

“Case studies in Europe“

Positive and Negative Examples

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How to solve conflicts between heavy road traffic, public transport, pedestrians and cycles without new road construction

Wabern in Switzerland







West Germany – Hannover region

**How to fulfill the needs of the people
and not the needs for car drivers**







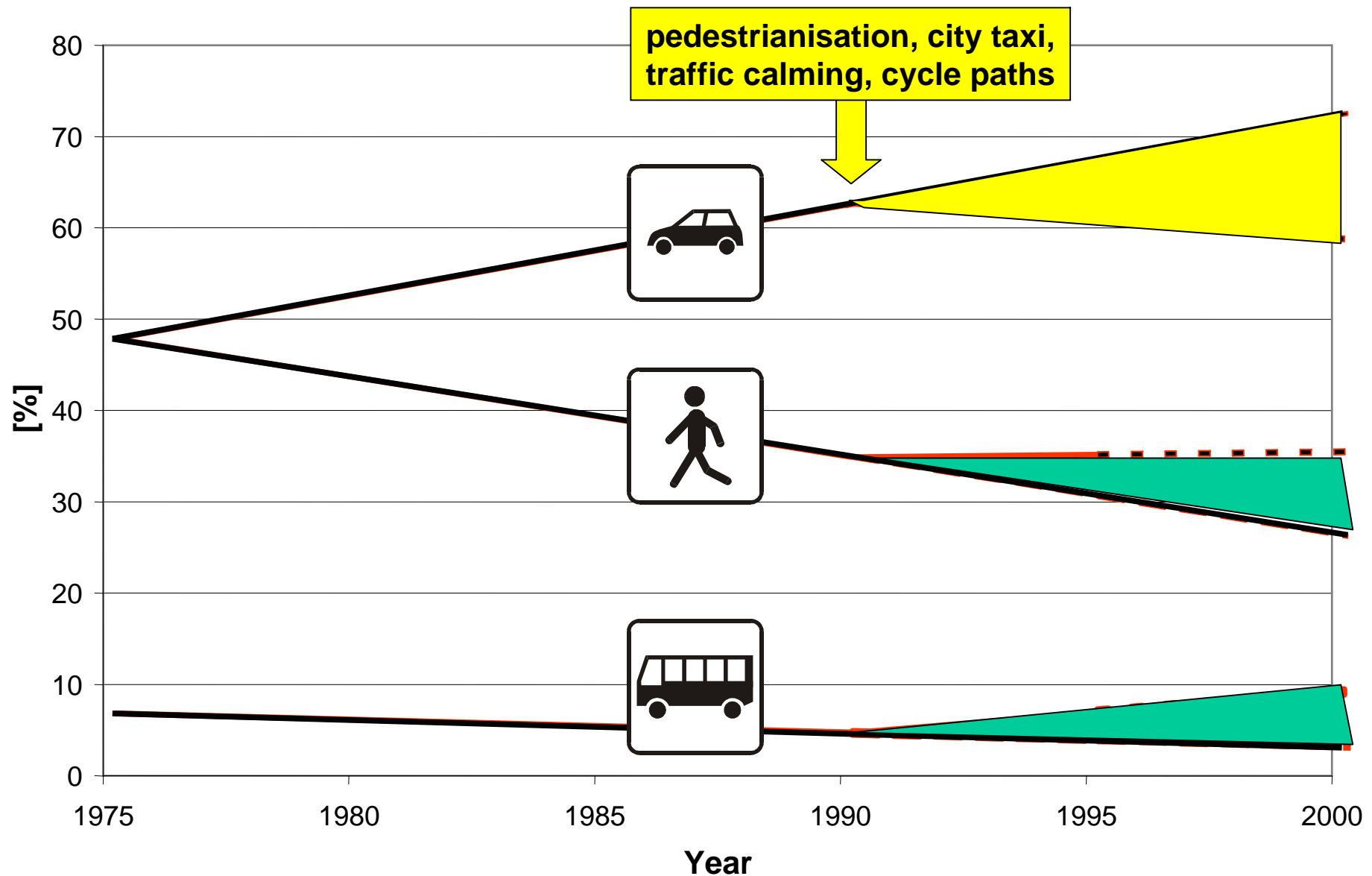
Austria – Eisenstadt, 10.000 inhabitants

**How to make a city liveable,
economically successful
an interesting tourist place and
support local development**

Eisenstadt before 10 000 cars, 6000 pedestrians per day







Austria – Vienna – 1,6 Million inhabitants

**How to change the people behavior to
increase cycling,
increase walking ,
increase use of public transport,
etc.**

- Motorization is starting









Space for people









Austria – Vienna 1.6 Mio inhabitants

**What happens to the city if it builds motorways
even as bypass roads**

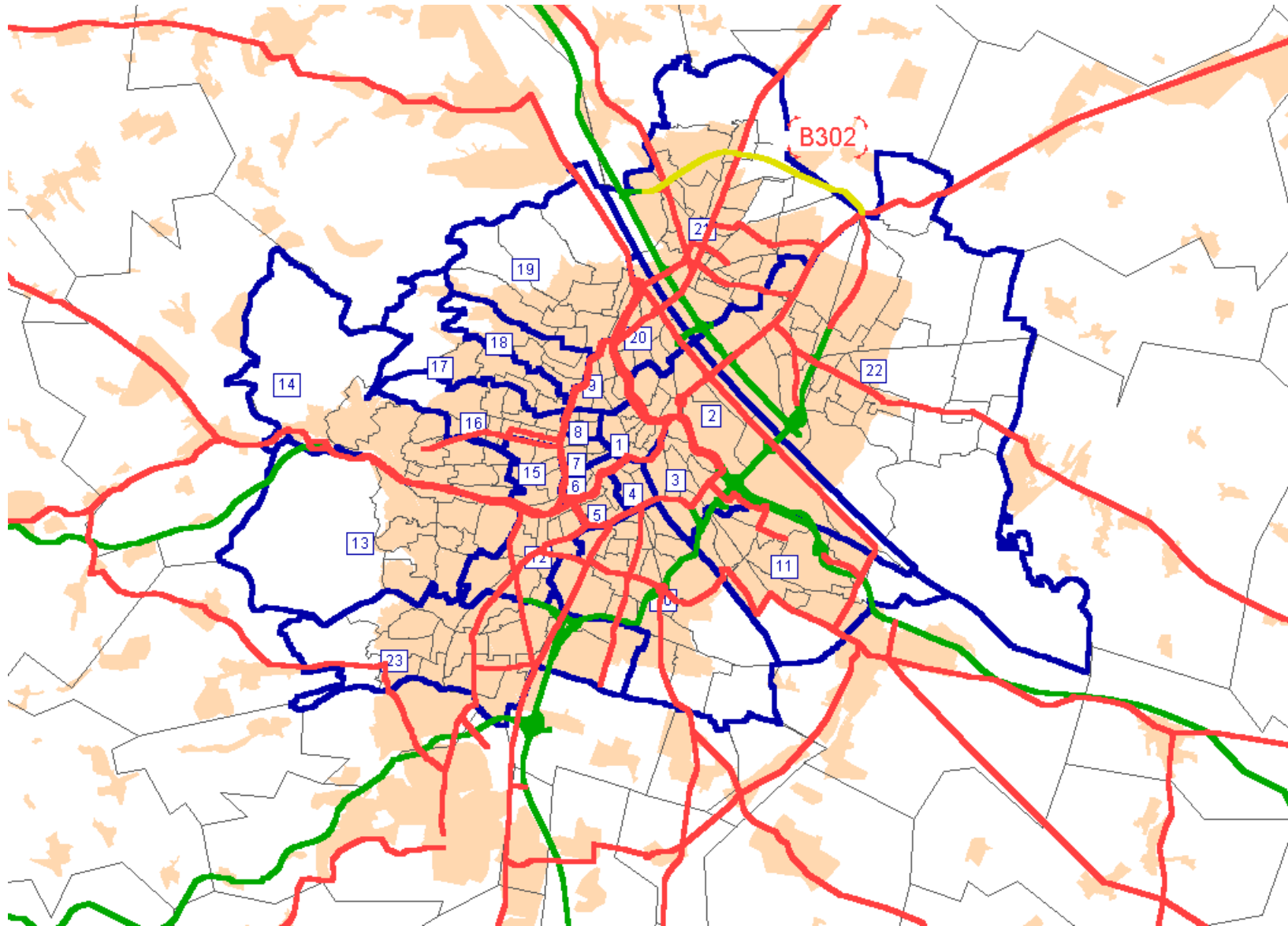
...accidents

...economy

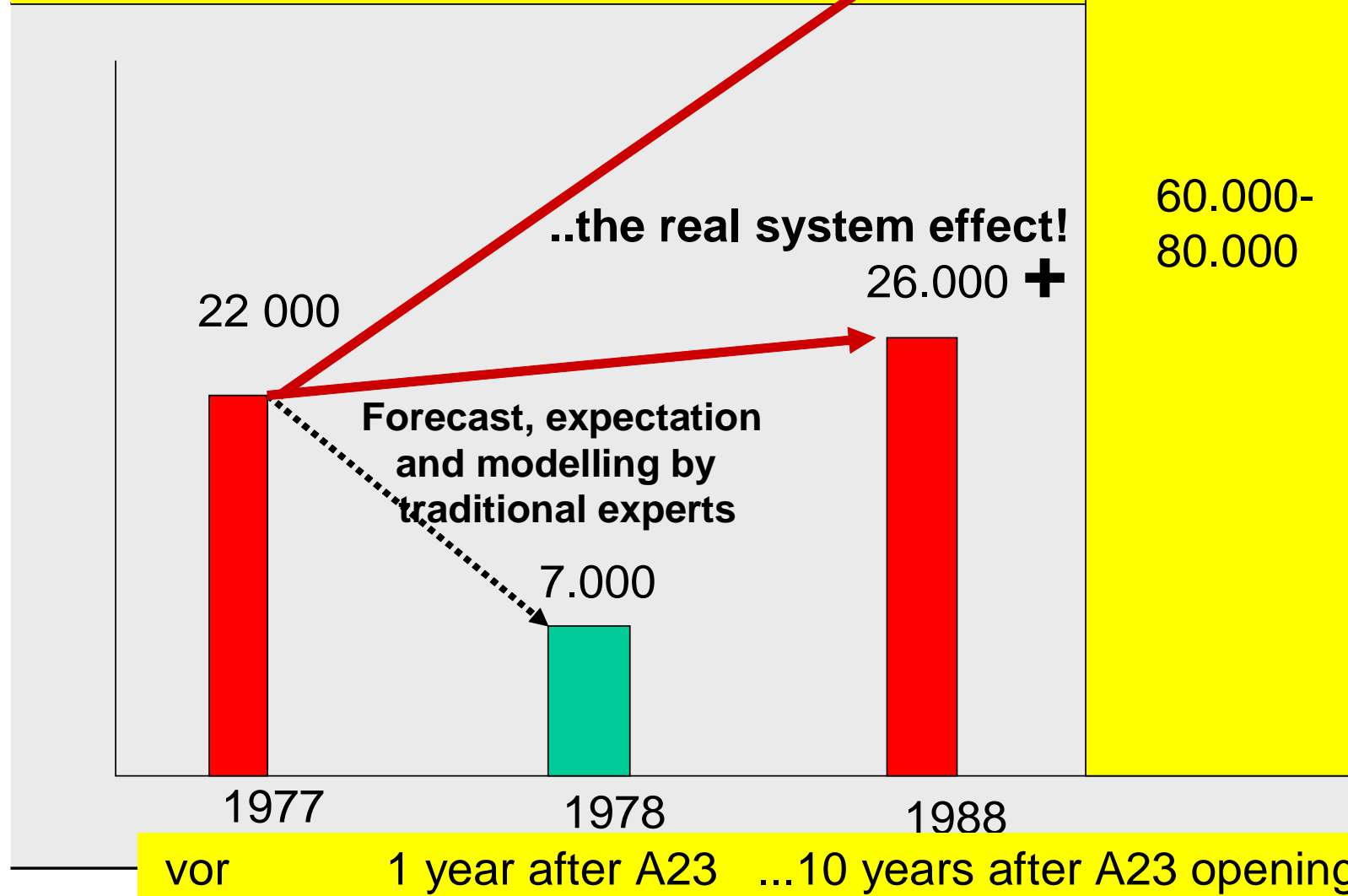
...population



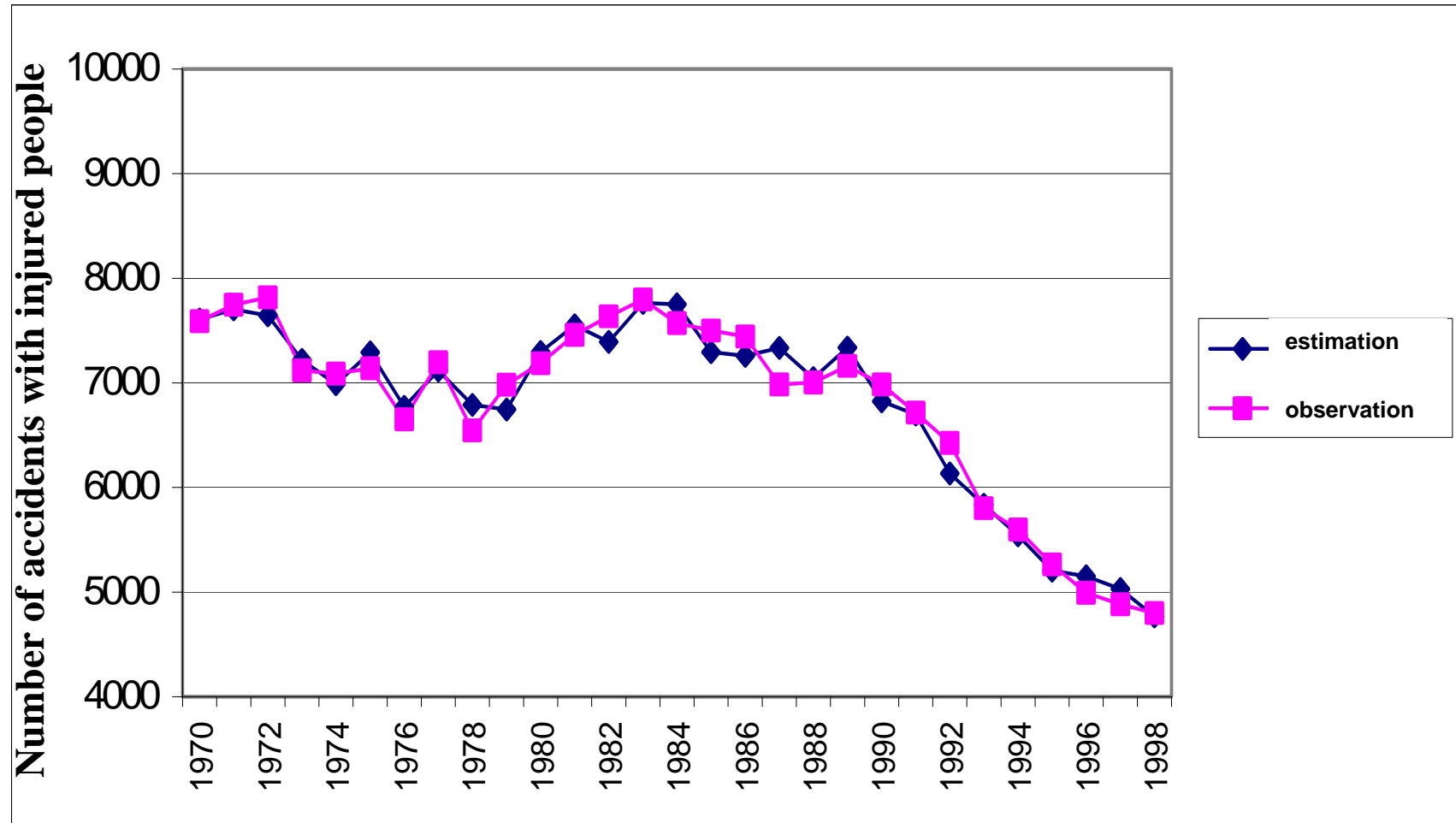
A Motorway was opened in 1978



Example: Schlachthausstreet – Motorway A 23



15.000 accidents more over the time



Schlanders, Italy

**How to make a small city stronger
enhance the attractiveness, strengthen
local economy and open new opportunities**







„Minor“ but effective measures

- **Removal of bus bays**
- **Elevated intersections**
- **Ramps for speed control**
- **Parking management**
- **Change of guidelines and regulations**
- **Introduction of market principles into the transport sector**
- **Night time ban of truck traffic in cities and sensitive regions**
- **Cycle lanes and cycle parking**
- **Roundabouts instead two level intersection**
- **Narrow lanes, wider sidewalks**
- **Etc.**

Successful change of behavior on the micro level

**Enterprise in Schwarzach – Austria
300 employees**





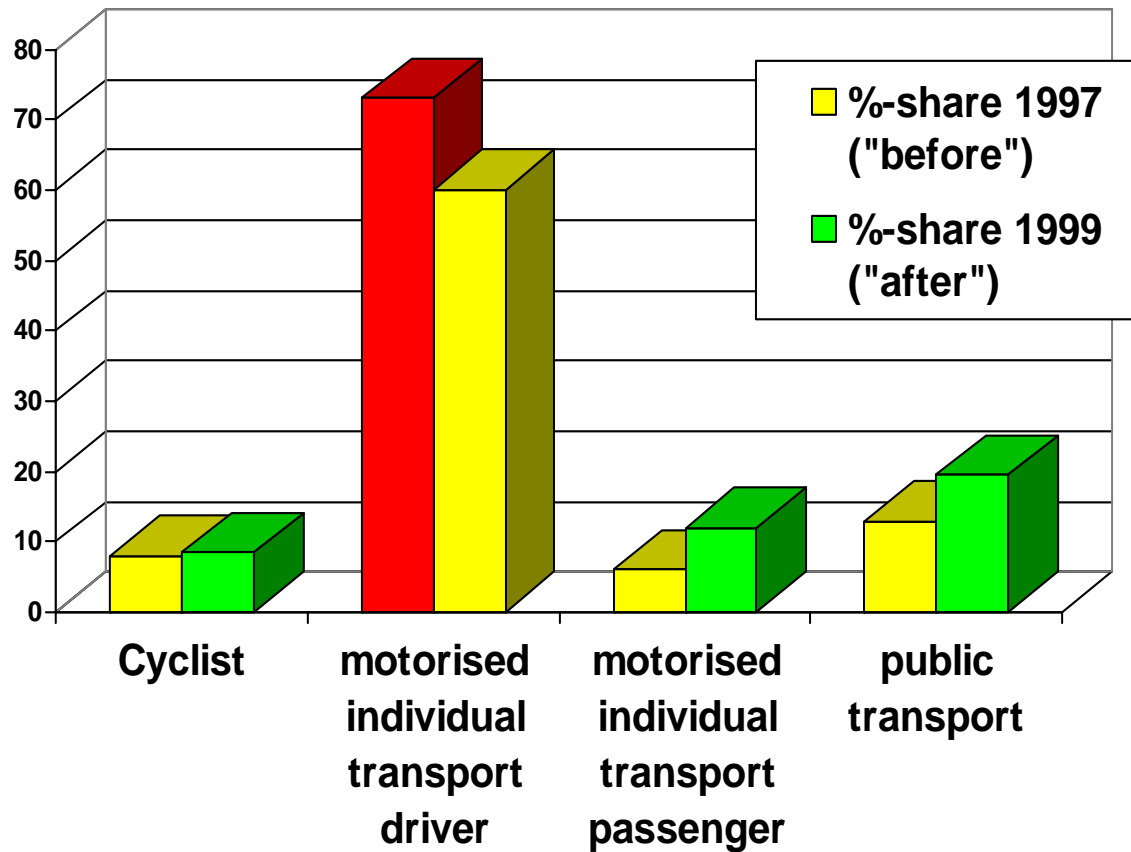




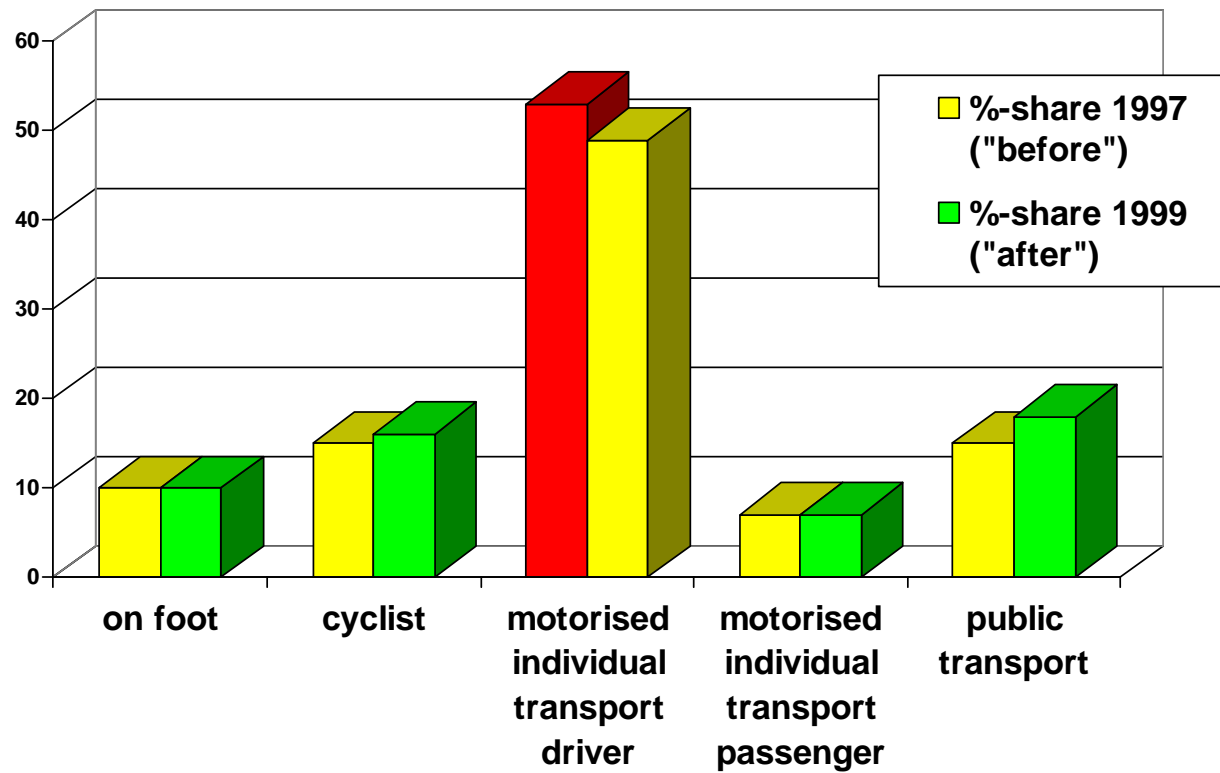


Choice of means of transport for commuting before/after

| | 1997 | 1999 |
|--|------|------|
| means of transport | % | % |
| Cycle | 8 | 8,5 |
| Motorised individual transport - driver | 73 | 60 |
| Motorised individual transport - passenger | 6 | 12 |
| Public transport | 13 | 19,5 |
| total | 100 | 100 |



Change of mode share - employees' households



**And many more successful examples –
totally in contradiction
to traditional transport planning principles**

**Thank you very much
for your attention!**