

Urban multimodality in the 21st century

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1. The constraints required by Sustainable Urban Mobility are not desired by many people

Sennett: “Urbanism’s problem has been ... a self destructive emphasis on order and control”

'cité'

(lived experience of urban life,
neighbourhood attachments,
modes of life)

vs.

'ville'

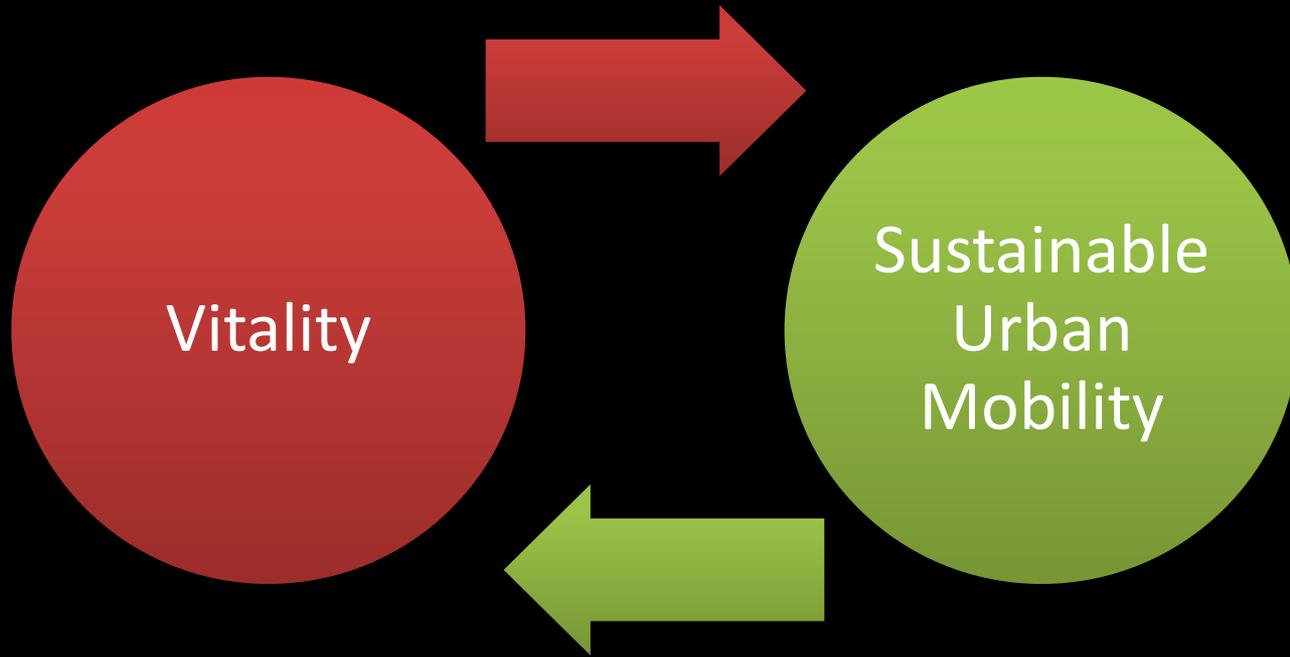
(bigger picture, more abstract
plan, made environment)

Need porous borders between
neighbourhoods, activities, rich
and poor, etc.

2. Sustainable Urban Mobility is
not the objective

You can't deliver SUM without
having a higher objective

People and businesses thrive in
places where wellbeing is high,
health is good – ‘vitality’



You can only achieve Sustainable Urban Mobility when people have this vitality – and *vice versa*

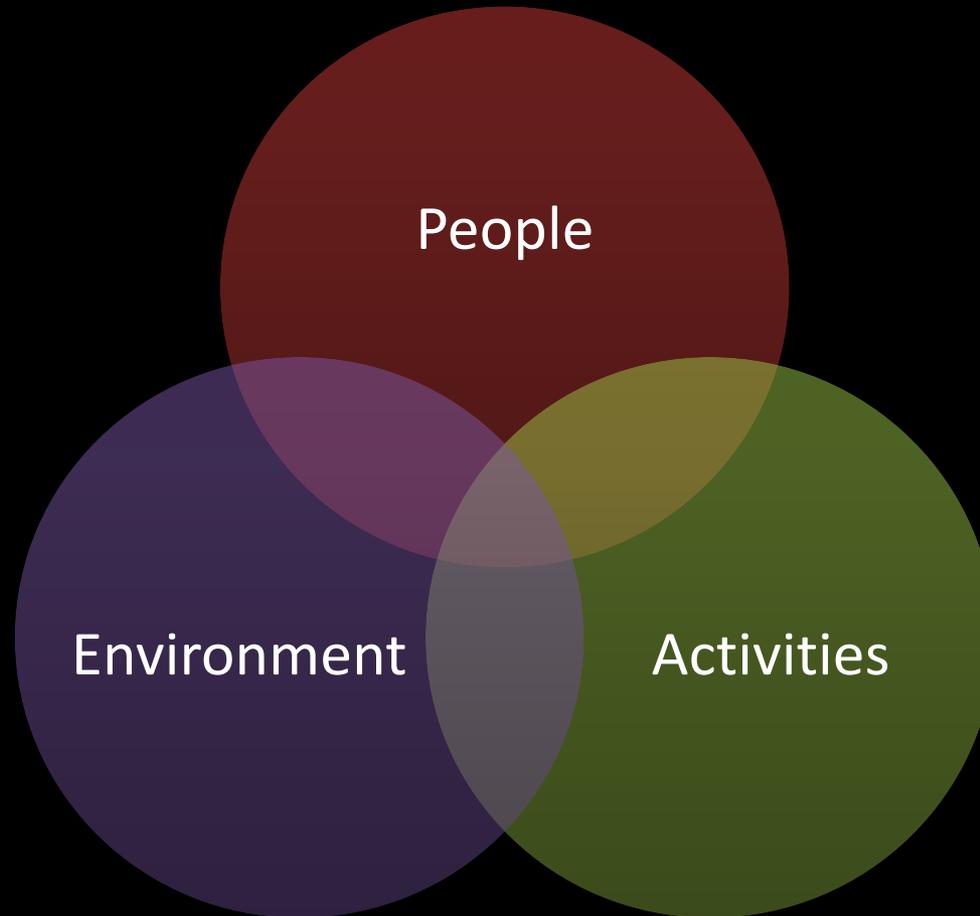
3. A 'vital city' and Sustainable Urban Mobility are enabled through porous borders

The Vitality Principle

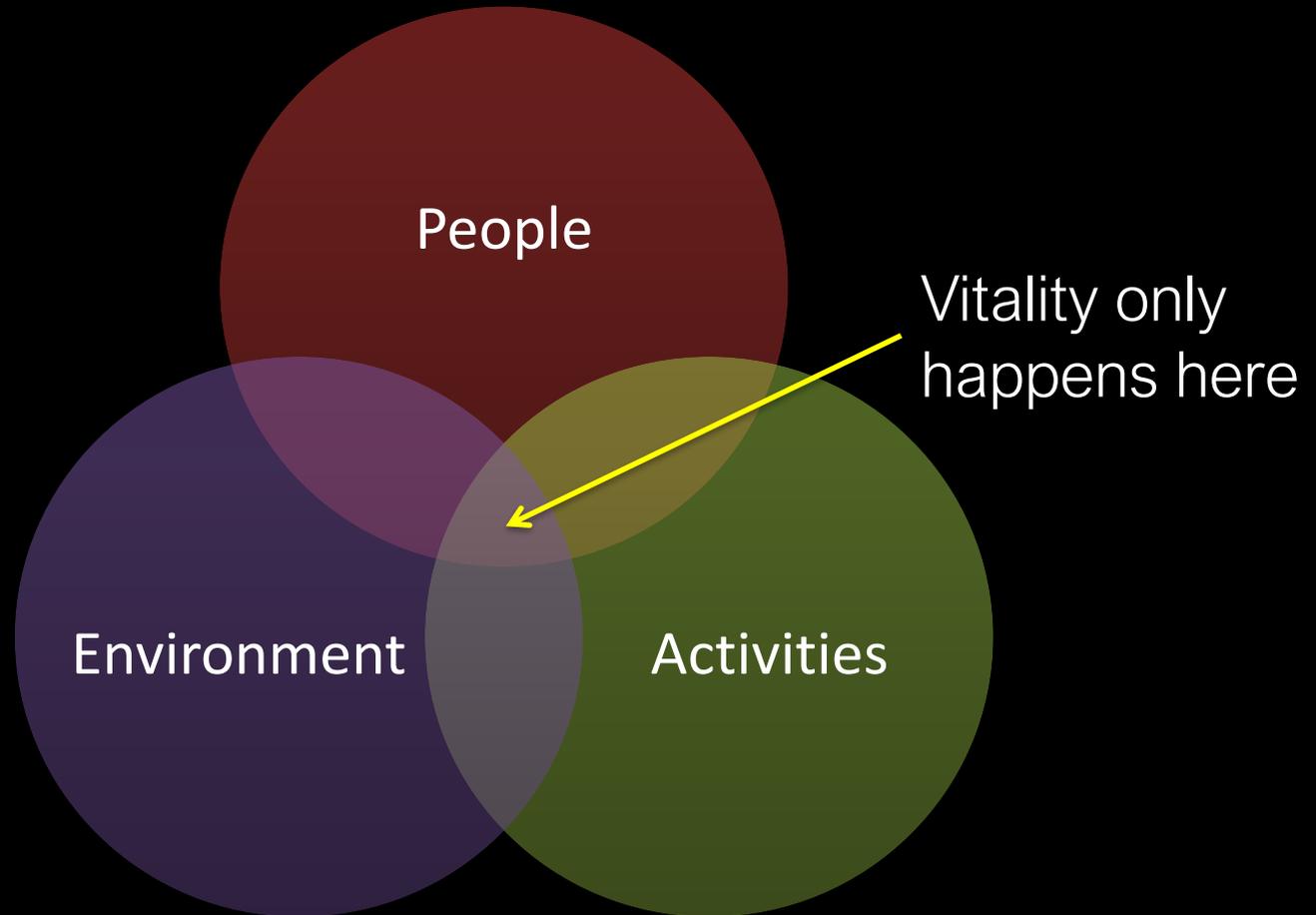
A vital organism is composed of living
elements

Living elements live better if they do
so in sympathy with each other

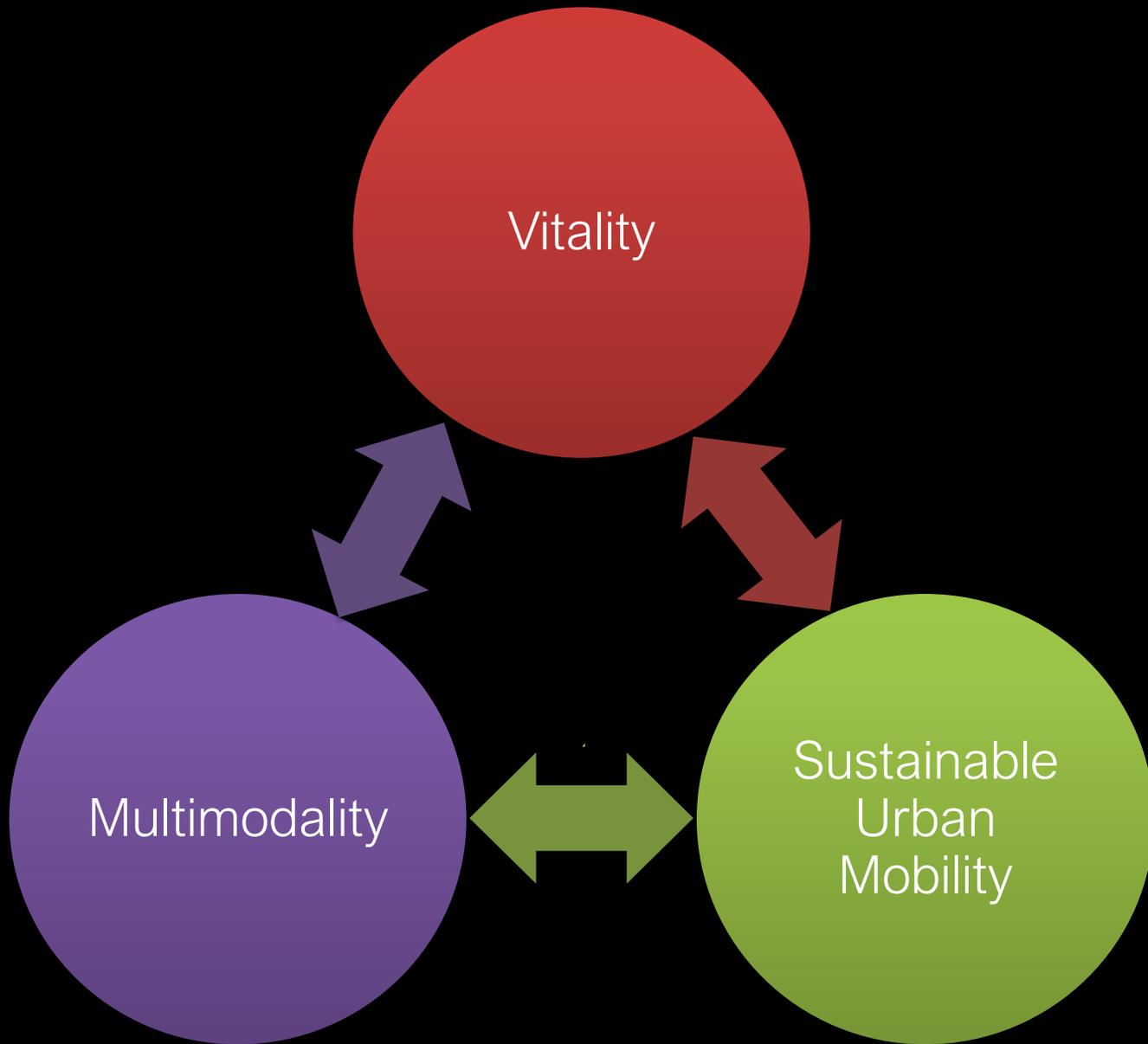
The Vital City



The Vital City



4. SUM both needs and provides multimodality to achieve those porous borders



Bring activities to me: freight/services

Bring me to activities: people

Porosity is about how activities and
access merge

Multimodality is about combining
modes of being, movement, stillness, to
create that access

Multimodality is not just about different modes of transport

In the 21st century it is about different modes of delivery



The Vital City

“Car parking is bad for our image; we want parks, bike parking, play areas and walking space to show we are a successful 21st century business”

Multimodality in the 21st Century

1. The constraints required by Sustainable Urban Mobility are not desired by many people
2. Sustainable Urban Mobility is not the objective
3. A 'vital city' and Sustainable Urban Mobility are enabled through porous borders
4. SUM both needs and provides multimodality to achieve those porous borders