taxi and TaxiBus

Lisbon





When you prioritise non-car mobility, it makes getting around easier for everyone, including drivers.

If you design a city for cars, it fails for everyone, including drivers...

Brent Toderian. TODERIAN
UrbanWorks, former Director of
City Planning, Vancouver



