Contents

Foreword Preface		xiii xv
Part I		
Speed		
	a destina abouting sultimos of speed	
	oduction: changing cultures of speed	2
	Introduction: a faster route to health	3 8
	Holistic perspectives on slowing city transport	9
	Increasing speed: technological advances throughout history The growing cultural obsession with speed and time saving	11
	Motordom—constructing a culture of speed in the city	14
	New thinking, new thinkers	22
	The growing momentum towards 'slower' city transport	26
	The rise of slow movements	29
	Conclusion	31
	Preview of the book	33
	erences	34
ittei	crences	٥.
2 The	hanefits of speed for individuals, real or illusory?	
	e benefits of speed for individuals: real or illusory?	39
	Introduction	40
	A long history of valuing speed	40
	Problems with seeing speed as 'valuable' Speed, excitement and bodily pleasure	46
	The elusive excitement of speed	48
	Claimed advantages of faster transport for individuals and	40
2.0	households	50
2.7	Do individuals and households really benefit	30
2.7	from faster transport?	51
2.8	Conclusion	59
	erences	61
KCI	crences	01
2 Th.	handite of speed for accompany and society	
	e benefits of speed for economy and society:	
	Illenging the dominant narrative Introduction	65
3.2	Speed, industrialism and capitalism	66 66
	3.2.1 Is speed good for capitalism and economic growth?	00
	3.2.2 Downsides of capitalism and economic growth	67
	supported by speed	
		vii

viii Contents

	3.3	Speed in visions of the modern city 3.3.1 The celebration of speed in visions of the modern city 3.3.2 Alternative visions for the modern city: the role of 'slower' modes	72 72 75
	3.4	Speed and time savings in transport modelling and planning 3.4.1 Speed and time savings: the myth 3.4.2 Debunking the time saving myth: how speed induces	80 80
		destinations to move further apart	81
		Conclusion	92
	Refe	erences	93
4.	The	'slow paradox': how speed steals our time	
	4.1	Introduction	97
		The quest for speed in the city	98
		The 'slow paradox' and effective speed	100
		Effective speeds of different modes	103
		The futility of increasing trip speeds	108
		Countering arguments against effective speed	113
		Increasing speeds, yet increased time pressure	116
		Slowing down to speed up in city traffic	118
		Travel time budgets: 'slower cities' spend less time travelling Other ways the 'slower' modes save time	118 121
		Conclusion	121
		rences	122
	Kele	rences	122
Par	t II		
He	alth		
5.		ping the doctor away: promoting human health thr	ougl
		ver travel	120
		Introduction	129
	5.2	Promoting personal physical health through the 'slower' modes	120
		5.2.1 Introduction	130 130
		5.2.2 Physical activity and health	130
		5.2.3 Active travel as a beneficial form of physical activity	131
	5.3	'Slower' modes and personal mental health	136
	0.0	5.3.1 How can walking and cycling improve mental health?	136
		5.3.2 Mental health effects of transport choice by journey	
		purpose	137
	5.4	Incidental public health benefits of active travel	144
		5.4.1 Reduction in the frequency and severity of crashes	144
		5.4.2 Reduction in pollution and greenhouse gas emissions	148
		5.4.3 Enhancing social capital	149 151
	5.5	5.4.4 Increasing accessibility for the transport deprived Conclusion	160
		erences	161
	II CII	Ciclices	101

6.		vancing environmental health in future 'slow cities'	
		Introduction	169
		Holistic assessments of speed's impact on environmental health	
		Energy consumption Pollution	17
	0.4	6.4.1 Introduction	176
		6.4.2 Air pollution	176
		6.4.3 Noise pollution	176
		6.4.4 Water consumption, pollution and waste disposal	178
	6.5	Greenhouse gas levels	179 180
		Consumption of space in the transport system	186
	6.7	Sprawl: the link with speed	191
	6.8	Rebound impacts	193
		Conclusion	193
		erences	194
			13-
7.		wer, richer, fairer: better economic health	
		Introduction	100
			199
	7.2	Economic health of individuals and families in the 'slow city' 7.2.1 Introduction	200
		7.2.2 Lower transport costs in the 'slow city'	200
		7.2.2 Lower medical costs in the 'slow city'	200
		7.2.4 Contrasts in home equity between 'slow' and 'fast' cities	201 201
		7.2.5 Gentrification as a potential disbenefit for economically	201
		disadvantaged people in the 'slow city'	203
	7.3	Economic health of businesses in the 'slow city'	205
	, ,,	7.3.1 Introduction	205
		7.3.2 Benefits of the 'slow city' for retailers	206
		7.3.3 Enhanced commercial property values in the 'slow city'	214
		7.3.4 Boosting the knowledge economy through walkability	215
		7.3.5 Summary of business impacts of 'slow cities'	216
	7.4	Governance: the economic health of 'slow cities'	218
		7.4.1 Introduction	218
		7.4.2 Reduced transport externalities	219
	7.5	Pathways to slower cities in the Global South	225
		Conclusion	228
	Refe	erences	228
-			
Par		11 March 1997 And Carbon and French 1997 And Carbon and	
Stra	ateg	ies	
8.		the brakes: slowing existing motorised traffic	
		Introduction	235
		What interventions?	236
		Lower posted speed limits	236
	8.4	Speed enforcement measures and techniques	239

x Contents

	8.5	Physical traffic calming	239
	8.6	Lower speed limits alone compared with a combination	
		of signs and calming	240
	8.7	The woonerf and the home zone	242
		Play streets and school streets	244
		Shared streets and psychological traffic calming	247
	8.10	Self-explaining roads	253
		The 'safe systems approach' and Vision Zero	255
		8.11.1 Introduction	255
		8.11.2 What is the safe systems approach?	255
		8.11.3 Vision Zero: achievements and challenges	257
	8.12	Safer vehicles and safer roads through technology:	
		the allure of autonomous vehicles	264
	8.13	Conclusion	266
		rences	267
9.	Slov	w modes, slow design, slow spaces: new goals	
9.		traffic management and planning	
		Introduction	273
		Land use and street organisation in the 'slower city'	274
	9.2	9.2.1 Relationships between land use and traffic	274
		9.2.2 Land use and street organisation in the 'slower city':	2/-
		seven Ds and a P	274
			280
	0.2	9.2.3 Zoning for a 'slower city'	282
	9.3	Traffic management approaches to slowing the city 9.3.1 Introduction	282
			283
		9.3.2 Promote and encourage cycling	285
		9.3.3 Promote and encourage walking 9.3.4 Micromobility devices	290
		9.3.5 Promote and encourage public transport	293
	0.4	Restrictions on road capacity for motorised vehicles	297
	9.4	9.4.1 Introduction	297
		9.4.2 Reclaiming space for walking and cycling	297
		9.4.3 Creating plazas from street space	298
		9.4.4 Redesigning and activating streets to encourage public	250
			298
		transport 9.4.5 Narrowing motorised travel lanes	299
		9.4.6 Developing 'complete streets'	300
		9.4.7 Providing spaces reserved for people on foot	300
		9.4.8 Area-wide motorised traffic restrictions	302
		9.4.9 Filtered permeability	302
		9.4.10 Removing roads	305
		9.4.11 Summary	300
	0.5	The future impact of autonomous vehicles on land use	500
	9.5	planning and traffic management	308
	0.6	Conclusion	309
		erences	31
	Kei	erences	01

10.	value	w vision for the city: transforming behaviours, es and cultures	
	10.1	Introduction: demand management as a critical element	
		of policy for 'slow cities'	315
	10.2	Voluntary transportation demand management	316
		10.2.1 Introduction	316
		10.2.2 Voluntary travel behaviour change	317
		10.2.3 Social marketing	320
		10.2.4 Critical views of behaviour change and social marketing	321
	10.3	Physical, operational, financial/pricing and organisational	
		TDM approaches	325
		10.3.1 Introduction	325
		10.3.2 Physical TDM interventions	325
		10.3.3 Operational TDM interventions	325
		10.3.4 Financial/pricing TDM interventions	327
		10.3.5 Organisational TDM interventions	328
		10.3.6 The need for both carrots and sticks in the integration	
		of TDM strategies	329
	10.4	Transforming cultural values and institutional frameworks	330
		10.4.1 Introduction	330
		10.4.2 Vision and leadership at the city level	331
		10.4.3 Knowledge	335
		10.4.4 Professional skills	336
		10.4.5 Resources	339
		10.4.6 Policies, strategies and community interventions	342
		10.4.7 Cooperation and partnerships	345
		10.4.8 Summary	346
	10.5	Conclusion	347
	Refe	rences	349
11.	Cond	clusion: re-imagining the city for a healthier future	
	11.1	Introduction	355
		A child-friendly vision for a future 'slow city'	357
	11.3	The child-friendly transport modes	358
	11.4	Children's playful exploration in a child-friendly city	360
	11.5	Reducing children's vulnerability by slowing the city	362
	11.6	Involving children in the creation of 'slow cities'	367
	11.7	The role of slowing transport in responding to global	
		challenges	368
		Cognitive dissonance surrounding the disadvantages of speed	371
	11.9	Re-imagining opportunities for achieving the 'slow city'	374
		11.9.1 Re-imagining goals	374
		11.9.2 Re-imagining attitudes	376
		11.9.3 Re-imagining outcomes	378
	11.10	Conclusion: a 'Manifesto for 21st Century Slow Cities'	381
	Refere	ences	384
V 64-	erwore	4	200
Inde		u	389
HILL			393