UNIT ENQUIRY – How well have cities accommodated transport?

Lesson 1 – What caused cities to form and change?

1. Settlements form for several physical (source of water) and human reasons (distance to bigger city)

2. Major reasons for city form changing are due to migration from rural areas (urbanisation), employment opportunities, Transport changes and conflict

3. Urban planning's role is to accommodate growth of cities in a controlled and sustainable way, but this is not always possible due to the rate of urban change.

4. Impacts of changes include layout, physical size, population size and density, land-uses, technology, environmental quality and inequality

Lesson 2 – Pre-car City: What was the Most Liveable City in 1900?

1. Cities in 1900 before the car were relatively small and compact.

2. London and New York were two of the fastest growing cities on Earth. London was famous for its poor water quality and 'pea souper' air but pioneered underground rail. Whereas New York's sanitation was terrible and considered medieval, but its water infrastructure was excellent.

3. Other problems in cities included overcrowding, poor quality housing, air pollution, poor sanitation and there was a lack of green space.

4. Transport around cities was dominated by walking but changes included horse drawn trams, trolley buses and urban rail systems.

5. Planners tried to improve conditions by laws, regulations and infrastructure

Lesson 3 – Car City: How did increased car ownership Change Bristol?

1. Cars stopped being a luxury and started to become a necessity there was a dramatic increase in car ownership following the arrival of the Ford Model T.

2. Land-use changes happened. People started to commute, and suburbanisation occurred. Living longer distance from work meant people could have more space and better environmental conditions.

3. Increasing car numbers led to investment in highway infrastructure such as Bristol's M32, walking became difficult and unpleasant due to severance whilst public transport became seen as undesirable.

4. Cities were retro fitted around the car with massive grade-separated highway infrastructure next to historic building becoming a common scene in UK cities. Initial success was followed by more delay.

5. Traffic in Towns concluded that it was impossible to meet highway capacity demands in cities as there was suppressed demand. More roads, means more people travel further and more often.

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Lesson 4 - How and why has the Car caused Urban Sprawl in Bristol?

1. Cities became larger and lower density. Inner city areas deteriorated and became undesirable whilst suburbs were seen as attractive. Traffic congestion and delay became widespread.

2. Out-of-town development occurred where shopping centres and employment centres were built on the urban rural fringe. These were designed around the car and not the pedestrian. This led to the problem of urban sprawl.

3. Cribbs Causeway was built on the Bristol green belt, protected greenfield land. Brownfield sites were overlooked in favour of providing improved vehicular access from the M5 and M4 Motorways to encourage customers.

4. Measures led to the decline of inner cities and eventually the out-of-town centres suffered the same fate of traffic congestion.

Lesson 5 – Beyond Peak Car: How successful are public transport orientated cities?

1. The most liveable cities have a high public transport mode share

2. Bristol transport mode share is 51% car, 19% public transport and, 30% cycling and walking. Much higher than Liveable cities like Osaka with 30% car.

3. Los Angeles and New York City have very contrasting transport strategies. NYC is public transport orientated, and LA is car dominated.

4. LA spends huge amounts of money on highway capacity without accommodating the demand leading to significant delay, poor people find mobility hard along with access to jobs, neighbourhoods are blighted by road noise and visual impact. Air quality is very poor.

5. NYC has an extensive Metro system and carries more passengers than the rest of the country combined. Air quality is better and the system leads to more social equality. Areas not well served by public transport suffer as do families and the disabled who find physical access hard.

6. Barriers to public transport use include convenience/flexibility (time), unreliability, cost, overcrowding, personal safety and poor coverage.

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KEY WORD LIST

Land-use plan	A plan showing how land in an area will be used, such as for homes, shops, parks, or roads.
Planning regulations	Rules about what can be built and where it can be built.
Highway capacity	The maximum number of vehicles a road can handle before traffic slows down.
Traffic congestion	Heavy traffic that causes delays and slow journeys
Urban	A built-up area like a town or city
Suburban	Areas just outside a city, mainly made up of houses and local shops.
Rural	Countryside areas with farms, villages, and fewer people
Severance	When a road or railway cuts communities apart and makes it harder for people to cross or meet.
Urban sprawl	When cities spread out into the countryside as more buildings are built
Mode share	The percentage of people using different types of transport, such as cars, buses, bikes, or trains.
Greenfield	Land that has not been built on before, often countryside or farmland.
Brownfield	Land that was previously used for buildings or industry and can be redeveloped.
Greenbelt	Protected land around cities where building is limited to stop urban sprawl.