

From Four Wheels to Two



Amsterdam

Effective collaboration between government and civic society

ROAD FATALITIES IN 2008
60%
lower than that of USA

Civic campaigns such as the "Stop de Kindermoord" (Stop the Child Murder) campaign in the 1970s were backed by parents, anti-motorists and the wider society to address the lack of road safety.

New York City

Visionary leadership: transformation in a snap

The Bloomberg administration led many pilot projects which were implemented quickly and cheaply to demonstrate the positive impacts of pedestrianisation and bicycle infrastructure.

More than **350**

MILES OF BICYCLE LANES installed in the city in three years



Seoul

15

MAJOR EXPRESSWAYS REMOVED SINCE 2002

A major elevated highway was replaced with the Cheonggyecheon Restoration Project, providing active, lively spaces for the public.

The city continues to implement bold, major projects, including transforming a major viaduct in the heart of downtown into an elevated park.

Transformation through high-impact projects

Copenhagen

People-oriented planning

Copenhagen adopts a people-centric approach to planning through public-life studies and robust data collection on people and public space activities. Regular 'urban life accounts' also track the performance of their walking and cycling initiatives, supporting policy-making and review with concrete pedestrian and cyclist traffic counts.

11,500

CYCLISTS use the newly-built *Cykelslangen* daily, 15% more than computer simulations predicted.



Taipei

Strong civic culture

YOUBIKE LOSS RATE OF

0.84%

in last three years

Without large-scale provision of dedicated infrastructure for cycling, Taipei's success is based on a strong civic culture of sharing and mutual respect that facilitates space sharing. Bike theft, a problem that plagues many cities, is also negligible in Taipei, thanks to the strong civic culture among its people.



Success Factors

FOR CITY TRANSFORMATION

Not all cities are created equal. Some cities have advantageous, pedestrian-friendly urban fabric retained from history, while others begin from a starting line of more motorist-centric infrastructure and urban sprawl. Some cities leverage on strong civic cultures that support space sharing, while others face strong anti-cycling sentiments. We take a look at success factors that can propel a city towards being more cycling- and pedestrian-friendly.