

Hypermobility or sustainable mobility: getting to where we want to go

Ecobuild 2013

7 March
ExCel, London

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**Hypermobility
versus
socially sustainable mobility:
getting to where we want to go**

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National Association of Manufacturers, 1937

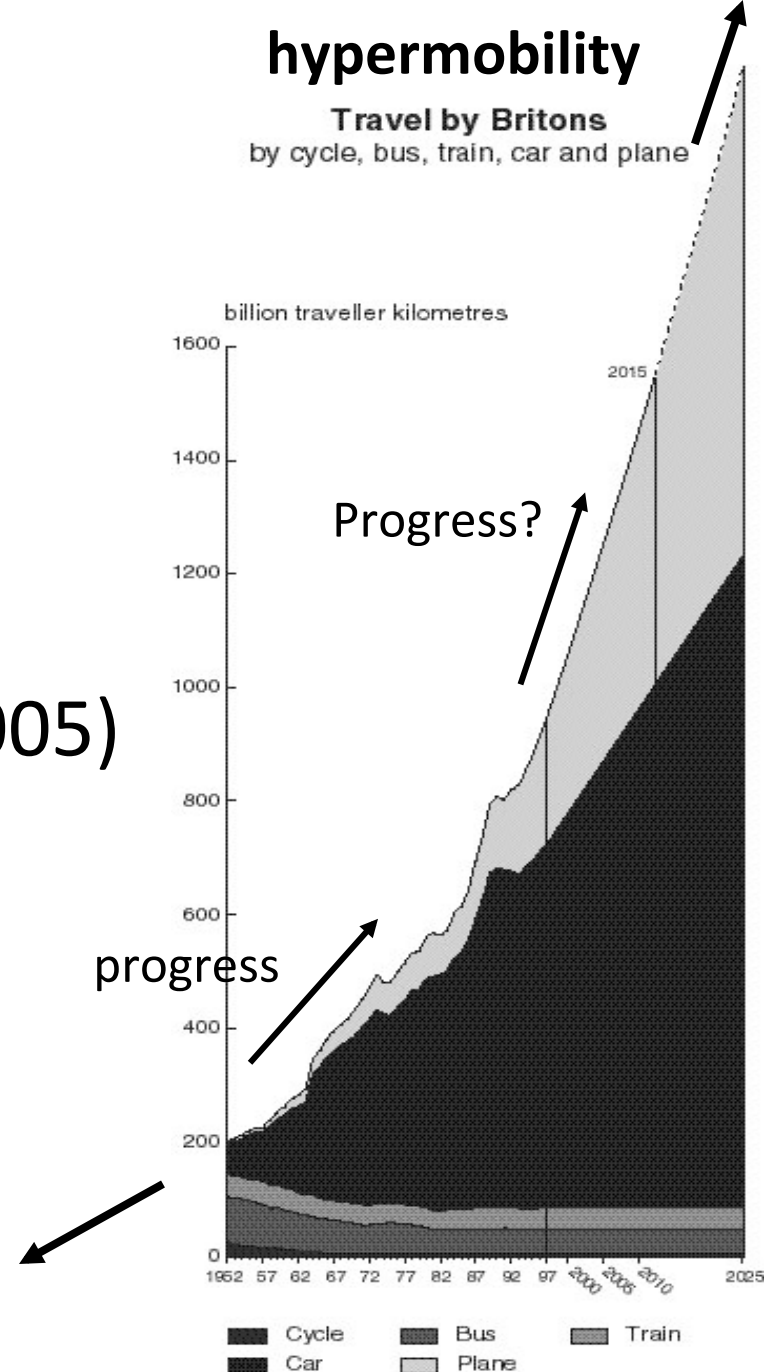
Business as usual in Britain

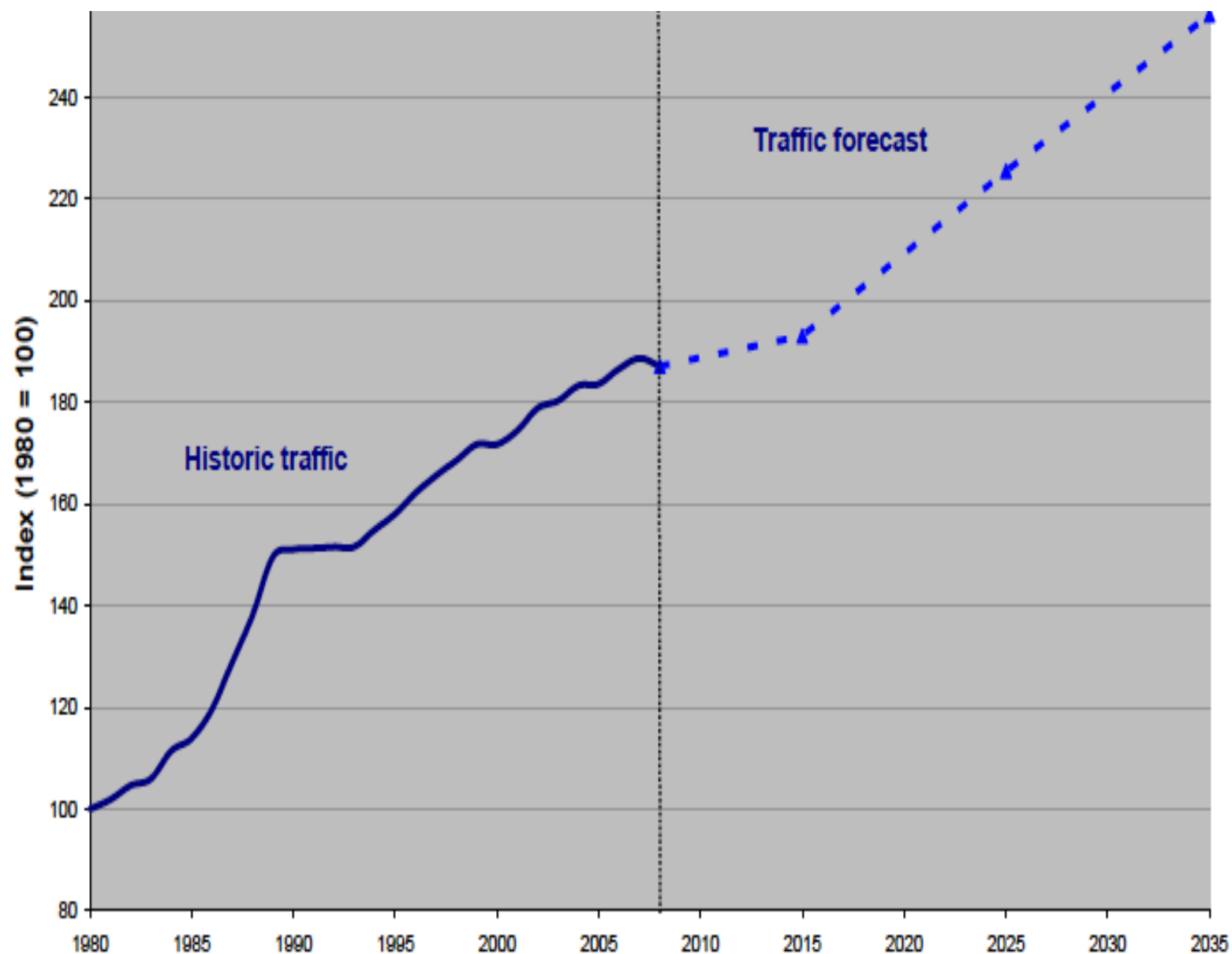
- 5 miles per day in 1950
- 30 miles per day now (2005)
- 60 miles per day in 2025

hypomobility

hypermobility

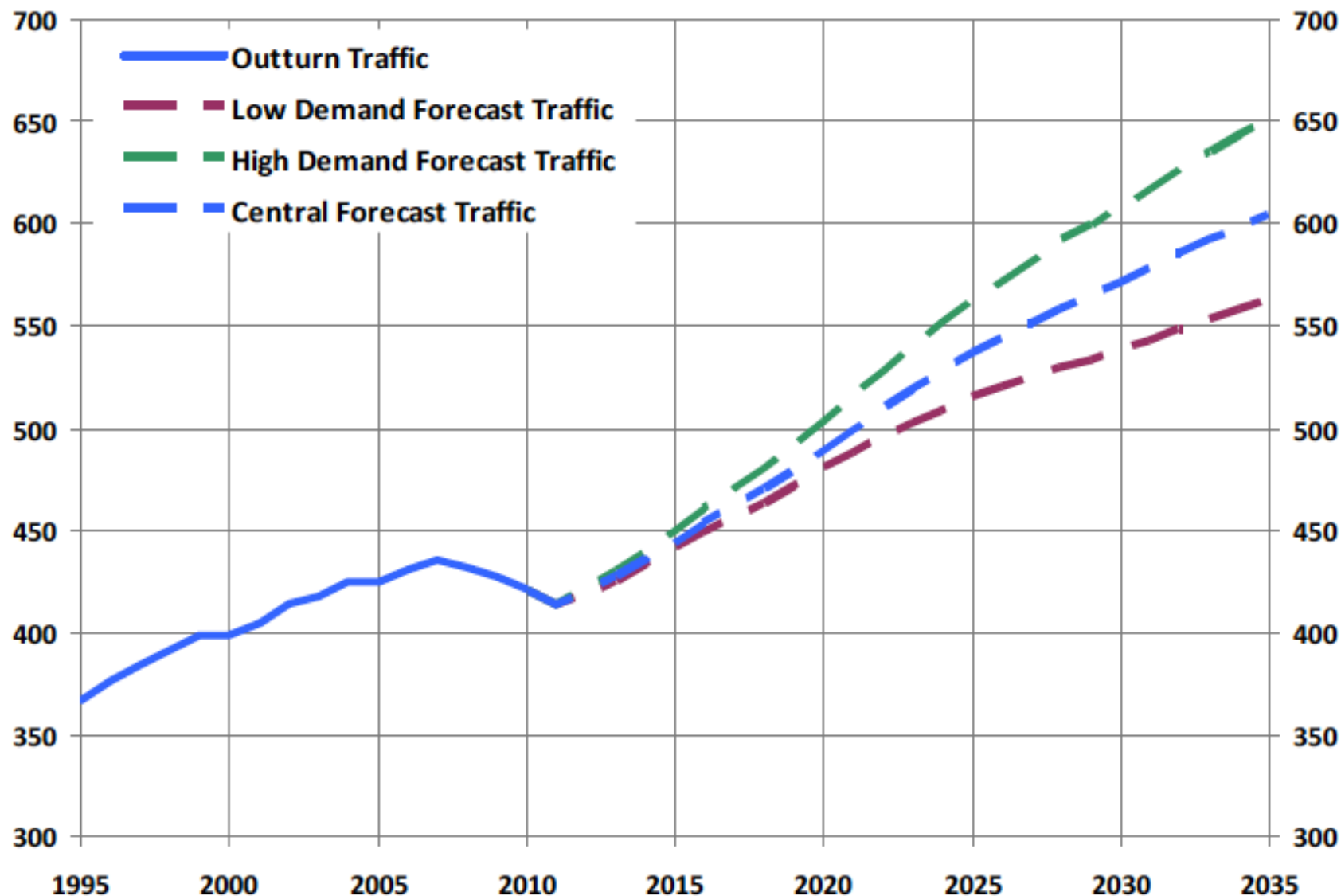
Travel by Britons
by cycle, bus, train, car and plane





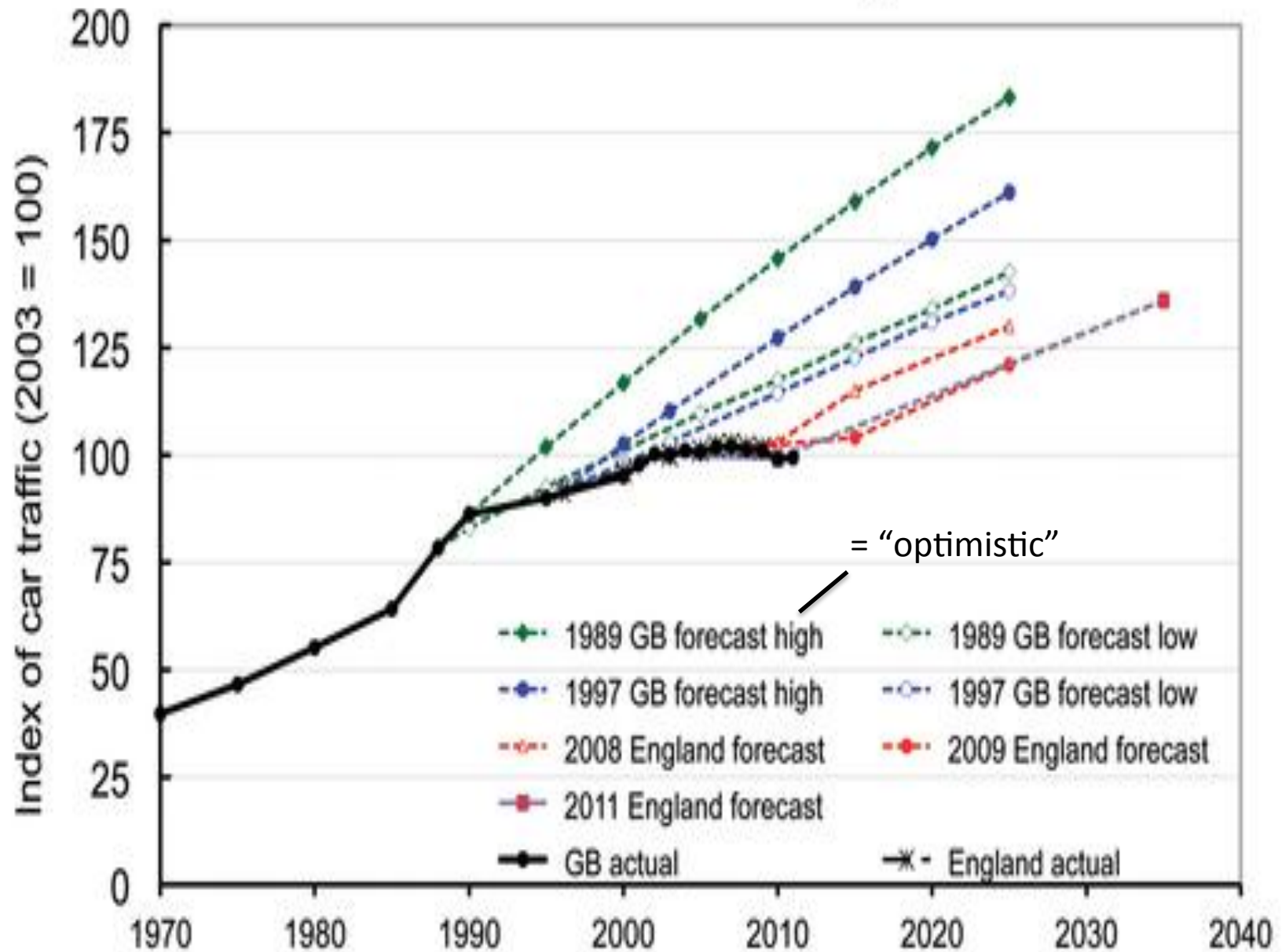
Source: Historic data from DfT (2009); forecasts from NTM

Figure 5.1: Central, High and Low 2035 Traffic Forecasts, England

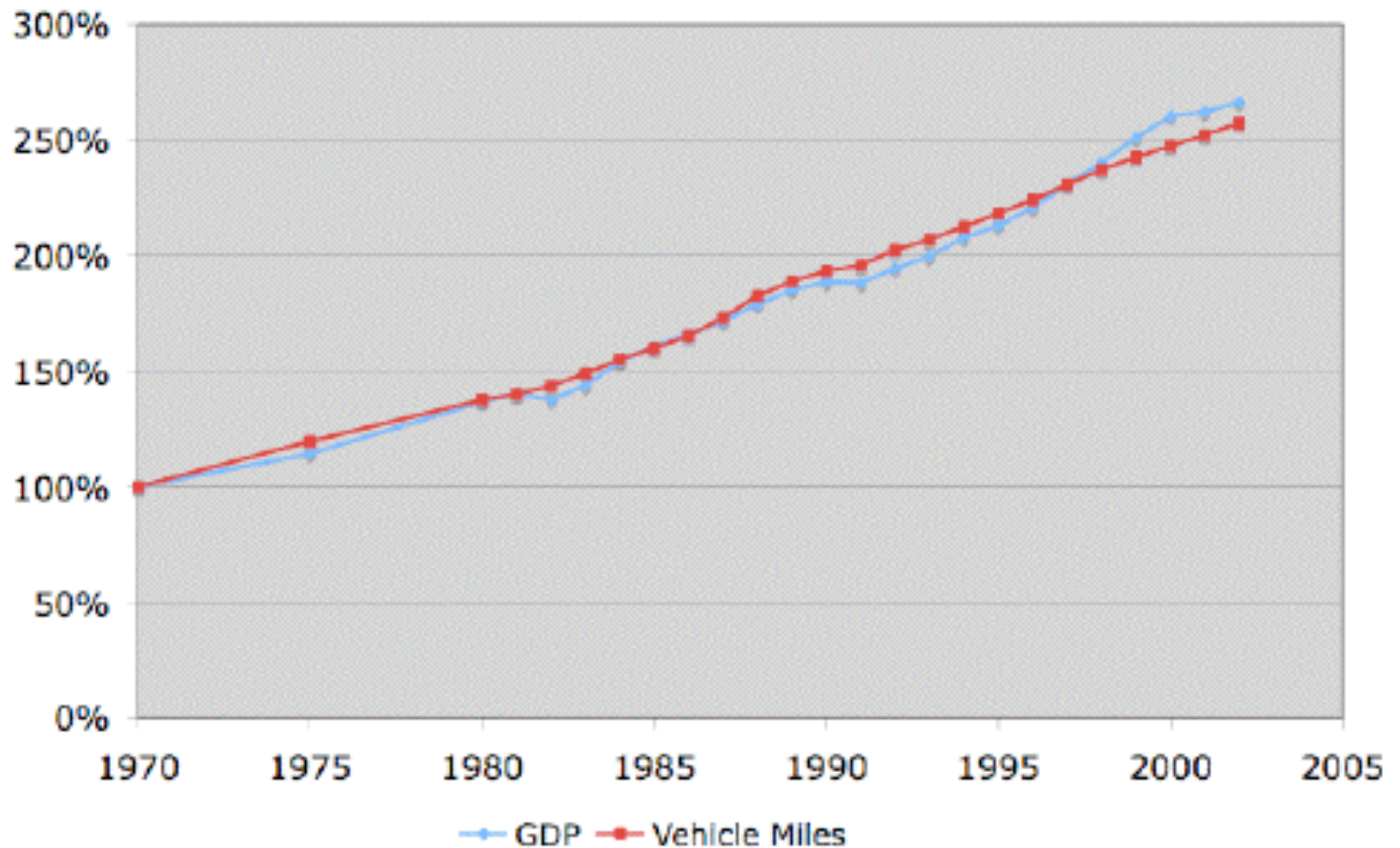


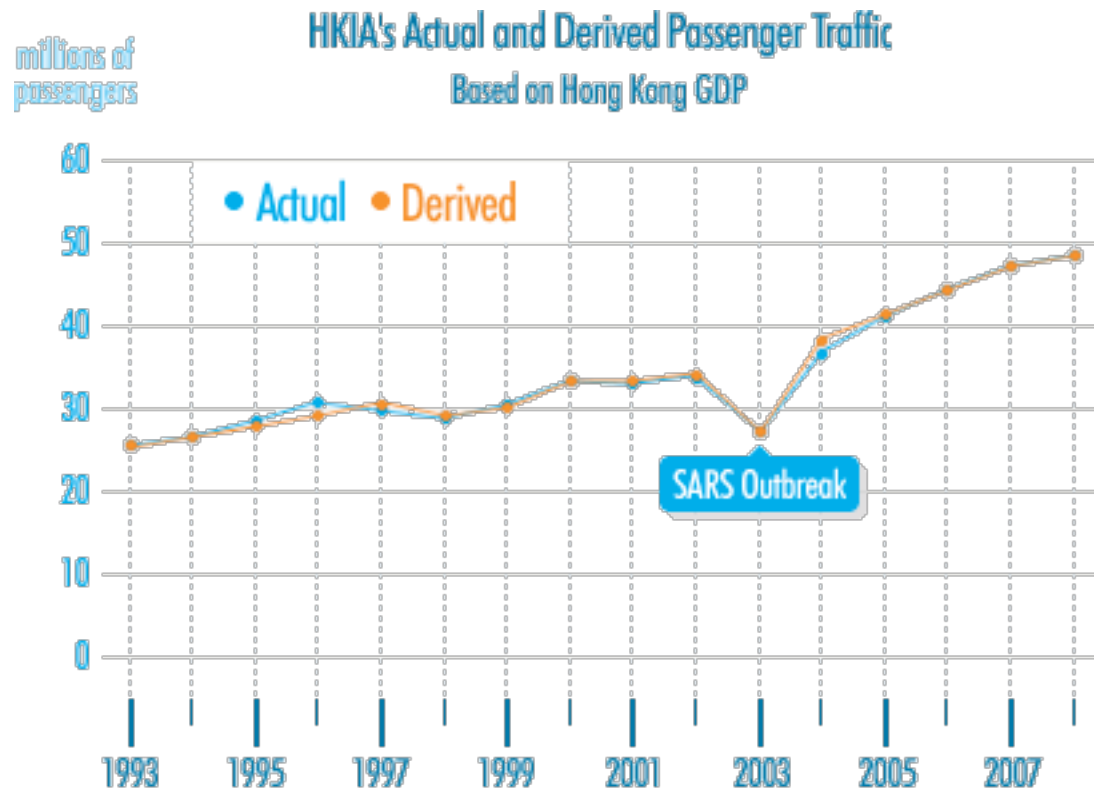
Source: NTM 2011 & DfT Statistics.

DfT Forecasts and actual car traffic growth



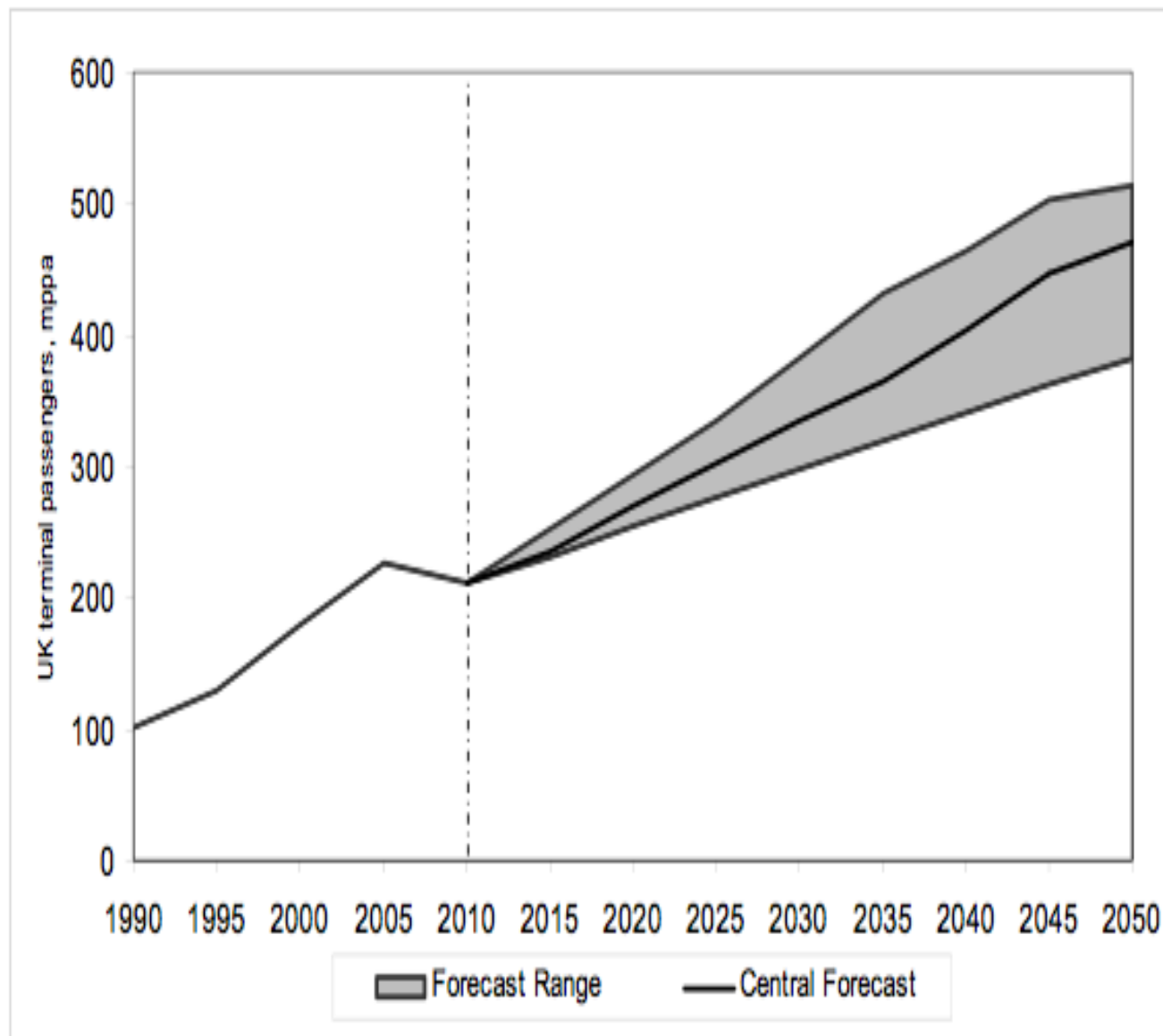
Real GDP and Total Vehicle Miles





Source: Airport Authority Hong Kong (AAHK) traffic data,
International Air Transport Association (IATA) Consulting estimates

Figure 1.1: UK terminal passengers (constrained – 'max use') - historic with central, low, and high forecasts



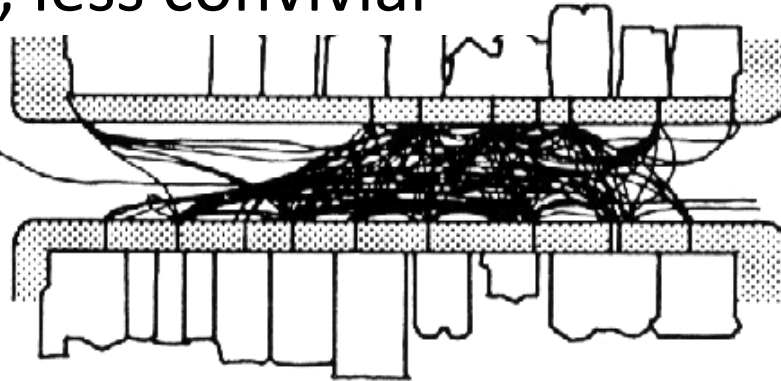
More polarised



More anonymous, less convivial

LIGHT TRAFFIC

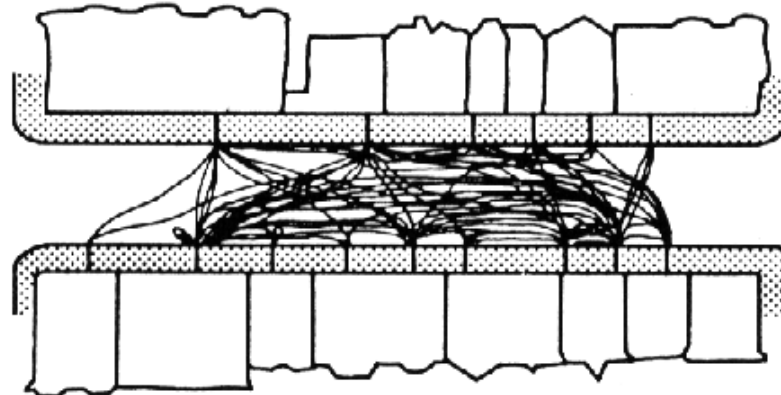
2000 vehicles per day
200 vehicles per peak hour



3.0 friends per person
6.3 acquaintances

MODERATE TRAFFIC

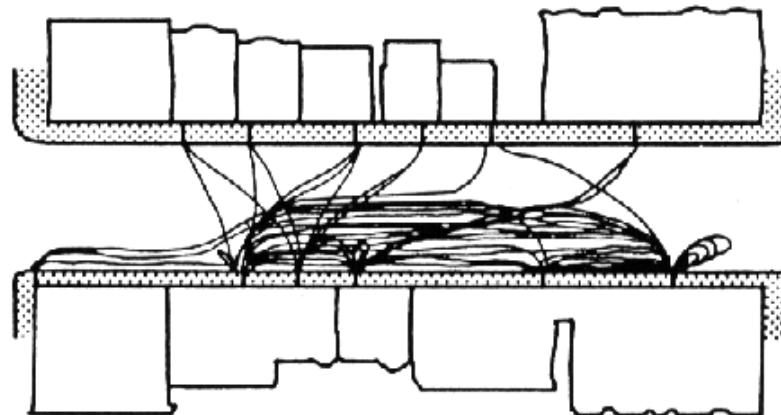
8000 vehicles per day
550 vehicles per peak hour



1.3 friends per person
4.1 acquaintances

HEAVY TRAFFIC

16,000 vehicles per day
1900 vehicles per peak hour



0.9 friends per person
3.1 acquaintances

Less child friendly



PLAY SAFE KIDS !

DANGER STRANGER !

Play safe Kids always _____

Say



Strangers may try to trick you _____

Say



Never get into a strangers car _____

Say



Never take sweets or money _____

Say



Never go with anyone even if you

Know them, ask mum or dad first _____

Say

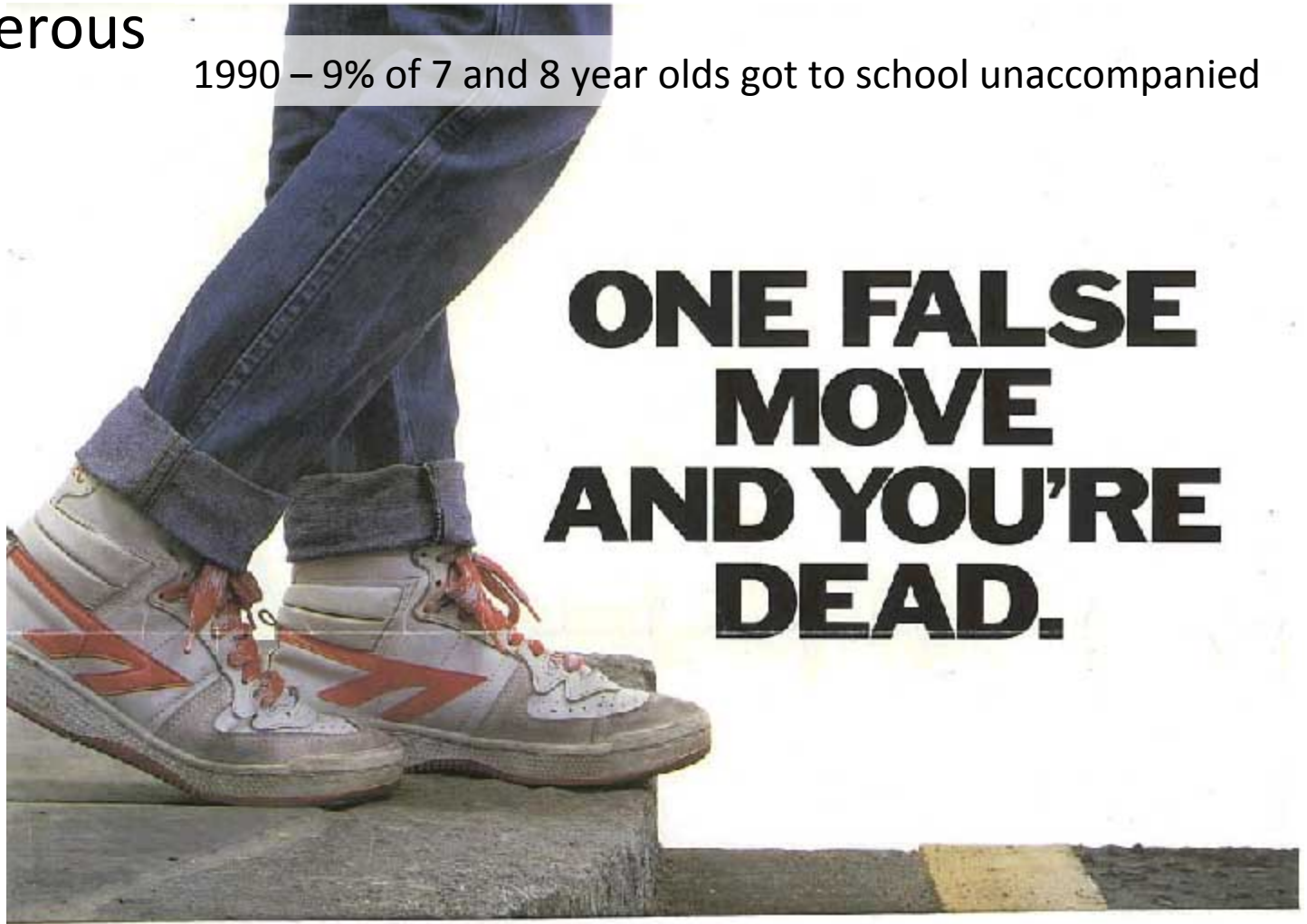


PLAY SAFE KIDS!

More dangerous

1971 – 80% of 7 and 8 year olds got to school unaccompanied

1990 – 9% of 7 and 8 year olds got to school unaccompanied



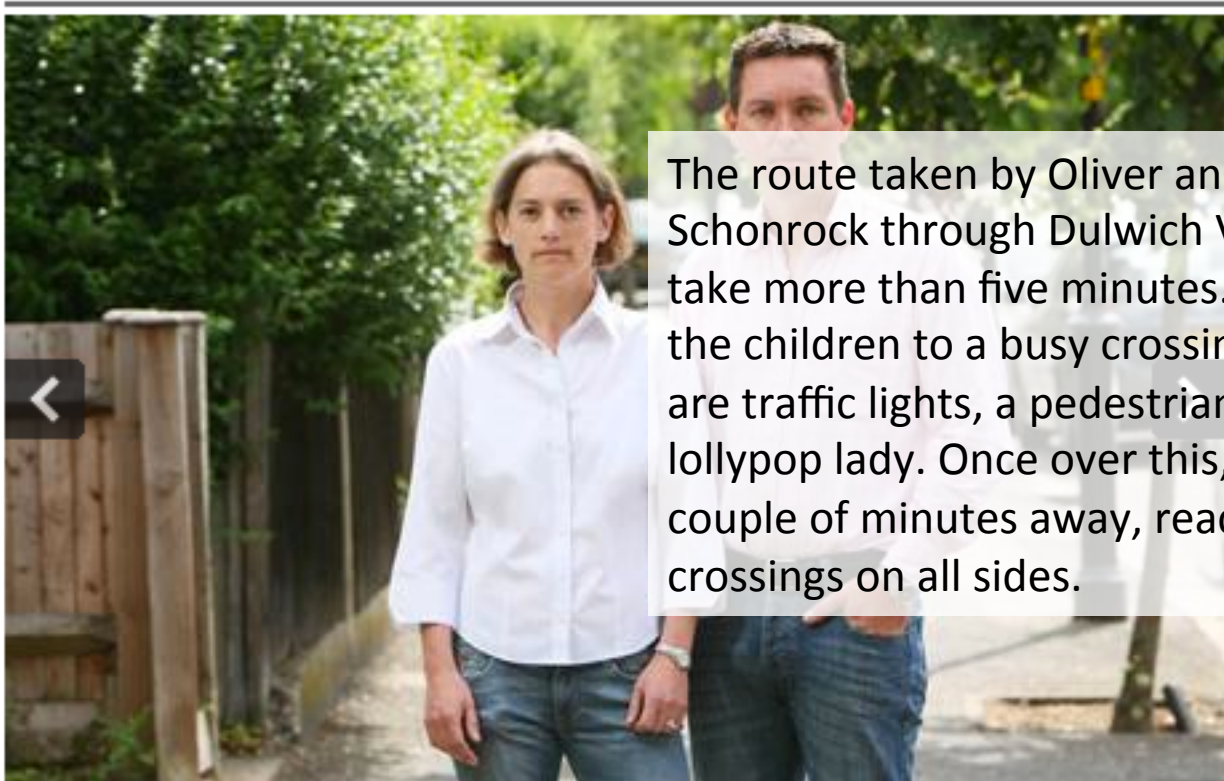
**ONE FALSE
MOVE
AND YOU'RE
DEAD.**

BEFORE YOU CROSS THE ROAD.

STOP AT THE KERB.

The Telegraph

Should the Schonrock children be allowed to cycle to school alone?



The route taken by Oliver and Gillian Schonrock through Dulwich Village doesn't take more than five minutes. ...This will take the children to a busy crossing, where there are traffic lights, a pedestrian walkway and a lollypop lady. Once over this, the school is a couple of minutes away, reached by zebra crossings on all sides.

Image 1 of 2

Oliver and Gillian Schonrock allow their children to cycle to school alone Photo: JULIAN ANDREWS

The McCulture effect

“The only way you could tell you were leaving one community and entering another was when the franchises started repeating and you spotted another 7-Eleven, another Wendy’s, another Costco, another Home Depot.”

Tom Wolfe *A Man in Full*

“There’s no there there.”

Gertrude Stein

HERVE DONNEZAN



Revealed: why so many Americans are fat (it's not the food)

by JAMES LANGTON

in New York

THE mystery as to why Americans have become the fattest people on the planet has been uncovered by public health experts, who say that decades of uncontrolled suburban sprawl conceived around the motor car have left them unable to walk even if they wish to.

Such delicacies as the stuffed crust pizza and triple bacon cheeseburger have played their part, but the main culprit for the ever-expanding American waistline seems to be the way modern suburbs are built.

Researchers for the US Centres for Disease Control and Prevention are preparing to test the theory with a series of experiments to find out how far Americans actually walk. In Atlanta, Georgia, they plan to equip 800 people with satellite tracking devices to follow their daily routine step by step.

The drift to the suburbs has been one of the most significant trends in population movement in the last 50 years. It has been accompanied by a rise in vehicle ownership, so that many new homes come with a three-car garage as standard.

A tour of the suburban streets surrounding any American city shows why. In many areas, the pavement has been done away with entirely. Since the high street has been increasingly replaced by the shopping mall, even the simplest purchase now requires a drive of several miles.

According to Dr Tom Schmid, a director of the Centres' Division of Nutri-

the corner and we don't walk to the park."

Doctors and health

Americans in five is determined more than 30 per cent of their ideal weight.

Yet over-eating does not seem to be the simple explanation. Most adults consume only around 100 calories a day more than they did 20 years ago, while the amount of fat in their diet has dropped from 42 per cent to 34 per cent.

The problem now seems to be a way of life so sedentary

“A mother said that when she took a walk to burn off a few pounds, neighbours stopped to ask if she needed help”

that it involves little more than a few steps between the home, driveway and office. In many areas it can be positively hazardous to walk. Few suburbs now have sidewalks so the pedestrian is forced on to the road. What is more, police and private security patrols view anyone moving around on a suburban estate without a car as someone who has either run out of petrol and is in distress, or poor and up to no good.

Decades of uncontrolled suburban sprawl conceived around the motor car have left them unable to walk even if they wish to.

so that researchers can monitor their activity.

What worries organisations such as the American Medical Association about America's bulging waistline is that children seem to be among the worst affected. The number of severely overweight children has doubled in the last 20 years.

One of the best ways for children to exercise, by walking to school, has all but disappeared because over-protective parents fear that they will be abducted by paedophiles or run over crossing the road.

The reality is that paedophiles murder only around 100 children each year in the United States. By contrast 1,722 children died an

Crime, fear of crime & Orwell

Sharp rise shown in fear of crime

By Peter Riddell

PUBLIC concern about crime has doubled this month, particularly among the better-off, according to the latest MORI poll for *The Times*. This follows the murder of Damilola Taylor in Peckham in late November and the Government's decision to highlight anti-crime measures in last week's Queen's Speech.

The MORI poll, carried out last week, shows that the number saying that law and order is among the most important issues facing Britain today has gone from 13 to 26 per cent since late November. This takes the issue up from seventh to third equal in the list, exceeded only by health and education.

The sharpest increases have been among professional peo-

ple and managers (up from 7 to 26 per cent), households earning more than £25,000 a year (from 11 to 29 per cent) and among readers of middle-market newspapers that have highlighted violent crime (from 12 to 35 per cent).

Tory support has edged up again this month, up one point to 34 per cent. That compares with a range of 28 to 30 per cent at the turn of the year. By contrast, Labour is still in a strong position on 46 per cent, down two points on the month. Tony Blair's personal rating has stabilised after falling earlier in the year, while William Hague's rating shows no signs of any pick-up.

□ MORI interviewed 1,984 adults at 196 sampling points from December 7 to 12.

Politics, page 14

Criminals face spy cameras on buses

by DAVID WILLIAMS
Motoring Editor

POLICE spy cameras are to be fitted to London buses across the capital after a



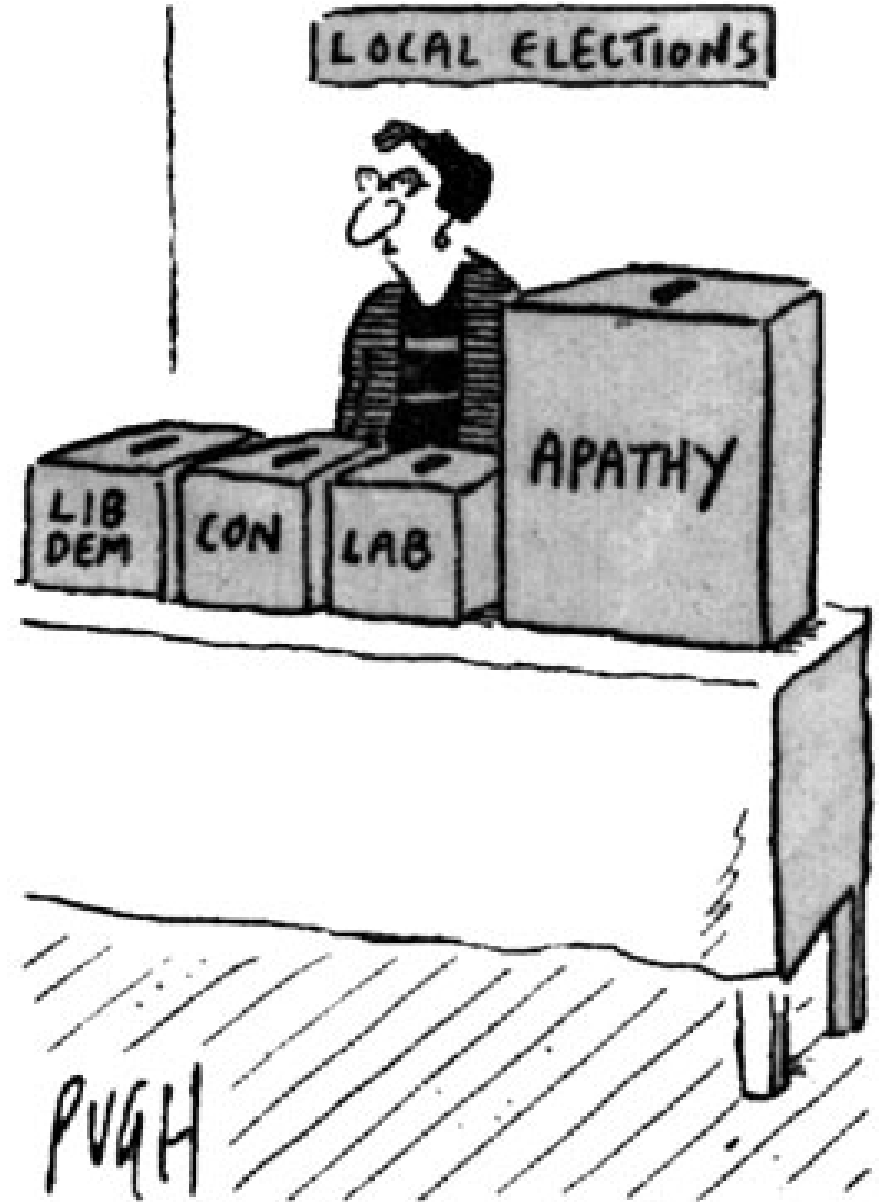
wide-view devices linked to a central monitoring station.

Another 20 buses will be deployed in other areas in the new year at a cost of £3,000 per vehicle.

External cameras are now being focused on pavements on both sides of the buses to record street crime and to help police pinpoint drivers who cause congestion by blocking bus lanes.

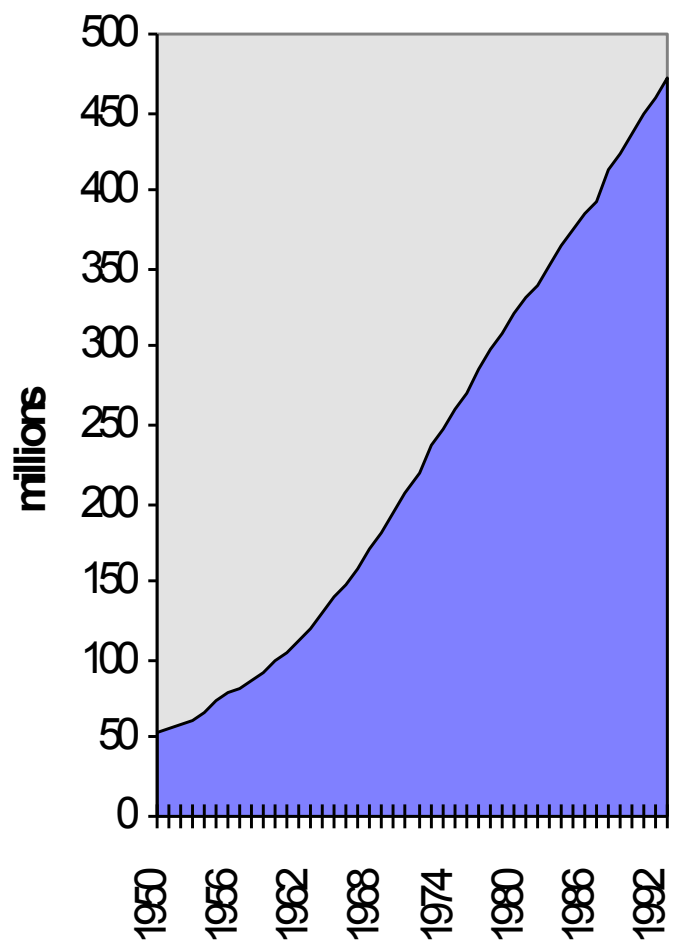
Soon most areas of London will be covered by the "Trojan horse" buses, giving

Hypermobility & democracy



Polarization: global

world car population



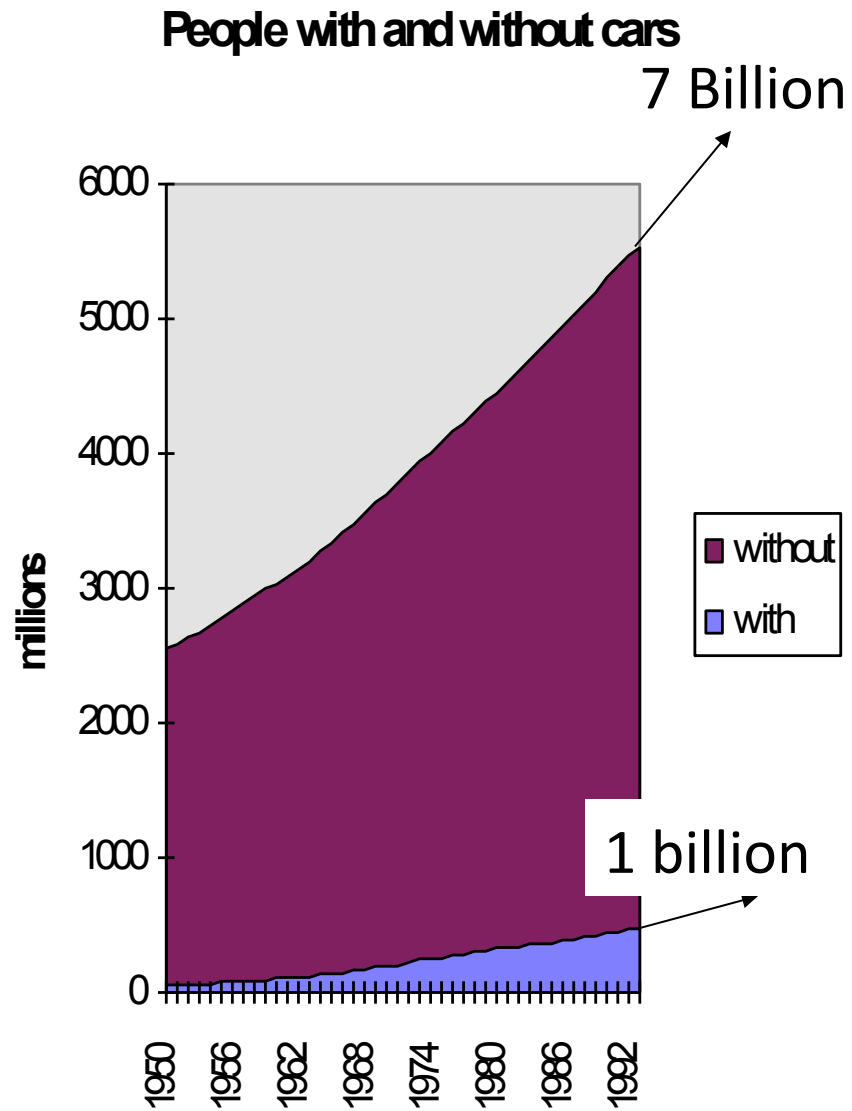
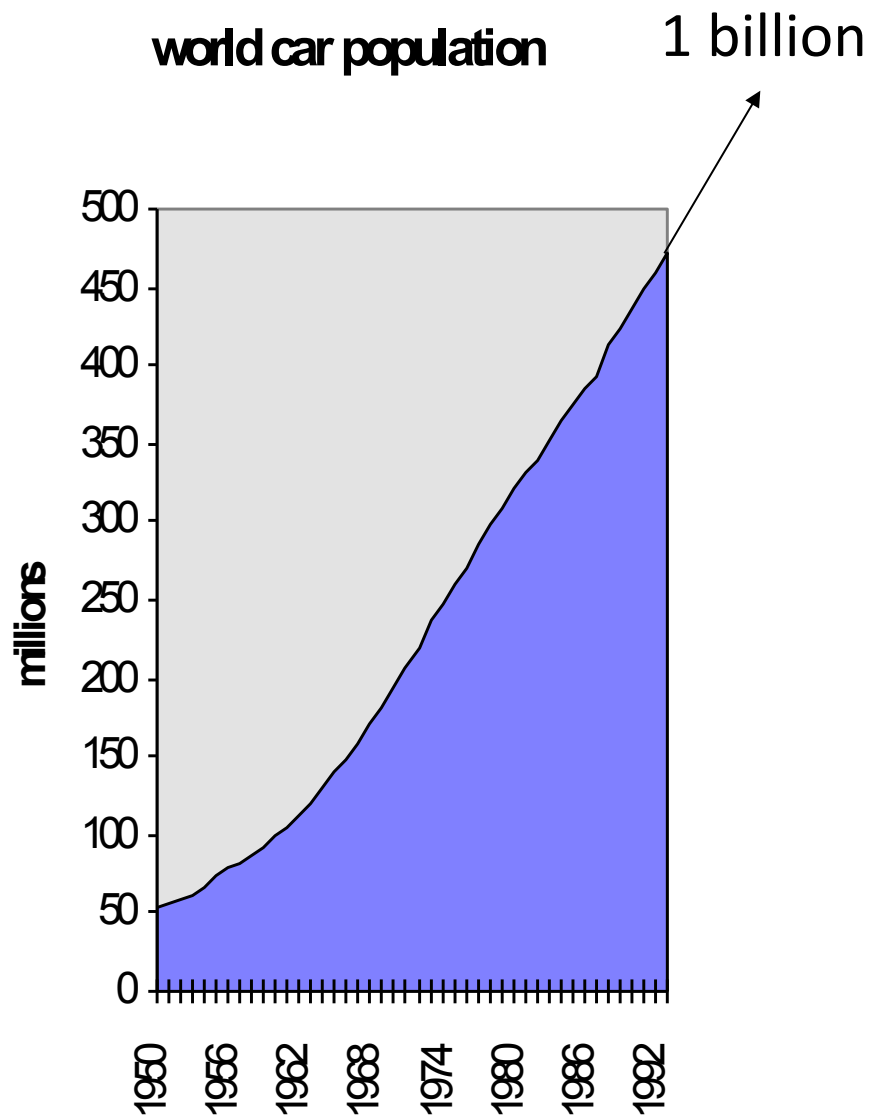
China overtakes US as world's biggest car market

- 13.5m vehicles sold in China in 2009, 10.4m in US
- China sees 45% growth in car industry year-on-year

Guardian.co.uk, Friday 8 January 2010 14.52



Polarization: global



Explosive growth of electronic mobility



People are living a growing portion of their lives in aspatial communities of interest



National Association of Manufacturers, 1937



Margret Bourke-White 1937

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