The flaneur and sojourner – their place in a liveable city

Daniel Sauter, Urban Mobility Research, Switzerland

Organised by Living Streets Aotearoa
supported by Wellington City Council, IPENZ, CAN

Wellington Central Library, 3 November 2014

Do we experience the world differently when we walk compared to …

… let's say drive?

If so, how is it different?

Daniel Sauter, Urban Mobility Research, Switzerland

William (7) walks to school…

Sandra (7) is being driven to school …

Daniel Sauter, Urban Mobility Research, Switzerland

Samuel (7) is being driven to school …

Daniel Sauter, Urban Mobility Research, Switzerland

Maria (10) walks to school …

Daniel Sauter, Urban Mobility Research, Switzerland
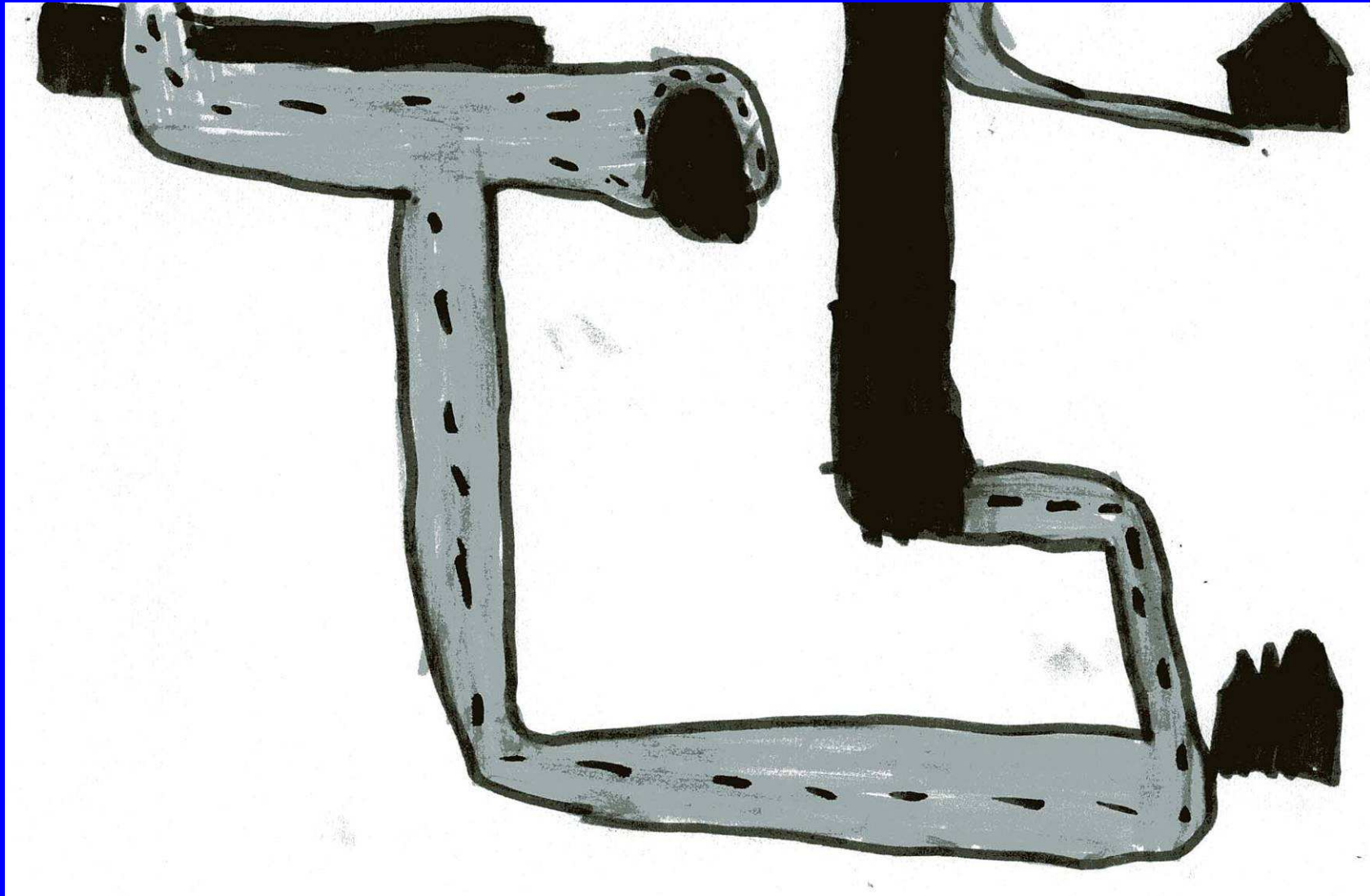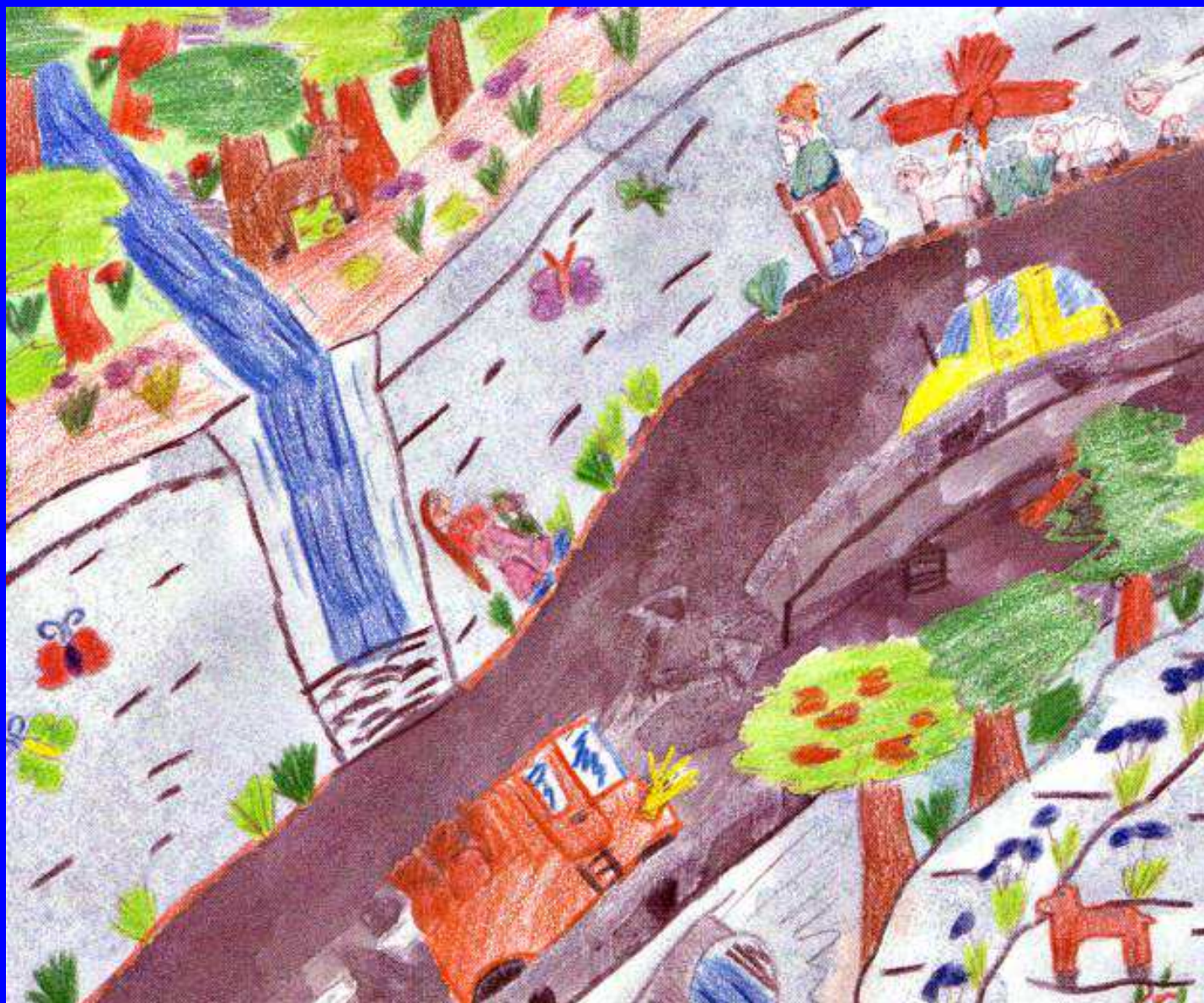
If modes shape our experience –

what does it take …

…to create liveable streets
and walkable places?

The 4 I's ...
- Inspiration
- Identity
- Infrastructure
- Institutional framework
   => link between policies, planning & measuring walking

Daniel Sauter, Urban Mobility Research, Switzerland

INSPIRATION

Emotional aspects
=> Joys of walking

Ideas & Visions
=> Changing images
in people's minds

Drawing:
Manuel J. Ramos

Reggio Emilia, Italy

Daniel Sauter, Urban Mobility Research, Switzerland

"If you want to build a ship, don't assemble people and assign them tasks, but rather rouse in them the longing for the endless immensity of the sea."

Attributed to Antoine de Saint-Exupéry

IDENTITY

Understanding walking pedestrians + place

=> Prerequisite for good policy, planning and design

Alberto Giacometti
L'Homme qui marche II, 1960
Photo: Sabine Weiss

Easy transitions between walking and sojourning

Daniel Sauter, Urban Mobility Research, Switzerland

Walking & sojourning as very communicative & social activities

Daniel Sauter, Urban Mobility Research, Switzerland

Important as own mode & as link between other modes

„Walking is the glue of the transport system"

Daniel Sauter, Urban Mobility Research, Switzerland

Multiplicity of motivations, purposes & activities
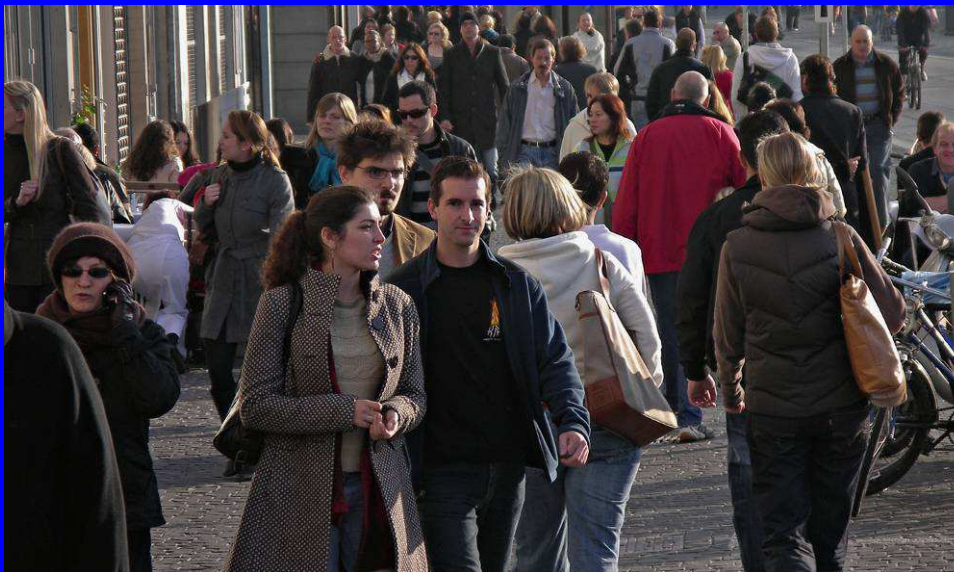
Flexible and small scale movements, but…

Daniel Sauter, Urban Mobility Research, Switzerland

Walking creates happiness – "measuring the smiles"

The Social Life of Small Urban Spaces

William H. Whyte 1988

Video excerpt, see long version:
https://archive.org/details/SmallUrbanSpaces

Daniel Sauter, Urban Mobility Research, Zürich
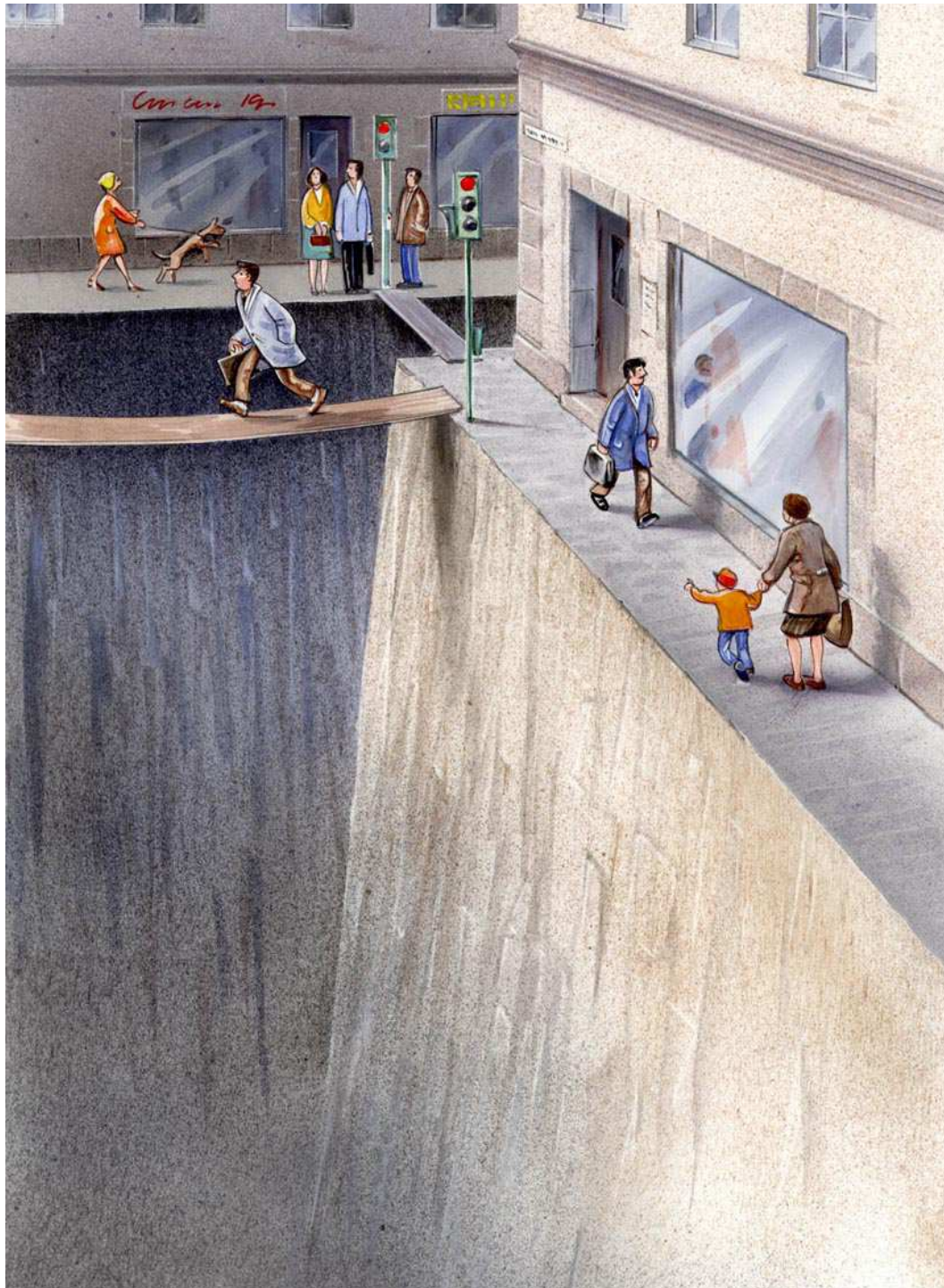*Daniel Sauter, Urban Mobility Research, Switzerland*

INFRASTRUCTURE => PLACE

"It's hard to create a space that
will not attract people,
what is remarkable, is how often
this has been accomplished."

William H. Whyte

Daniel Sauter, Urban Mobility Research, Switzerland

An environment made for people

- **Keep the distances short: proximity**
  - Land use density & good access to public transport

- **Start with needs of walkers and sojourners**
  - Plan & design with characteristics of walkers in mind; place & link

- **Build places to human scale**
  - Small things important: façade structures, details (5km/hr view)

- **Adapt speeds to reduce road danger**
  - Streets that forgive mistakes; no serious or fatal injuries

Our road danger reality

=> we need to change perceptions

Source: Vision Zero, Sweden

Daniel Sauter, Urban Mobility Research, Switzerland

Shared space: "Encounter zones" in (smaller) towns
(in shopping areas, in front of train stations, schools,…)

Sursee

Delémont

Chur

Biel / Bienne

Bulle

Daniel Sauter, Urban Mobility Research, Switzerland

Shared space: "Encounter zones" in neighbourhoods
(20 km/hr; pedestrian priority; parking in designated areas)

Strolling / encounter Zone: idea & regulation

Street that connects not separates, co-existence of different modes; more safety for all; improved attractiveness & liveability; better for businesses; foster social interaction & community spirit:

- Speed limit of 20 km/hr
- Pedestrians priority, may not obstruct vehicles
- Parking allowed in designated areas

=> Sharing space but with basic regulation to foster interaction

Burgdorf, Lyssachstrasse: 8.000 vehicles per day

Daniel Sauter, Urban Mobility Research, Switzerland

INSTITUTIONAL

- Clear strategy & priorities hierarchy: walking on top

- No double agenda

- Questioning myths and ideologies

- Pilot testing of schemes

- Gearing to whole city incl. suburbs, not only CBD

- Reaching out & over traditional working fields

- Data collection crucial => measuring walking

www.walk21.com

Walk 21 — Taking walking forward in the 21st Century . . .
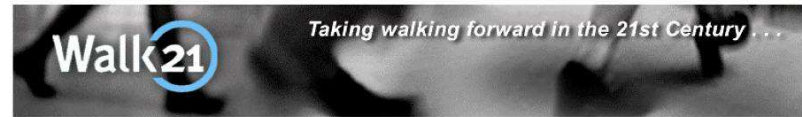
International Charter for Walking

Creating healthy, efficient and sustainable communities where people choose to walk

I/We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. *Increased inclusive mobility*
2. *Well designed and managed spaces and places for people*
3. *Improved integration of networks*
4. *Supportive land-use and spatial planning*
5. *Reduced road danger*
6. *Less crime and fear of crime*
7. *More supportive authorities*
8. *A culture of walking*

Signed ....

Name ....

Position ....

Date ....

www.walk21.com

Daniel Sauter, Urban Mobility Research, Switzerland

Towards internationally standardised monitoring methods of walking and public space
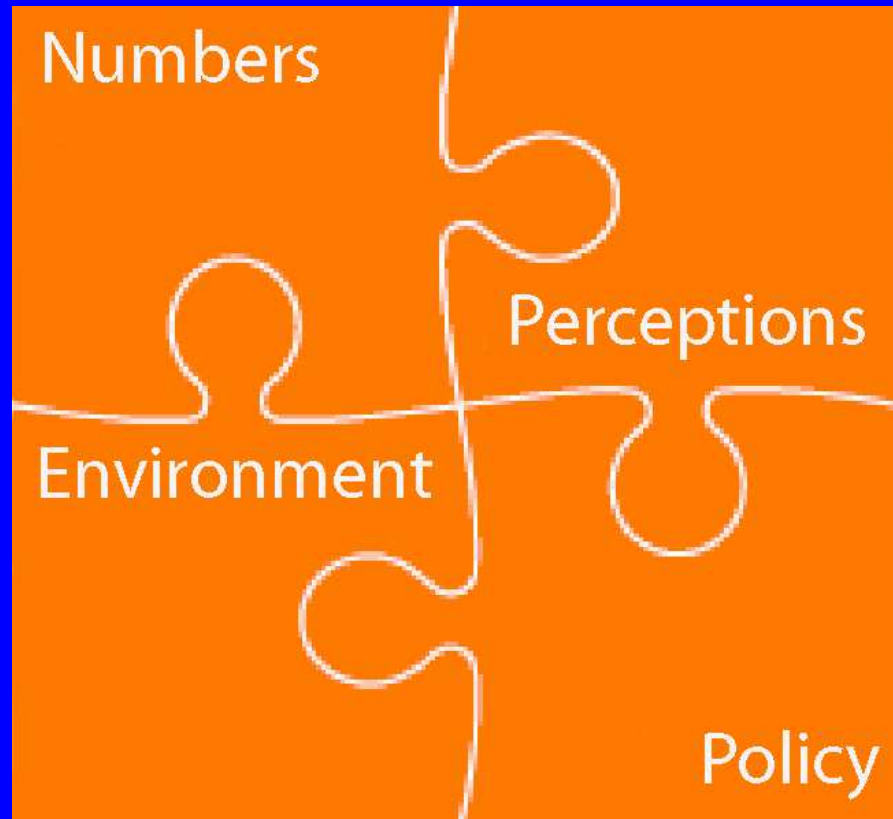
Main dimensions

- How much?

- What are the qualities?

- What are the perceptions?
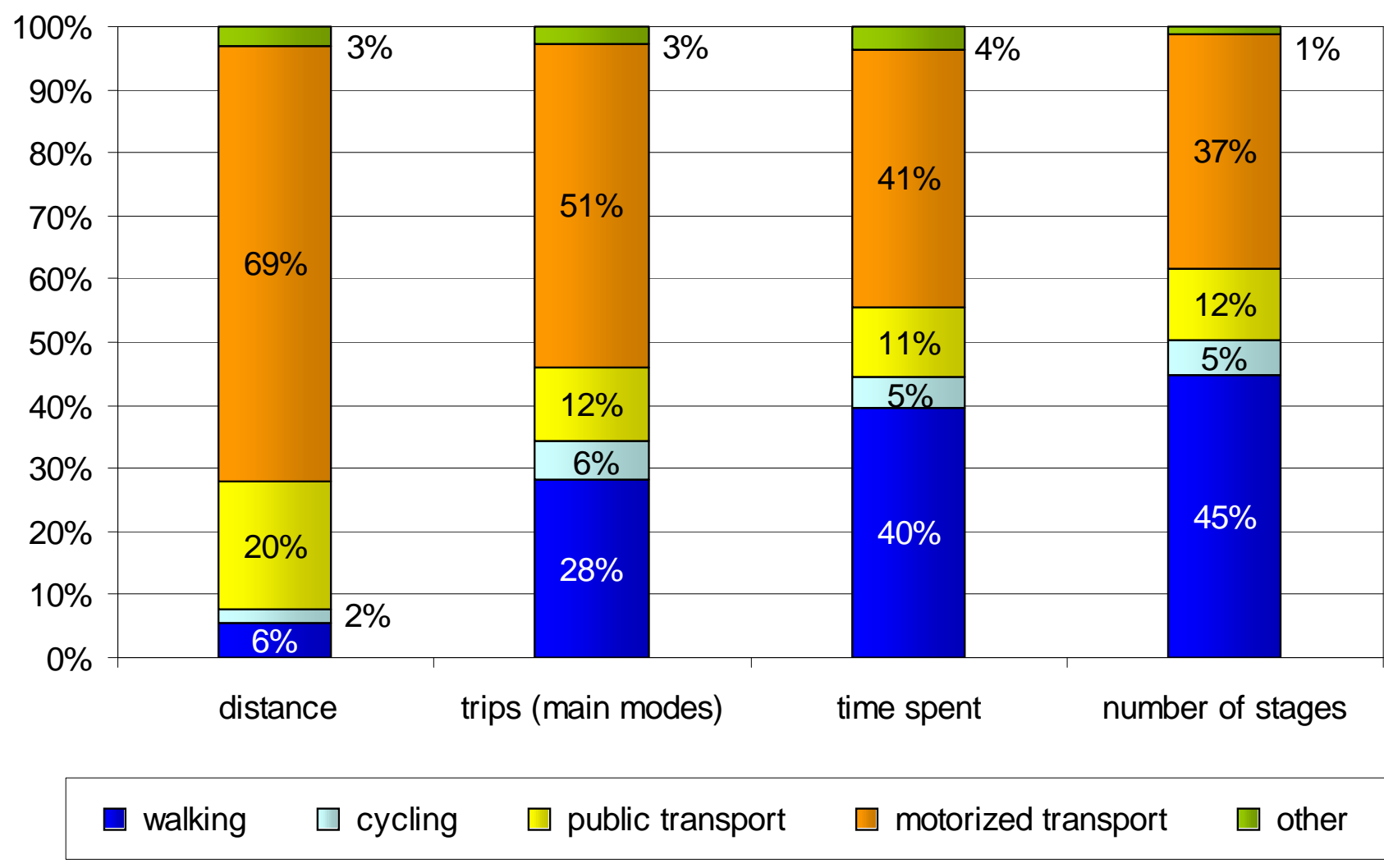
- What are the institutional conditions?

Currently: travel survey standards – national & local

Daniel Sauter, Urban Mobility Research, Switzerland

Why is it important to measure walking?

-   informing policies
-   guiding investment decisions
-   measure the success
-   get good basis for planning

=> some examples with focus on numbers

Daniel Sauter, Urban Mobility Research, Switzerland

Example 1: Informing policies (ideally): mode share based on distance underestimates walking

Common effect and assumption: "The longer the trip the more important it is"

Source: FSO, ARE, Swiss Mobility and Transport Microcensus 2005

Daniel Sauter, Urban Mobility Research, Switzerland

Implications of data on policies
Example of distances and resource distribution

Distribution of trip distances   Distribution of resources
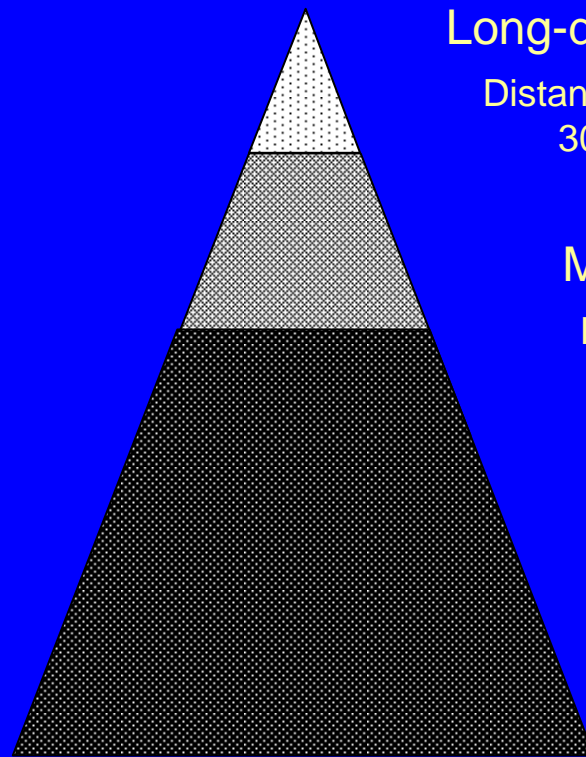
Long-distance trips

Distances more than
30 km (7%)

Middle-range trips

Distances 5 to 30 km
(30%)

Short-distance trips

Distances up to 5 km
(63%)

Daniel Sauter, Urban Mobility Research, Switzerland

Re-distribute funds

not mobile:
23 hours a day = 96%

being mobile:
1 hour per day
= 4%
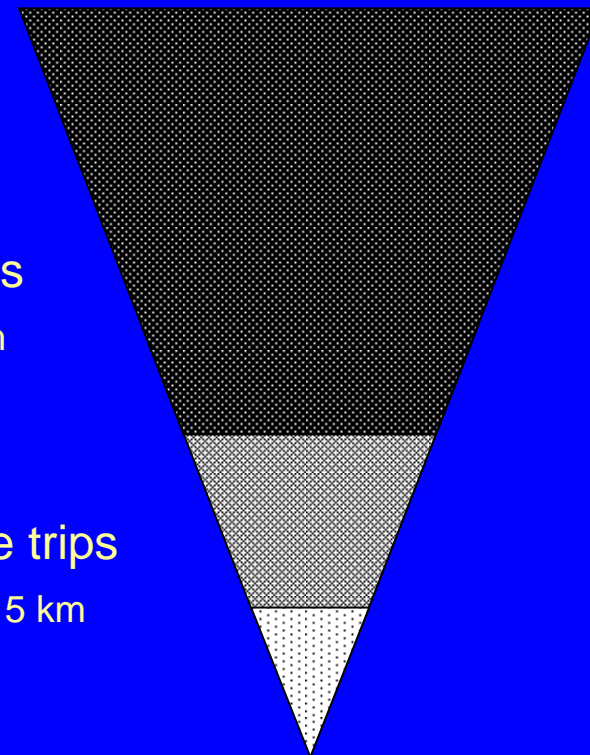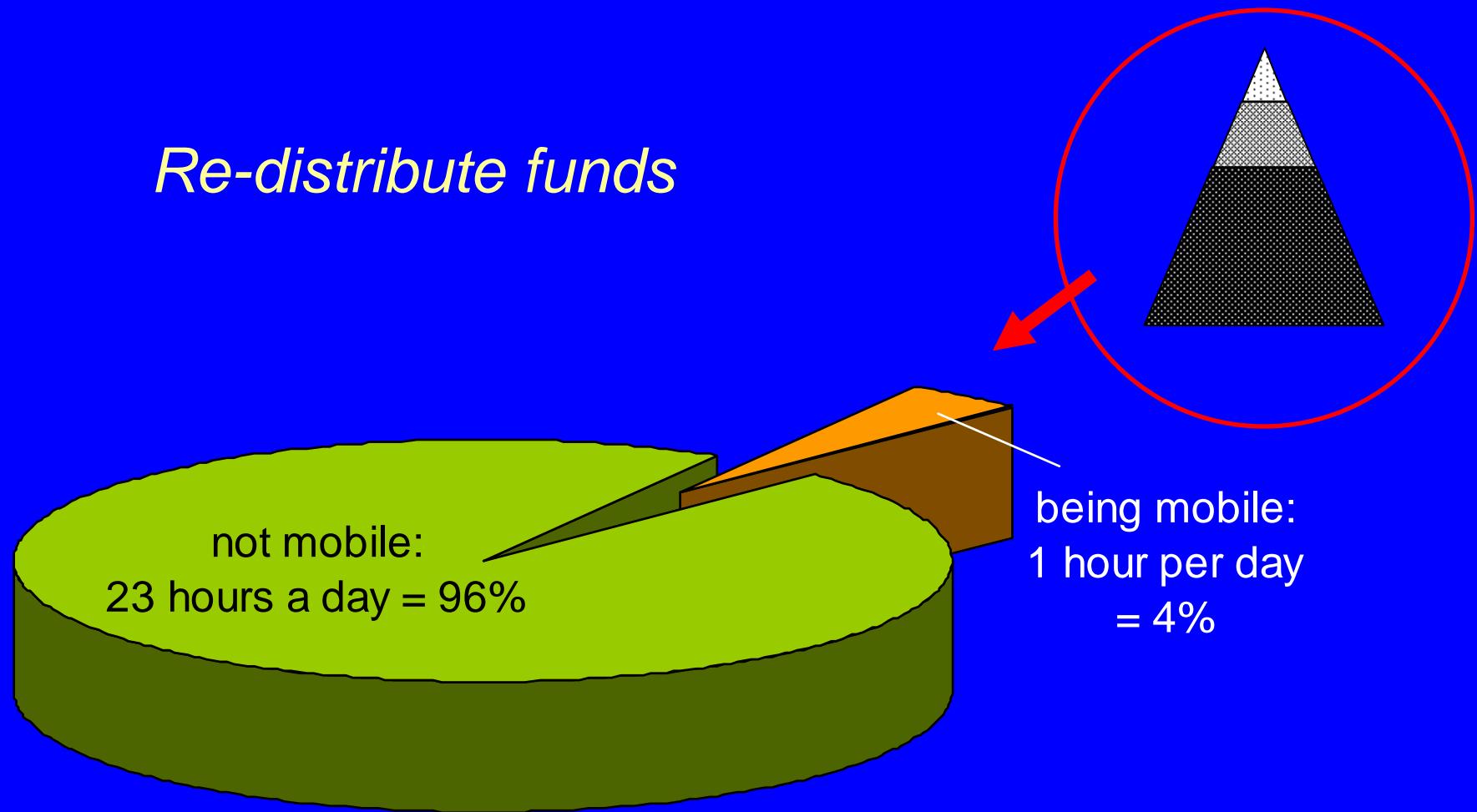
=>   *Necessity for a fundamental shift of political focus, planning resources and funding towards public space and non-mobility activities*

Citizens' transport spending priorities by mode
Making Walking Count survey (arithmetic mean of London, Copenhagen & Barcelona)

Motorists
13%

Pedestrians
28%

Public
transport
33%

Cyclists
26%
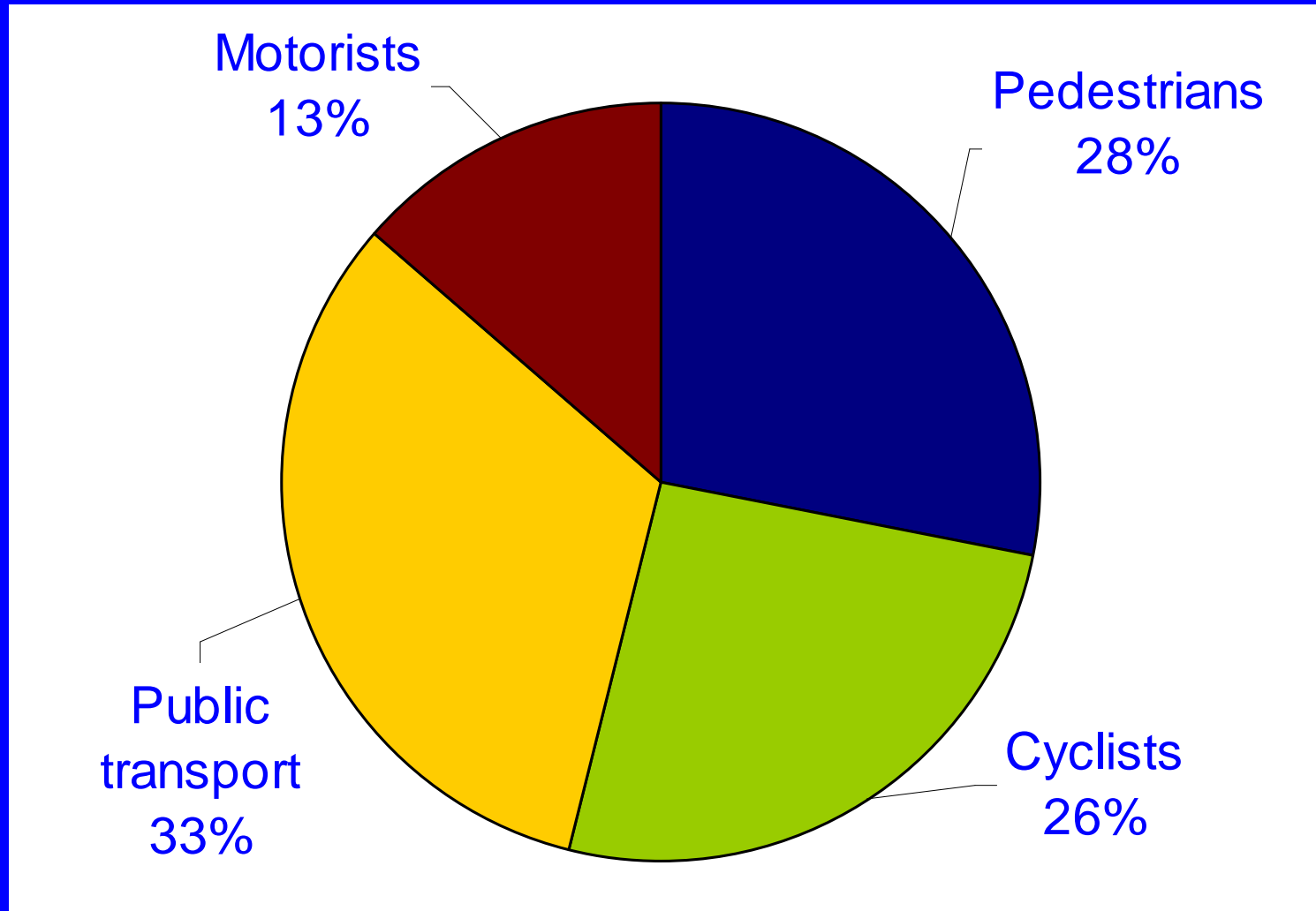
Example 2: Measuring the success:
relieving city neighbourhoods from through traffic (1)
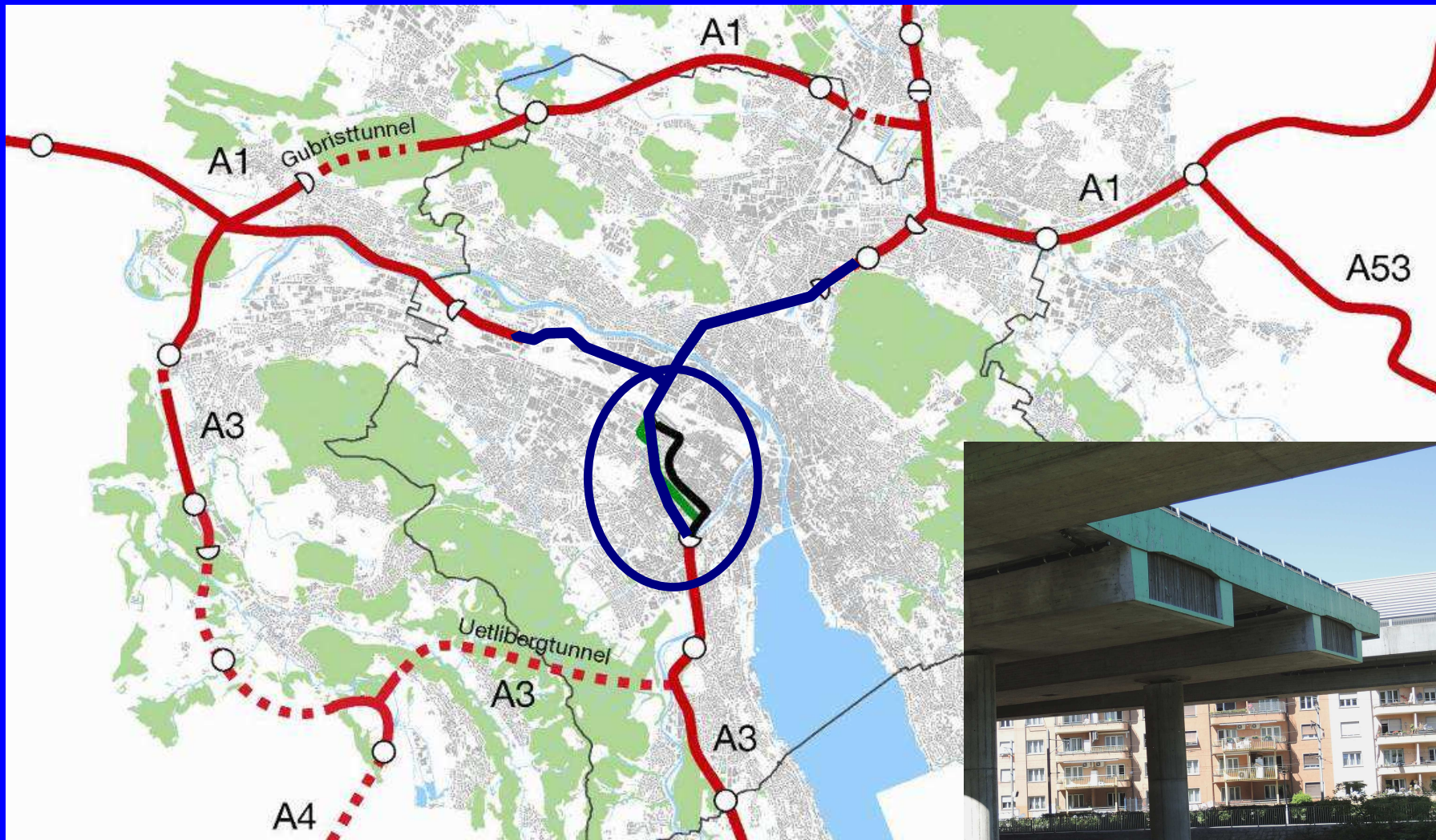
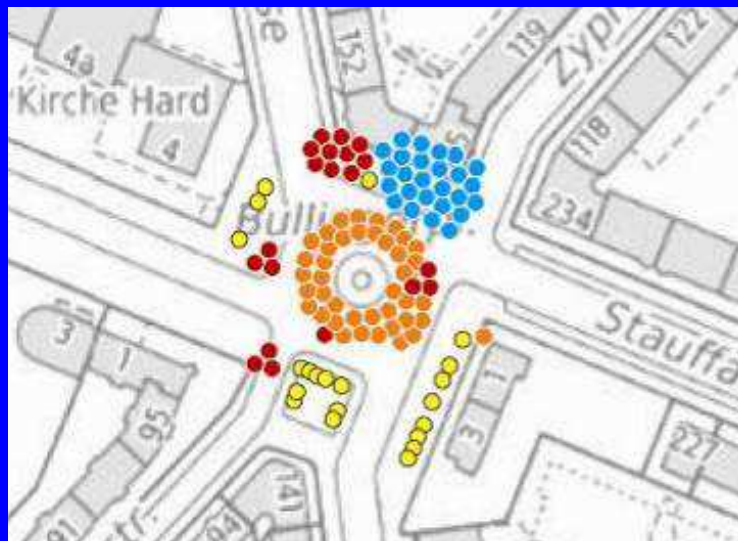
Source: Tiefbauamt der Stadt Zürich in Blesi et al. 2012
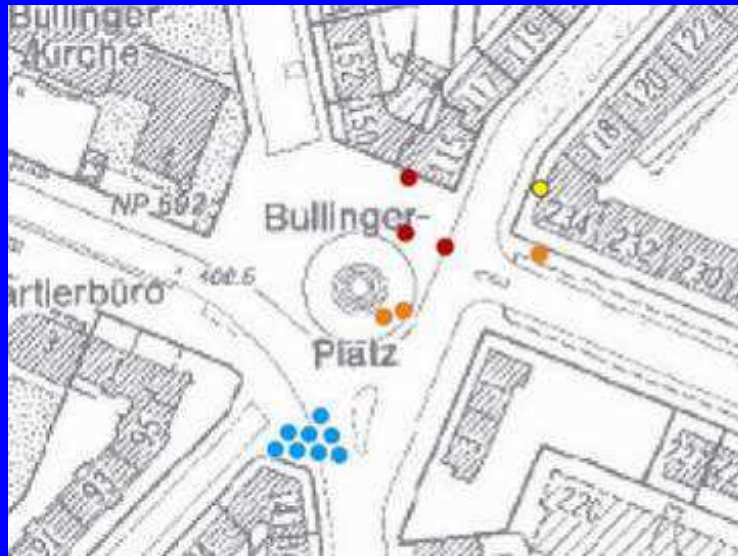
Daniel Sauter, Urban Mobility Research, Switzerland

Example 2: Measuring the success:
relieving city neighbourhoods from through traffic (2)

Before

After

Example 2: Measuring the success:
## relieving city neighbourhoods from through traffic (3)

|	
Pedestrians	+22%
Cyclists	+262%
Cyclists on sidewalk	-65%
Crossings by pedestrians	+19%
Children accompanied	-16%
People sojourning	+89%
People in street cafés	+158%
Places on public benches	+400%
Places in street cafés	+75%

Snap shot Bullinger Square 8pm:
2008 above, 2013 below

Example 3: Measuring the success:
to free inner city from motorised through traffic

Zurich Limmatquai
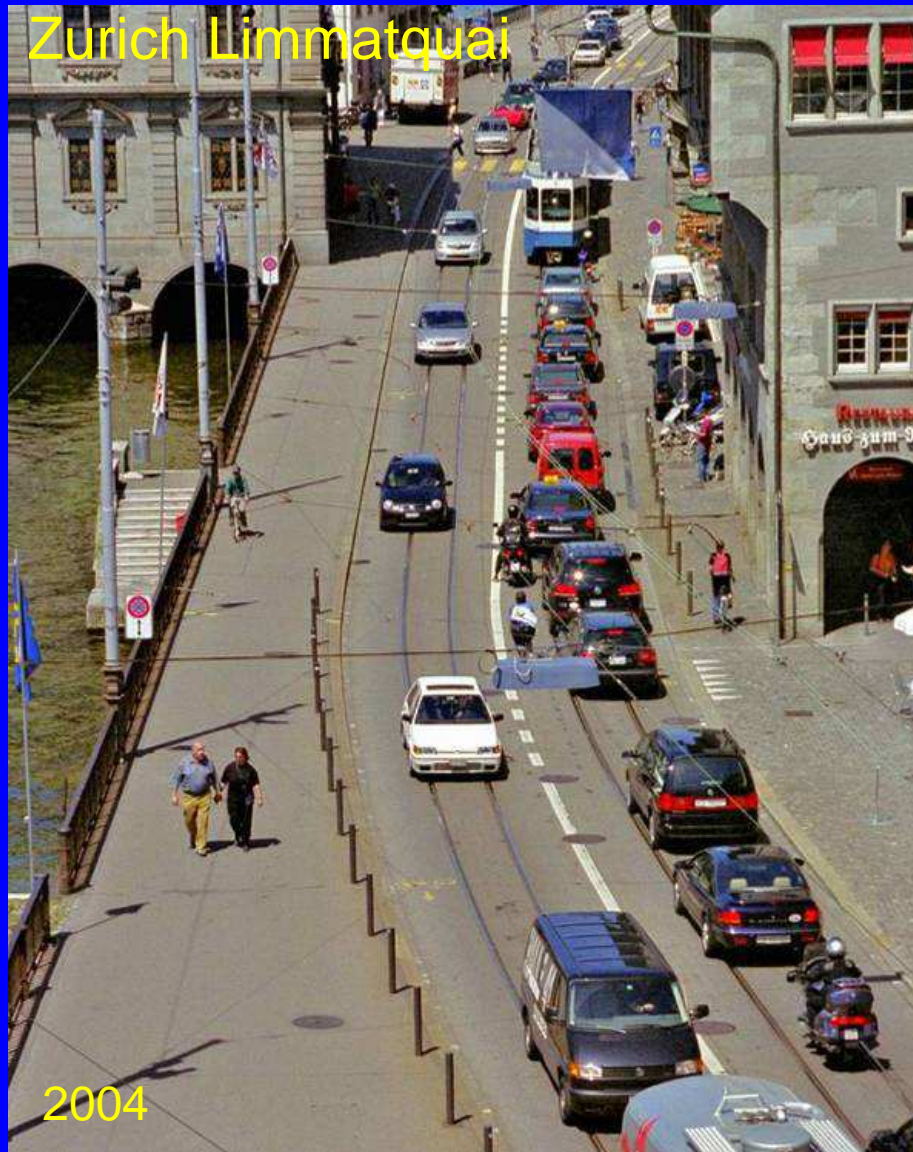
Sojourners +121%
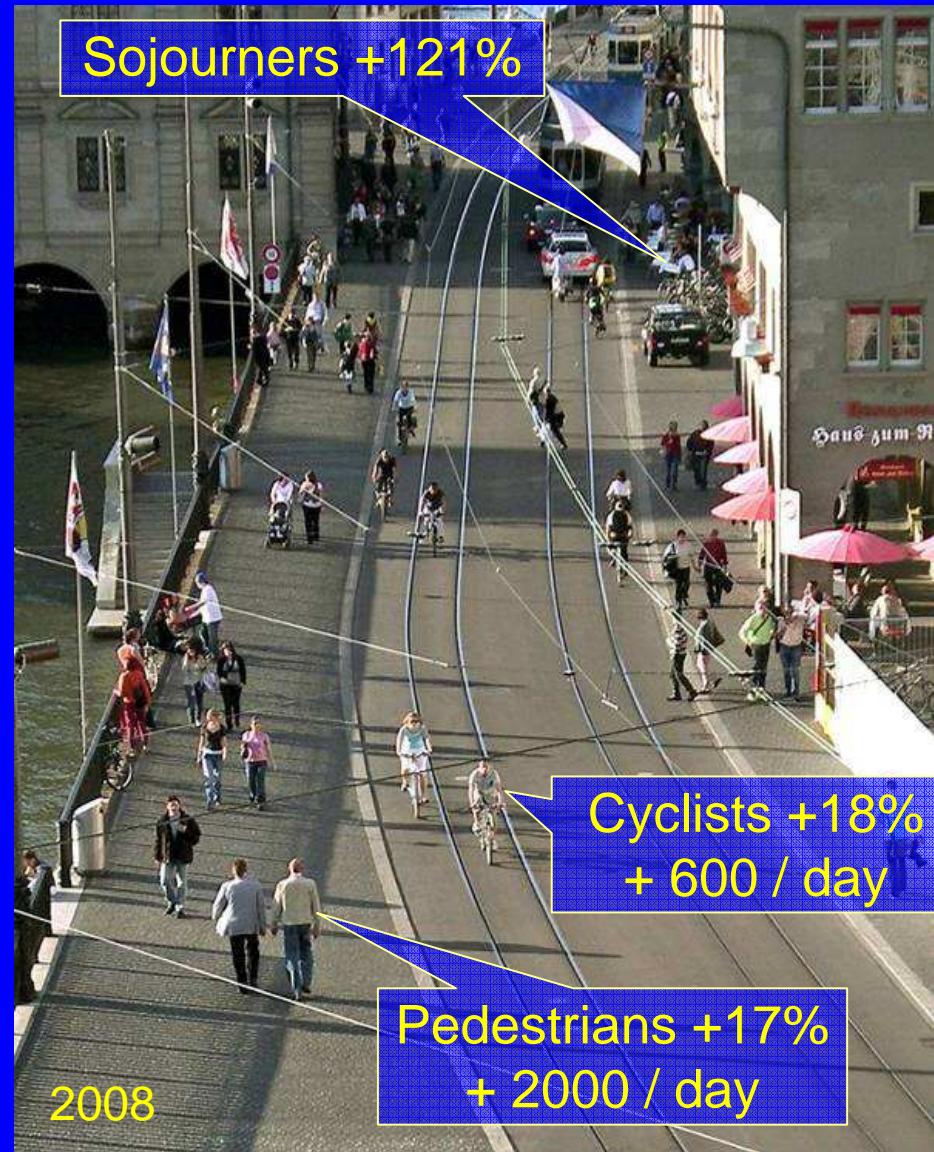
Cyclists +18%
+ 600 / day

Pedestrians +17%
+ 2000 / day

2004

2008

Source: City of Zurich; D. Sauter, 2008: Das Limmatquai vor und nach der Neugestaltung
www.stadt-zuerich.ch; enter search words: „Limmatquai Aufenthaltsnutzung"

Daniel Sauter, Urban Mobility Research, Switzerland

Zurich Limmatquai

Positive response:
94% of passers by &
60% of businesses find
situation improved

2004

2004

Number of street
café seats +45%

street café occupation
increased from
21% to 30%

2008

No changes in
adjacent streets

2008

Source: City of Zurich; D. Sauter, 2008: Das Limmatquai vor und nach der Neugestaltung
www.stadt-zuerich.ch; enter search words: „Limmatquai Aufenthaltsnutzung"

Daniel Sauter, Urban Mobility Research, Switzerland

Counting is important…

… because only what is counted counts.

But: „Don't determine the need for a new bridge from the number of people currently swimming through the river."
(Hermann Knoflacher)

Daniel Sauter, Urban Mobility Research, Switzerland

And what about the Flaneur?

Source: Gustave Caillebotte, 1877, Paris Street: Rainy day

Thank you !

Daniel Sauter, Urban Mobility Research, Switzerland
daniel.sauter@urban-mobility.ch