A broader vision for transport optimisation

Towards an efficient and fair allocation of urban road space

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‘In-your-face’ allocation of road space

Photo: SAUL LOEB/AFP/Getty Images
The first rule of road space allocation in Stage 3 is

Allocate space considering the needs of all road users

Base image: Crandall Arambula
The second rule of road space allocation in Stage 3 is:

Stop the war on pedestrians and cyclists

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Stop the war on pedestrians and cyclists

Optimizing walkability

What would you do?

How bad is a road design for pedestrians?

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Street Mobility project @UCL, [http://www.ucl.ac.uk/street-mobility](http://www.ucl.ac.uk/street-mobility)
The third rule of road space allocation in Stage 3 is:

Recognise that roads are not only links to go from A to B

They are also the A’s and B’s

Optimizing ‘place’


<table>
<thead>
<tr>
<th>Maximum distance</th>
<th></th>
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<tbody>
<tr>
<td>To see events</td>
<td>100 m</td>
</tr>
<tr>
<td>To see facial expressions</td>
<td>25 m</td>
</tr>
<tr>
<td>To hold a conversation</td>
<td>3 m</td>
</tr>
<tr>
<td>To smell something</td>
<td>3 m</td>
</tr>
<tr>
<td>To hear something</td>
<td>7 m</td>
</tr>
<tr>
<td>To reach a bench to sit on</td>
<td>100 m</td>
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</table>

<table>
<thead>
<tr>
<th>Maximum road width</th>
<th></th>
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<tbody>
<tr>
<td>To accommodate normal pedestrian flow</td>
<td>7 m</td>
</tr>
<tr>
<td>To have a clear view of what’s on both sides</td>
<td>3 m</td>
</tr>
<tr>
<td>To create a pleasant contrast with squares</td>
<td>3 m</td>
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<table>
<thead>
<tr>
<th>Maximum speed</th>
<th></th>
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<tbody>
<tr>
<td>To protect pedestrians</td>
<td>15km/h</td>
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<table>
<thead>
<tr>
<th>Maximum noise</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>To hold a conversation</td>
<td>60 dB(A)</td>
</tr>
<tr>
<td>To hear all the sounds part of a social situation (voices, footsteps, music…)</td>
<td>45 dB(A)</td>
</tr>
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250m
Speed: 60-70 km/h
Noise: >70 dB(A)
Opportunities to increase efficiency of road space

New materials and technologies to reduce disruption

New technologies and operation methods to create flexible road designs

Efficiency is not enough
We still need to decide what we want:

More cats on pavements  OR  More cars on pavements
A 2-dimensional road classification method

Baartman, J. (2016) Street types for London, based on EU ARTISTS project @ UCL (et al) and Jones, P. et al (2007) Link & Place

The politics of road space allocation

DISTILLATE project @ UCL (et al). Also in Jones, P., and Thoreau, R. (2007) Involving the public in redesigning urban street layouts
The economics of road space allocation

If we value the time saved travelling along roads...why don’t we value the time spent on roads?

Towards a Stage 4 of city evolution

Illustrations: Top Left: Günther Radtke, in Von Urich & Schipke (1977) Die Zukunft; Top Right: Emma Jiameng Li, Archipelago City
Thank you for your attention!

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50 years
14th July 2017