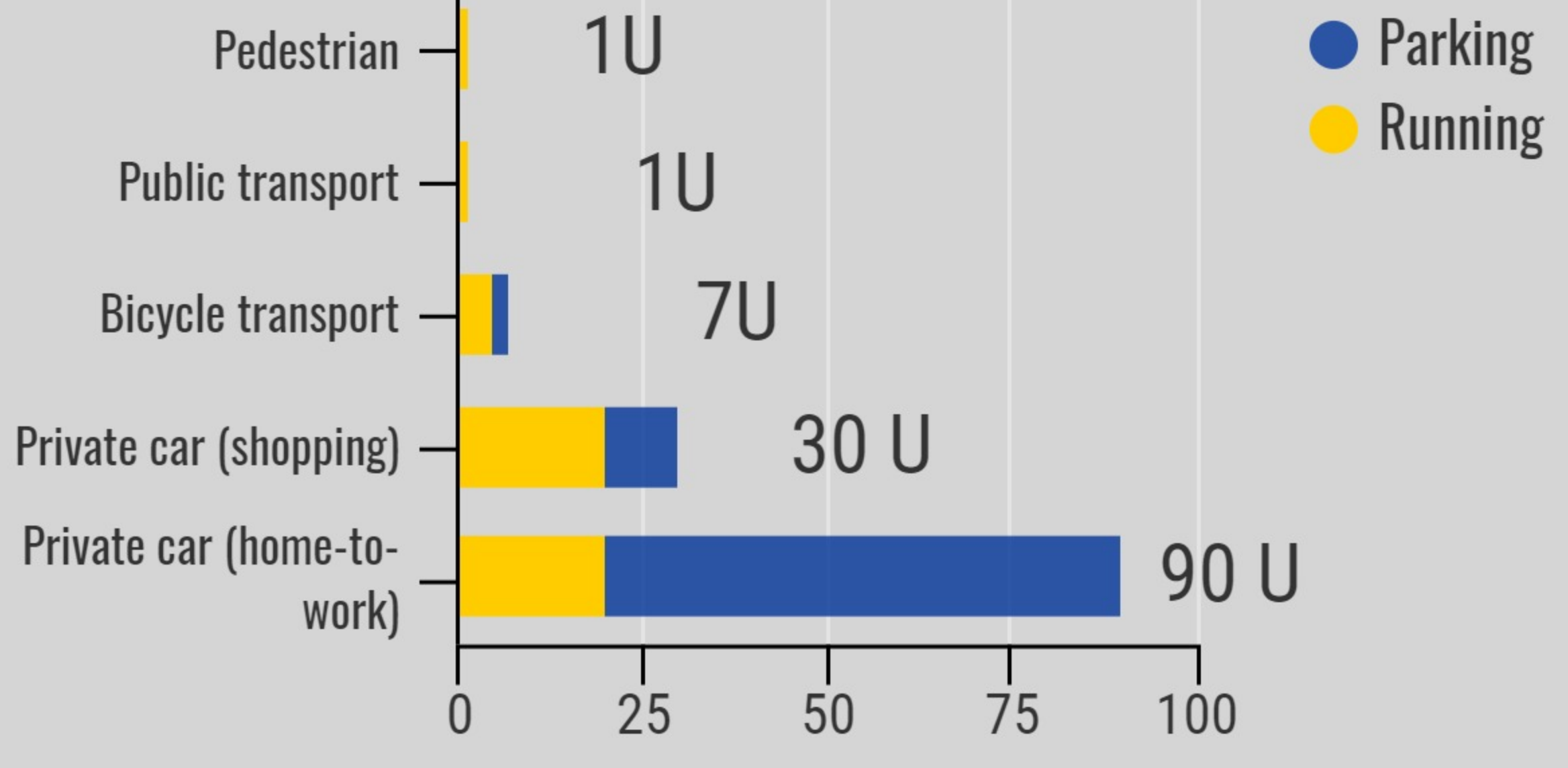


# TRANSPORT MODE MIX

A person travelling to work by car consumes 90 times the space consumed by a pedestrian and 12.9 times the space used by a bike rider ( Marchand, 2008; Laconte, 2012).



Consumption of space in urban areas by transport modes [space x time]



## Transport modes implications

- +** high speed of transport
- high risk of accidents and fatalities
- unhealthy living & high risk of obesity
- air pollution by exhaust gases

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- +** highly productive form of transport
- low risk of accidents and fatalities
- low rates of air pollution
- less traffic congestion
- better access to central urban areas

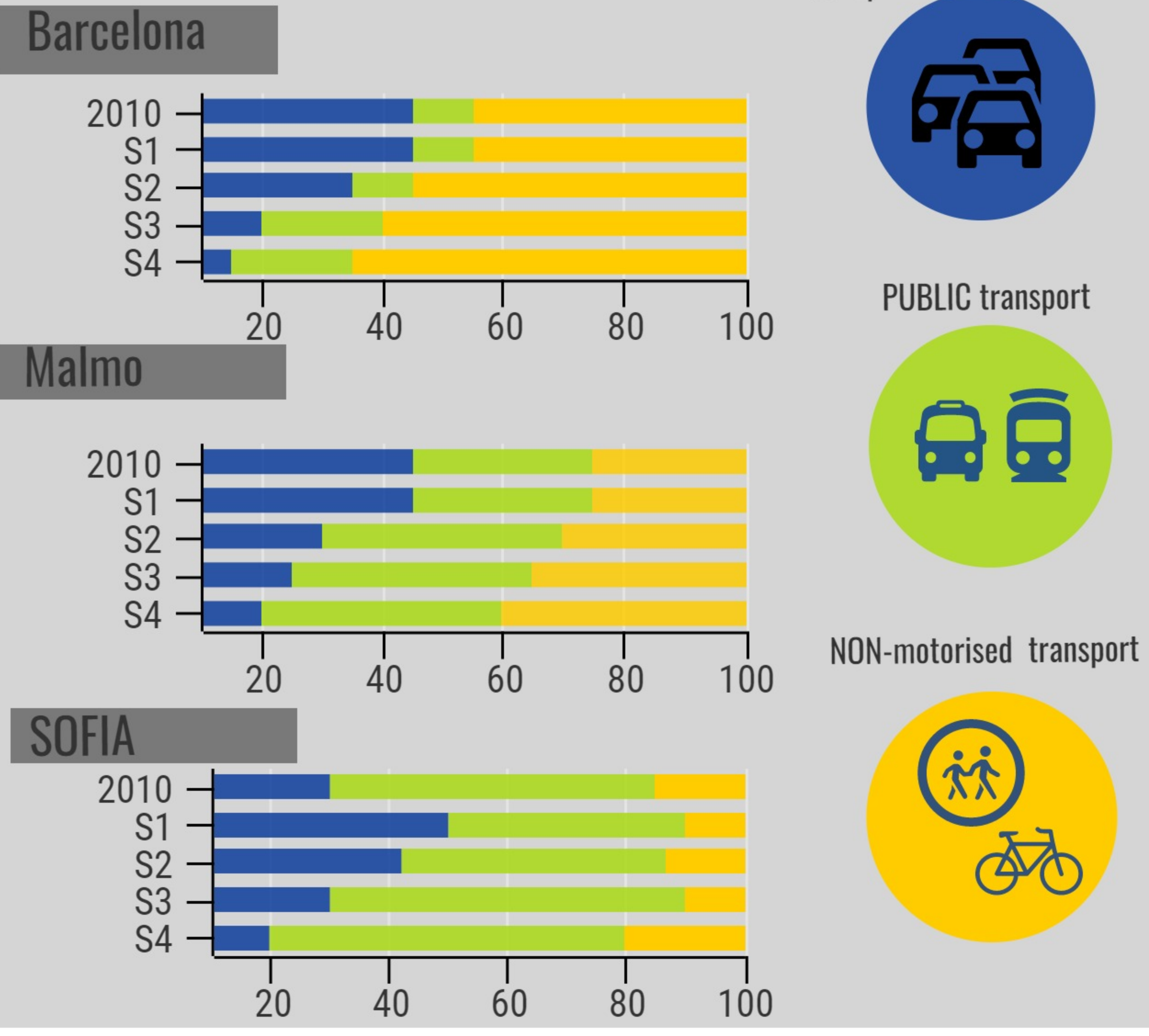
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- low speed of transport, but efficient solutions are viable and accessible

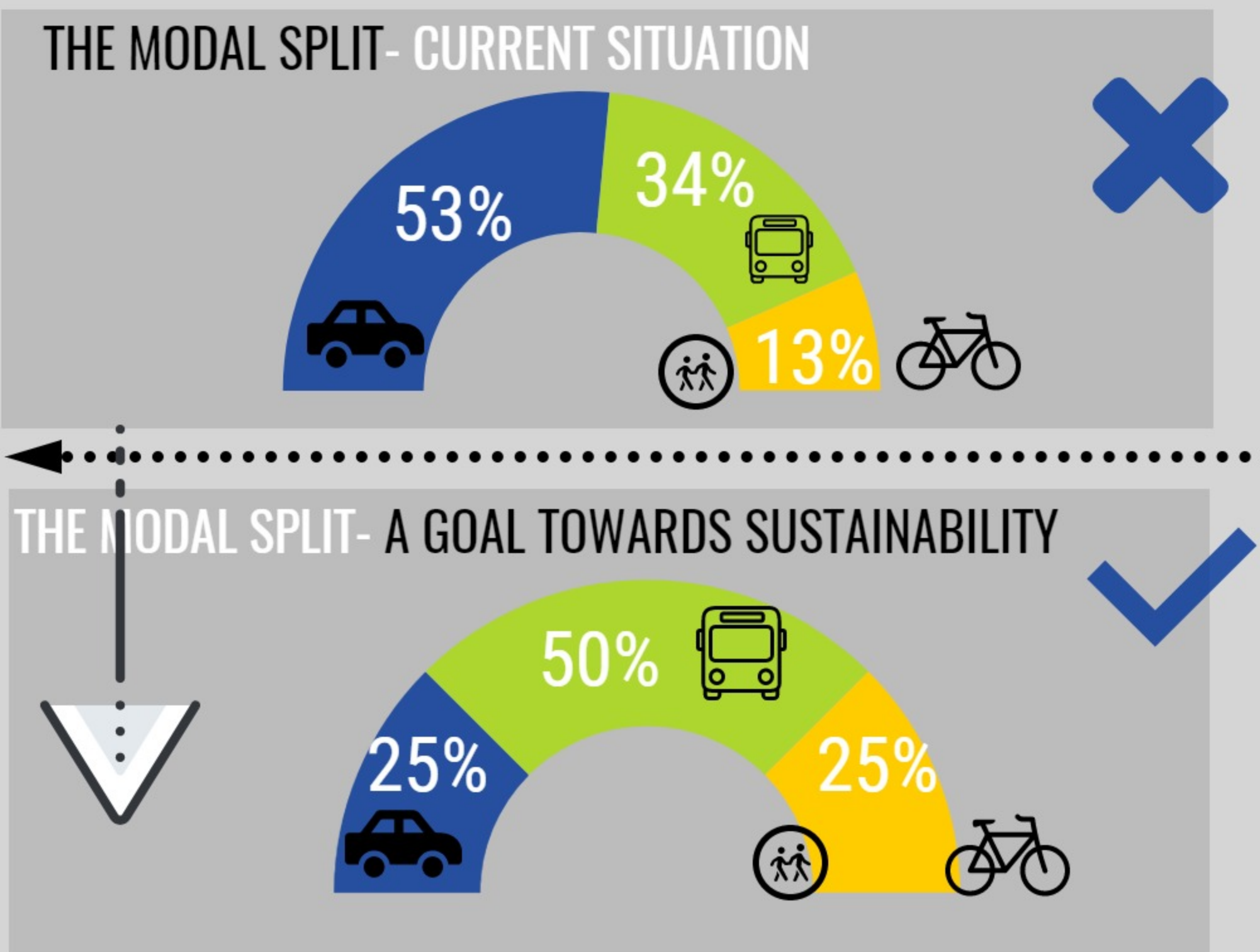
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- +** the most **natural** and **healthy** form of mobility promotion of healthy lifestyles
- no air pollution, **environmental protection**
- **open spaces** for all human activities
- fostering a sense of community
- **no injuries** and fatalities by accidents
- economically most efficient land use
- instead of huge investment in roads and car-parks, moderate investment in **green spaces** and attractive urban environment
- promotes service centres and mix of uses

Modal split in three EU cities in 2010 and in four scenarios S1 – S4 (Creutzig et al., 2012)



## How to plan for optimal modal mix ?



Traditional Transport Planning	Sustainable Mobility Planning
Focus on traffic	<b>- Focus on people</b>
Primary objectives: Traffic flow capacity and speed	- Primary objectives: Accessibility and quality of life, as well as sustainability, economic viability, <b>social equity</b> , health and environmental quality
Modal-focused	- Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes
Infrastructure focus	- Integrated set of actions to achieve cost-effective solutions
Domain of traffic engineers	Interdisciplinary planning teams
Planning by experts	Planning with the involvement of stakeholders using a transparent and participatory approach