



ADVIER
MOBILISEERT

Mobility in housing developments

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***'state of the art
infrastructure
in traffic and
transport is the
smartphone***





Megatrends world wide

- **Sharing economy**
- **Autonomous driving**
- **Energy transition**
- **Urbanisation**
- **Aging population**

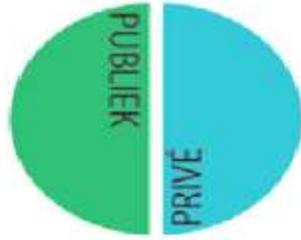




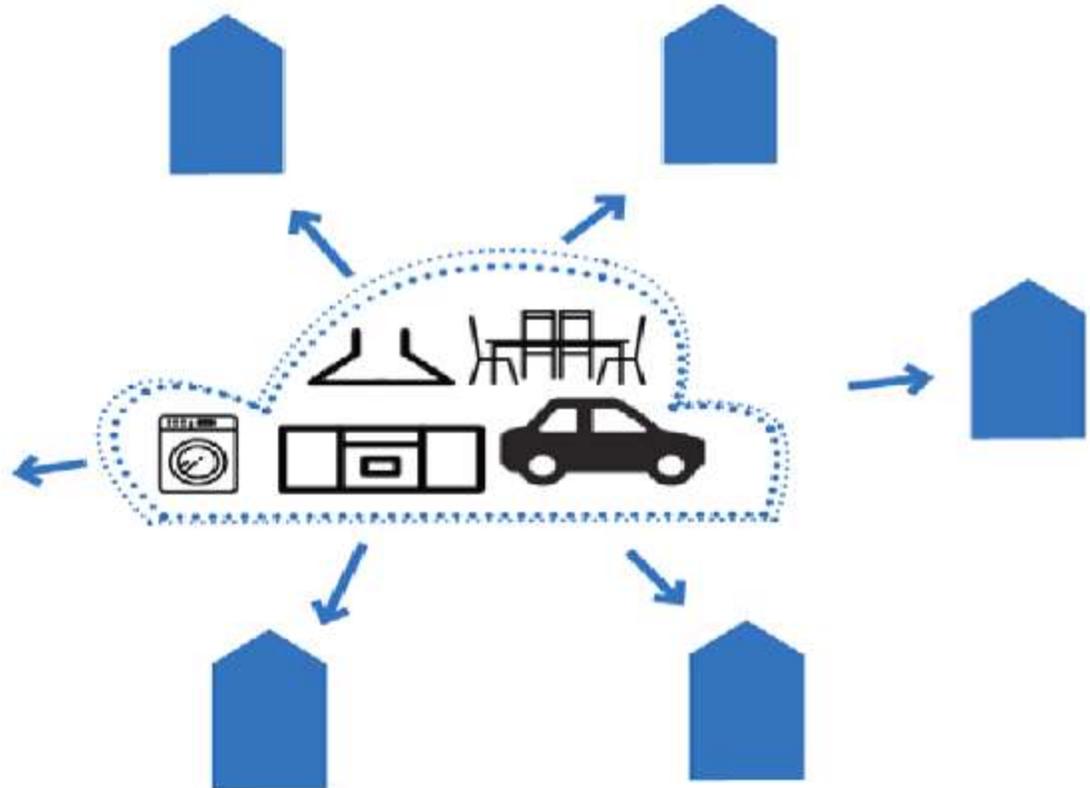
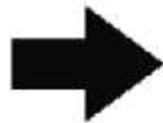
LIVING AS A SERVICE: *SPACE SHIFT*



30/70



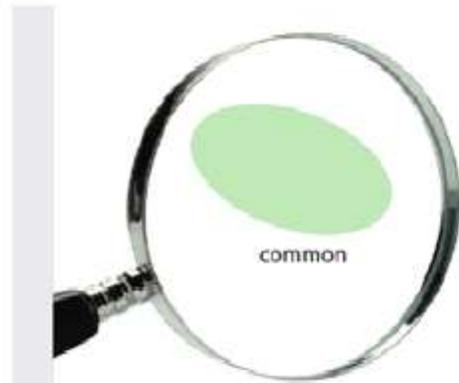
50/50



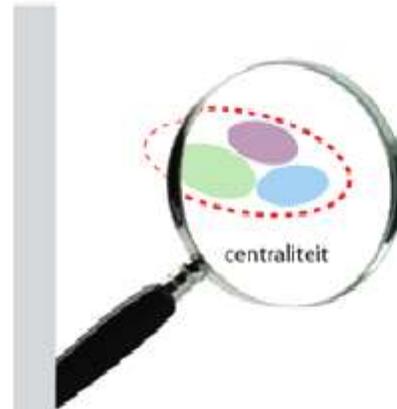
"WE CHOSE SMALLER"



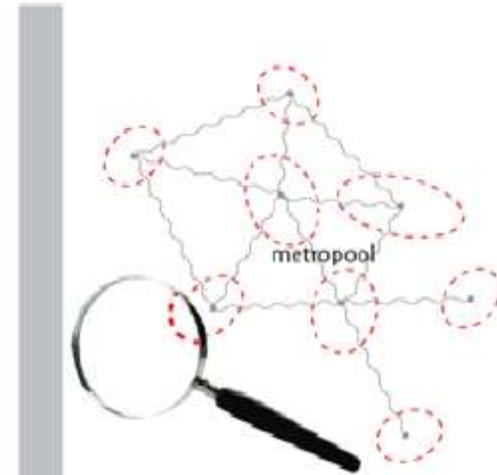
"LEVELS OF ORGANISATION"



- schaal S
- "cars"
 - "space"



- schaal M
- "energy"
 - "food production"
 - "logistics"

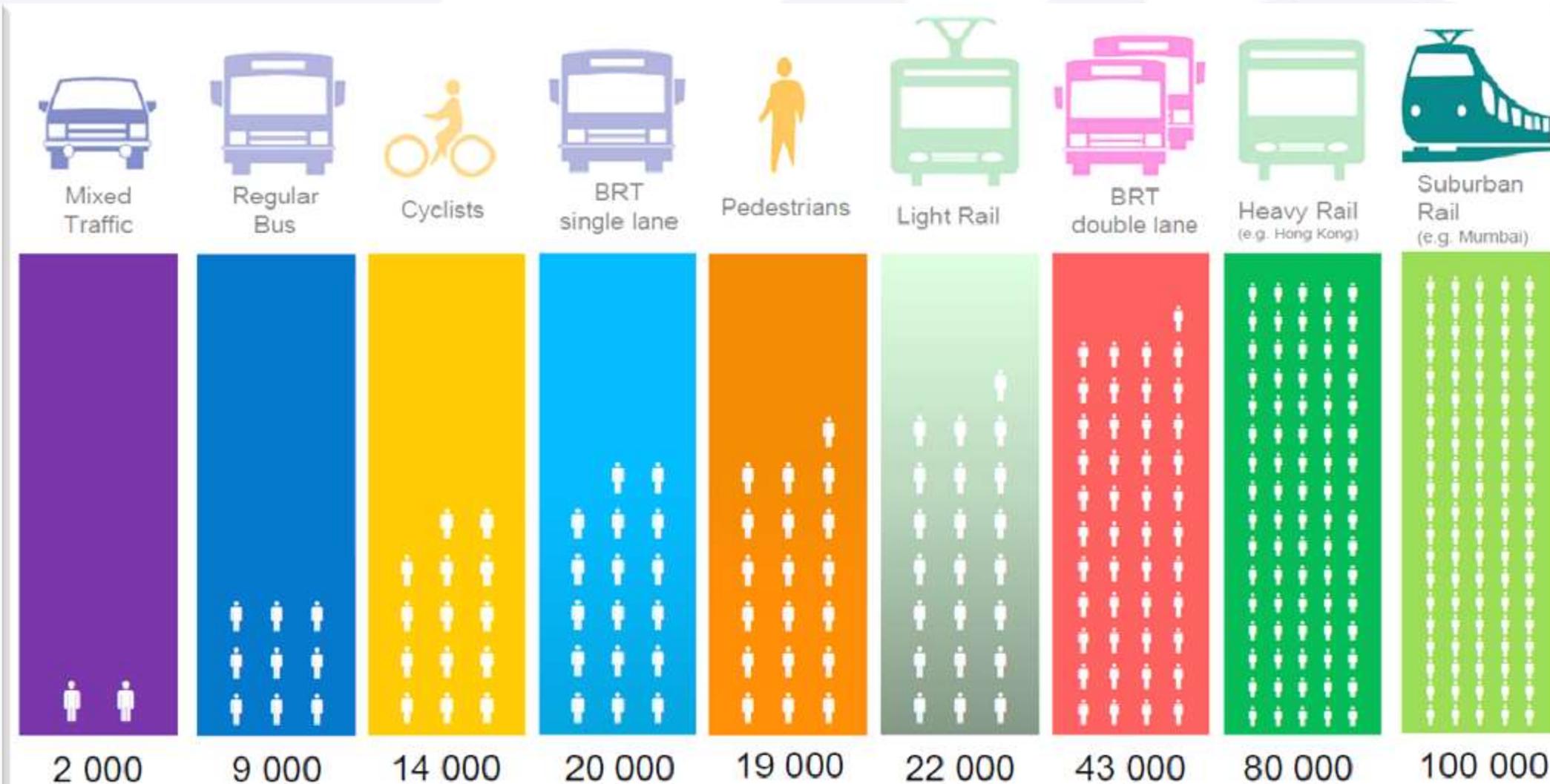


- schaal L
- "disclosure of the area"
 - "economy"
 - "knowledge"
 - "schools"
 - "hospitals"

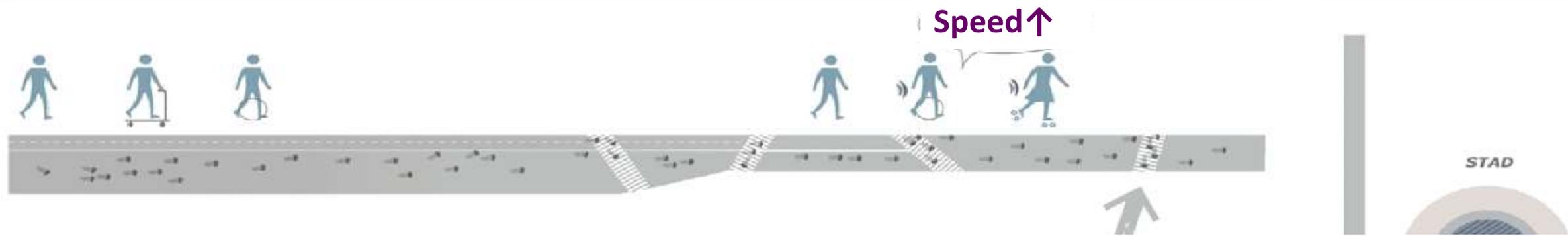
Blockchain democracy

Should we still plan like this?

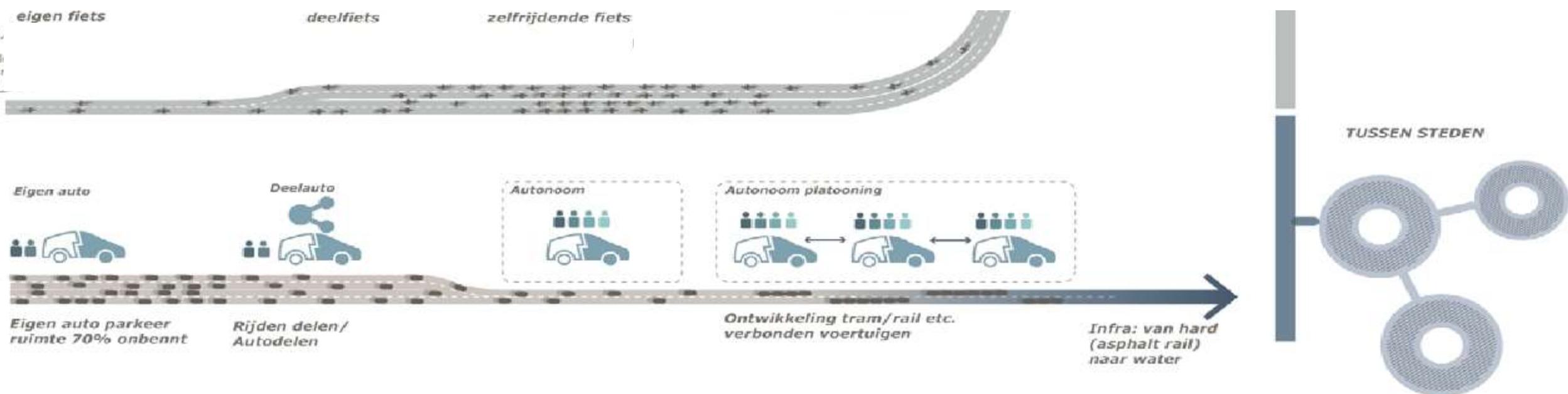
Infrastructure capacity in persons per hour, 3.5 meter wide lane in the city



Source: Botma & Papendrecht, TU Delft 1991 and own figures



The evolution of transport



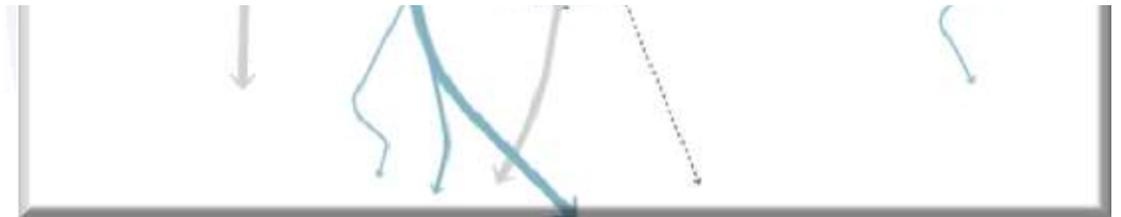
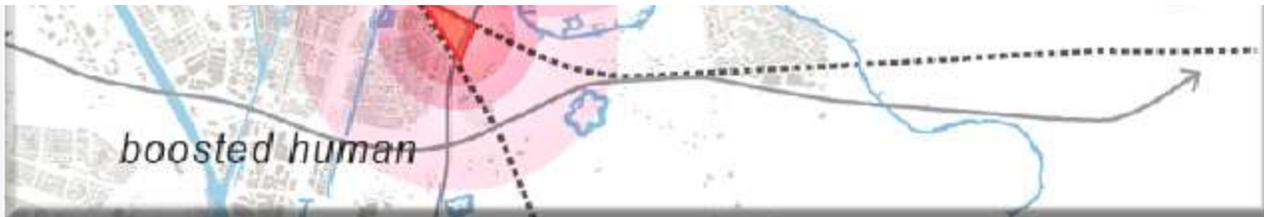


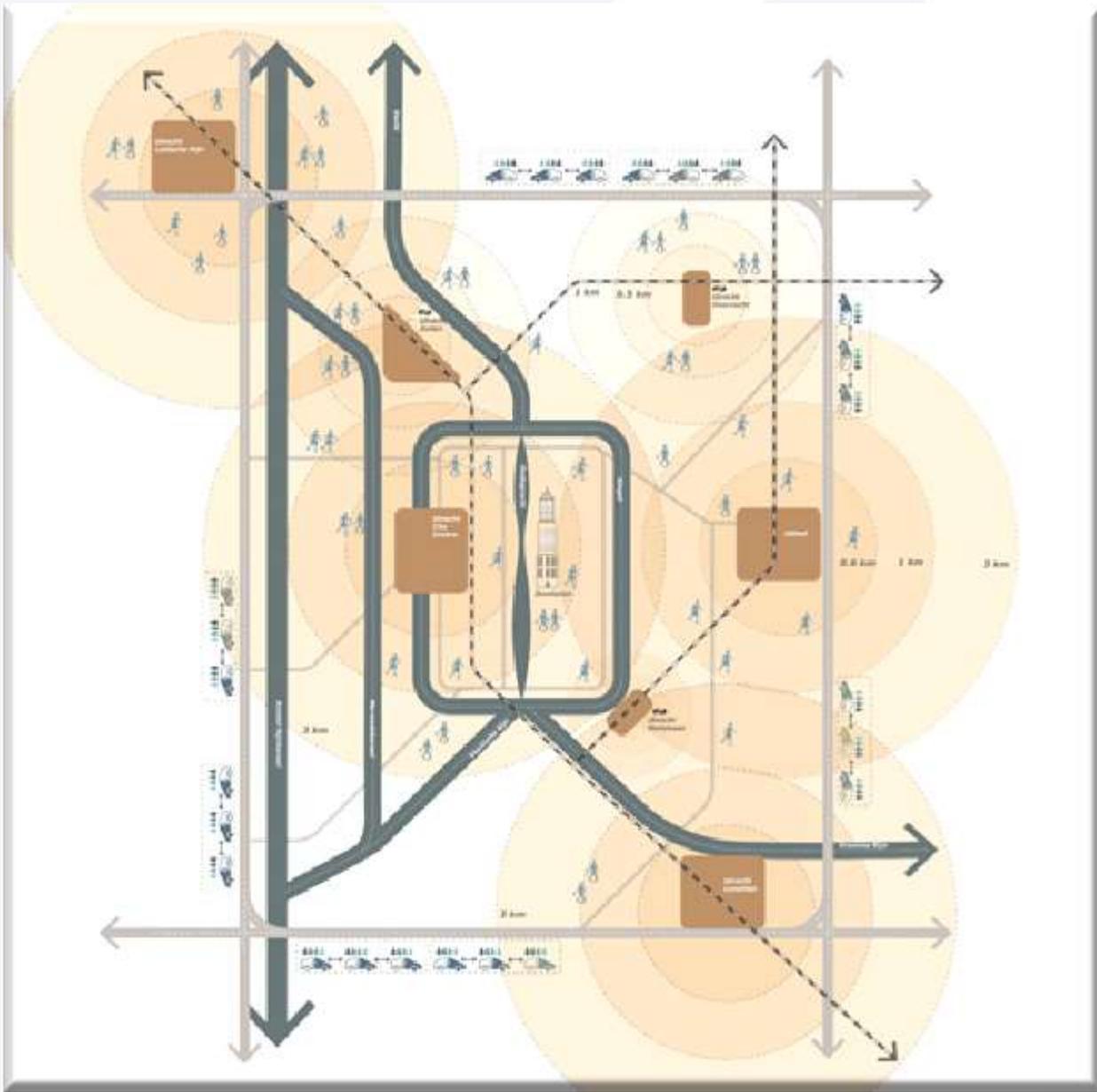
"THE ROAD IS GONE"



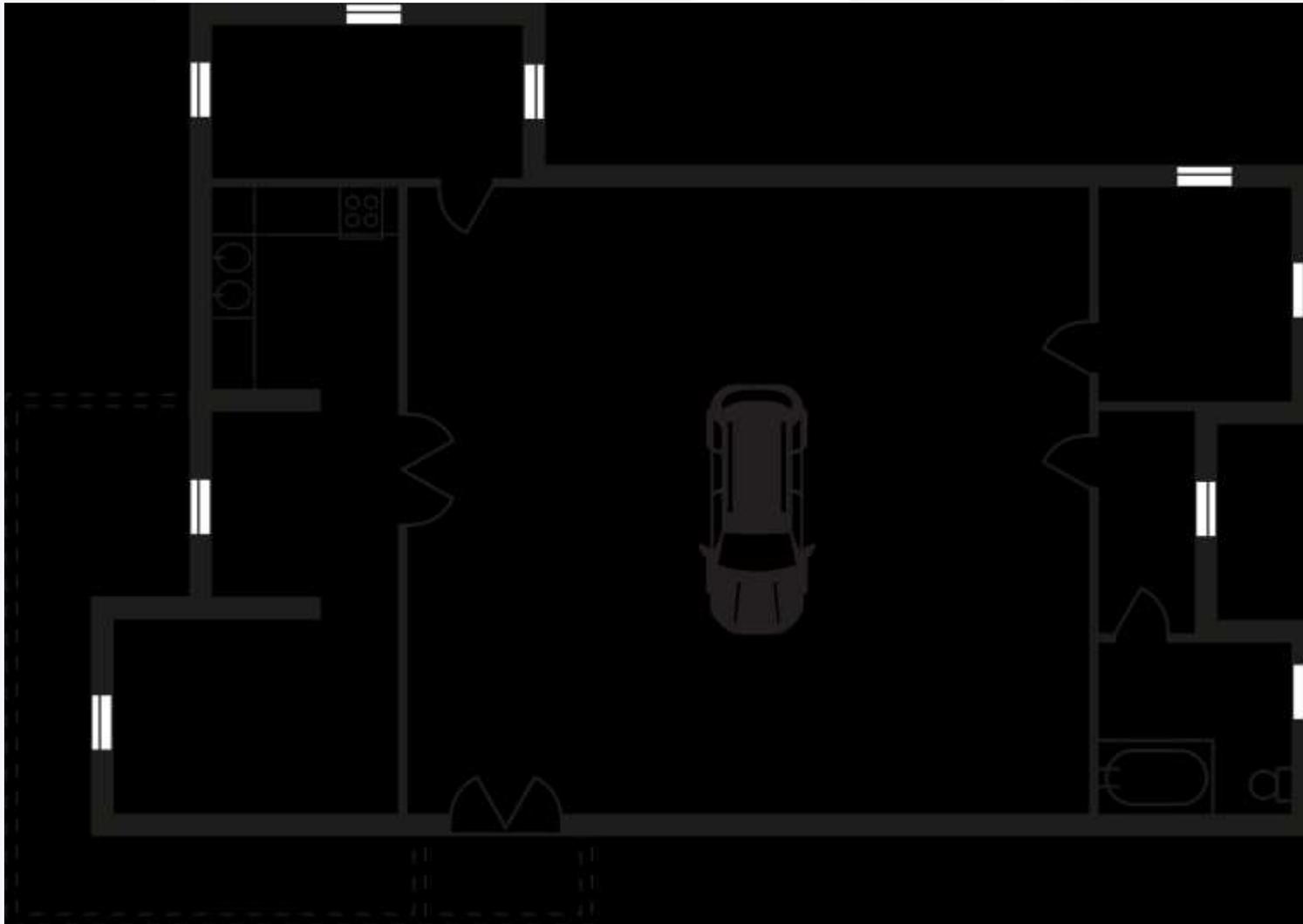
The biggest delays for small personal mobility are:

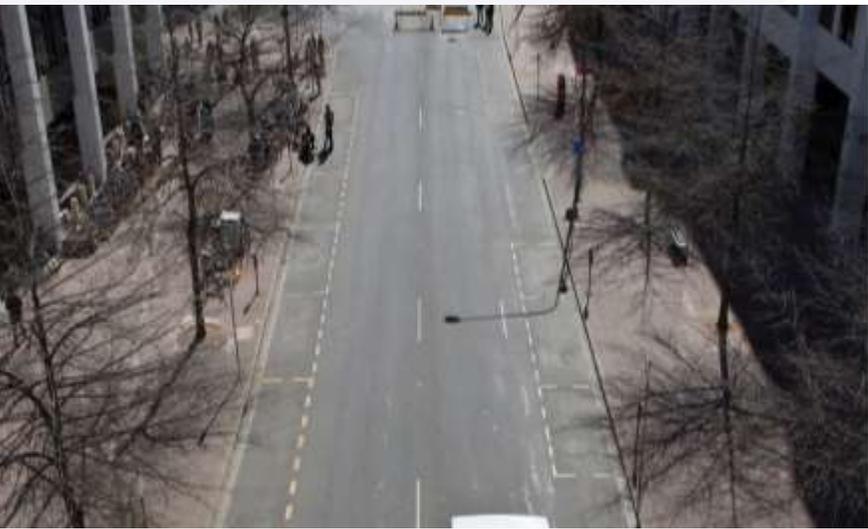
- crossing infrastructure***
- buildings***



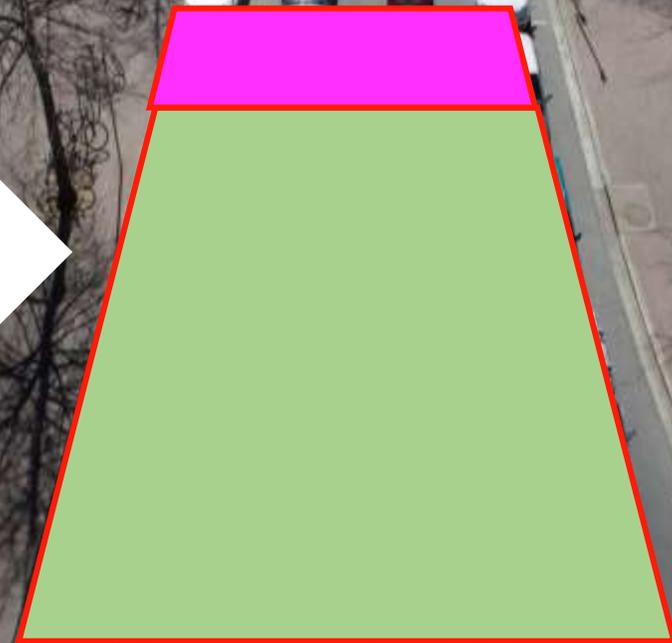


Design your home like an average city and watch the proportions:





The effect of car sharing (1:4)



How

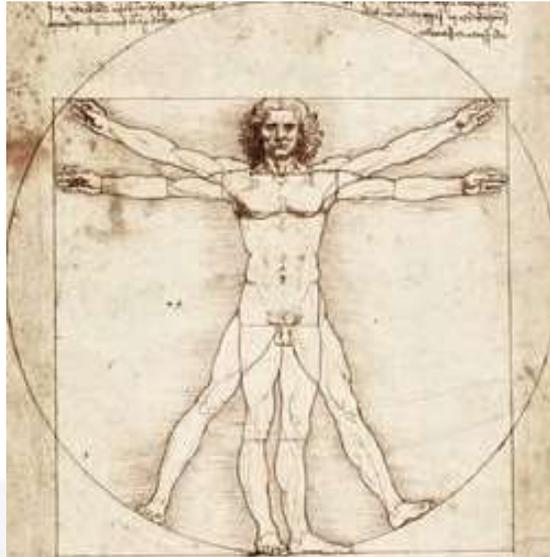
space?



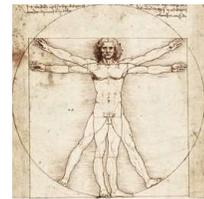
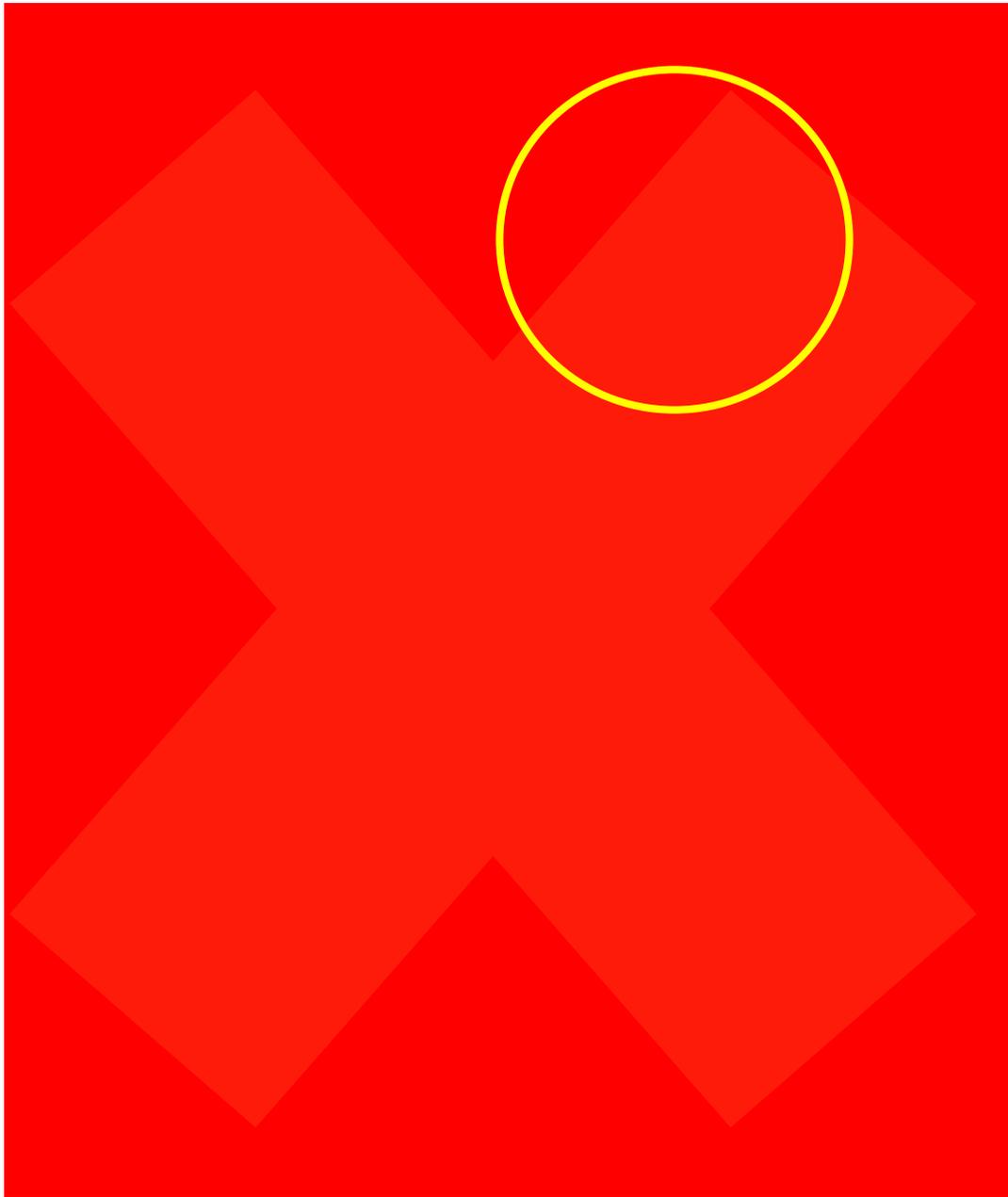
https://www.providr.com/tiny-house-fits-in-parking-space/?utm_source=BC11&utm_medium=facebook&utm_campaign=providr



**If space becomes more valuable:
*design in “space intensive” and “space
extensive” traffic, based on the human size***



and no longer in slow and fast traffic



Pedestrians



19 000



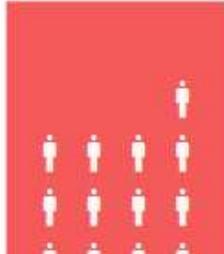
Light Rail



22 000



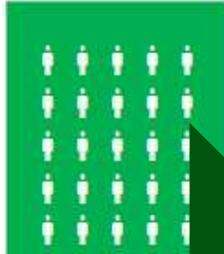
BRT
double lane



43 000



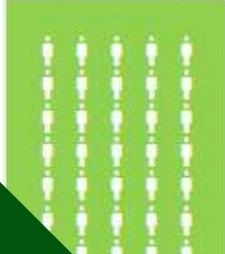
Heavy Rail
(e.g. Hong Kong)



80 000



Suburban
Rail
(e.g. Mumbai)



100 000

figures



Towards the future

Behavioural change through design



Connections by foot

The porch "the garden" of the apartment complex. Short and direct routes and space for going by bike. Facilities: good lighting, space for loading and unloading (cargo-) bicycle, green.



Storage third parties

Delivery service/safe, letterbox, bicycle parking visitors, shared cargobike.



Switch to space intensive traffic

Uber/Taxi, mobi-hub, parking visitors, loading and unloading small vehicles.



Switch limited space

Shared car dispenser, bicycle repair, parking loading and unloading.



Space intensive

Parking for residents and visitors (regular private car use).



Waste of space

Parking of campers, oldtimers, cars for occasional use.



***Traffic and parking spaces should be deployed
in a flexible and forward-looking manner***

*with a minimum effort on dedicated infra everyone lives or
works on a square or a park*



***Prevent depreciation of infrastructure by
not constructing it!***

Starting with bike lanes instead of roads saves ca. 3m² per meter infrastructure



Focusing on increasing the effectiveness of existing routes

*more cyclists can cross a bridge than cars,
more people can go to the city with a
longboard*



8年ぶり栄冠。インディアンを8-7で

TSUTAYA

TSUTAYA



Eolia



DHC

もんじゅ

千里某品

horio

