Carfree, Low Car – What's the Difference?

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This Presentation:

- 3 types of carfree development
- Examples from around Europe

Discussion

- Benefits of Carfree Development
- Comparison with Low Car Development

European Style Carfree Development:

- **Traffic-free residential area**
- **Designed around travel by other modes (inc. car clubs)**
- **Limited parking*, separated from the housing**

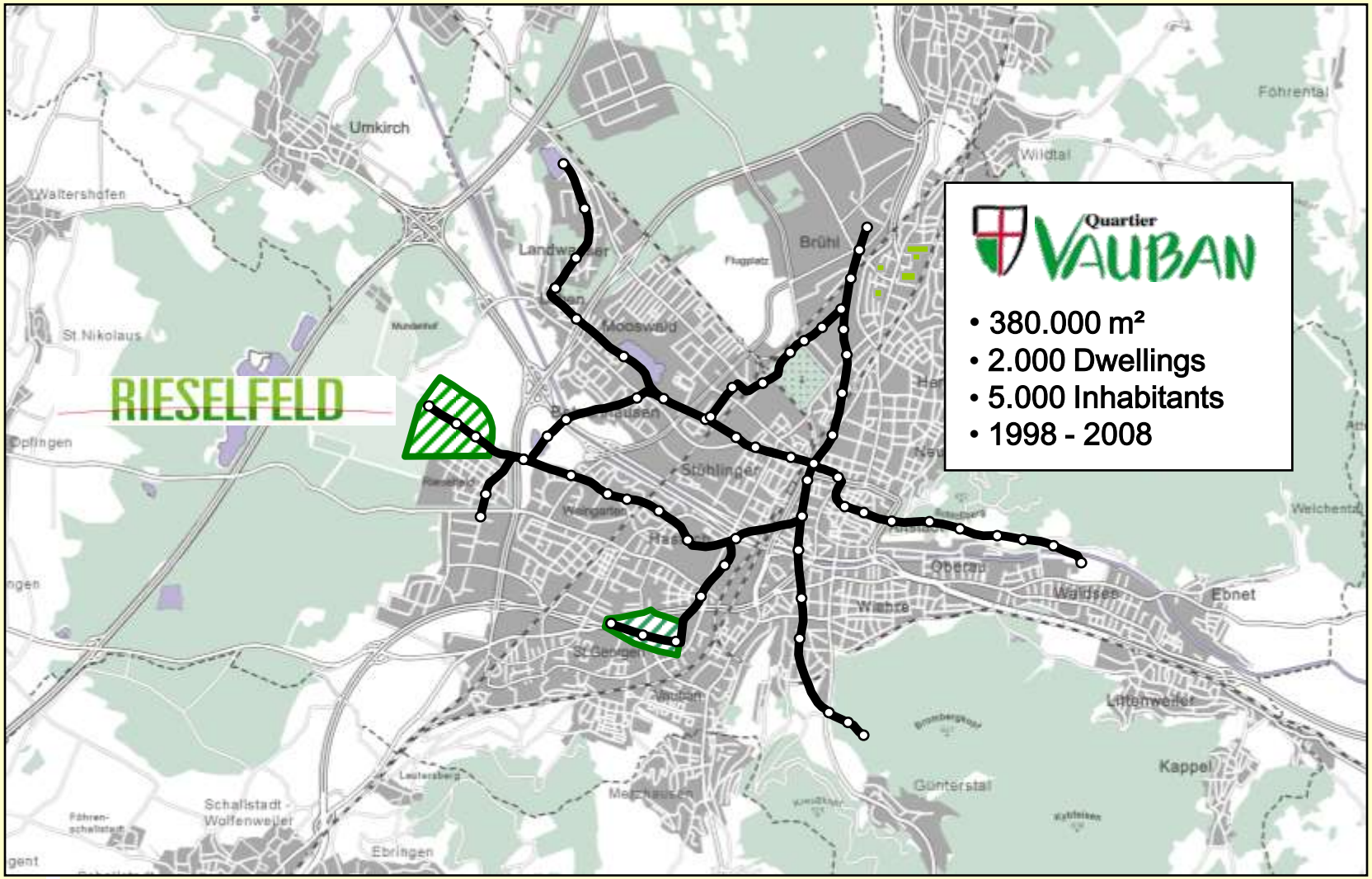
* **Typical ratio 0.2, Vauban 0.5**

3 Types of Carfree Development

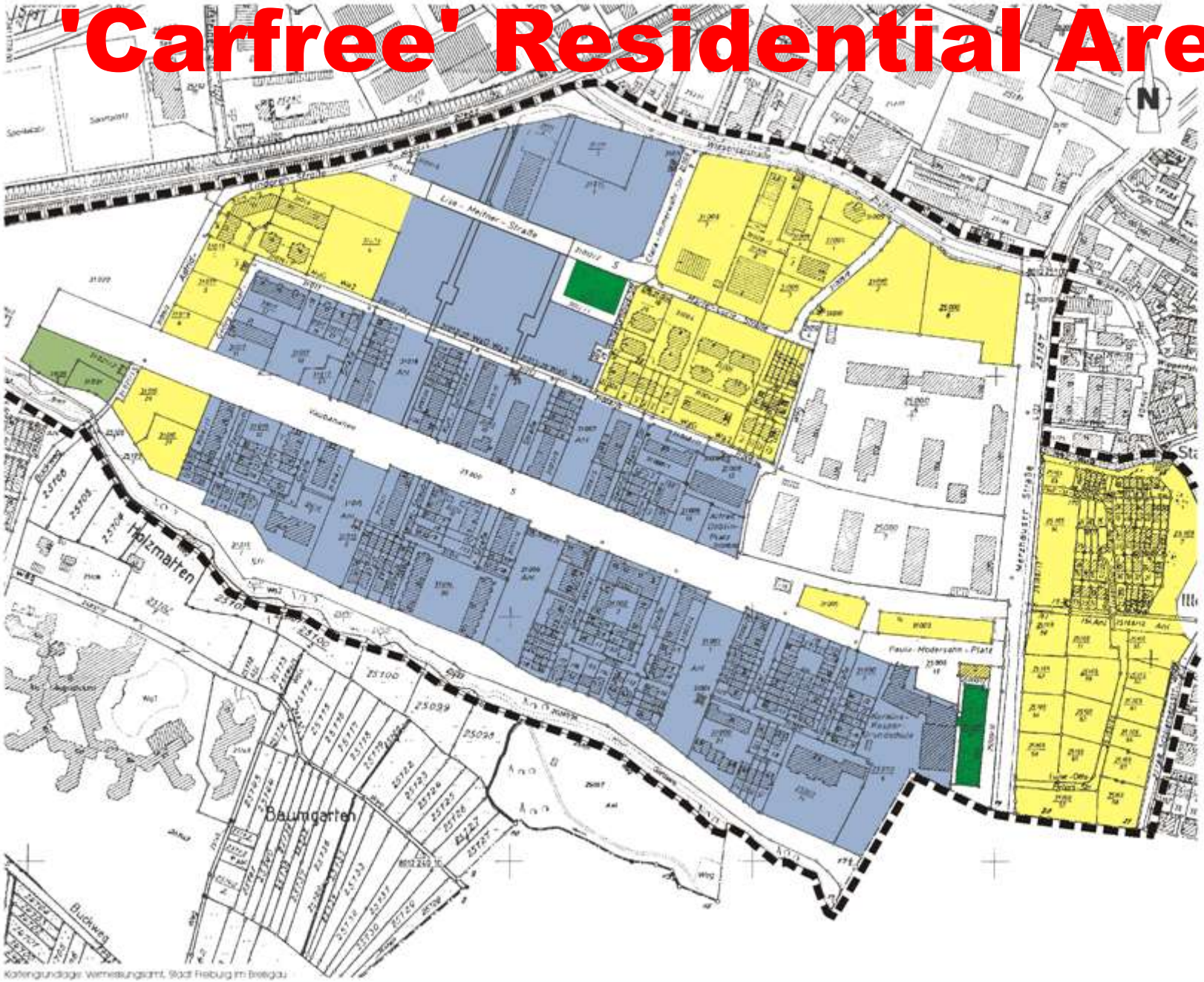
1. Vauban *(Stellplatzfrei)*
2. Limited Access
3. Pedestrianised Centres with Residents

Vauban – 2,000 dwellings

New Urban Districts



'Carfree' Residential Areas



1 space/2 dwellings
€17,500/space

- **Vehicles walking pace pick up/deliver**
- **No parking (some infractions)**
- **Absolute priority for children playing**

2) Limited Access Type: Stellwerk 60, Cologne

Stellwerk 60

- **Private Development (Following a Citizens Referendum)**
- **4.2ha 400 units inc 70 houses**
- **70% owned**

Vehicle-free interior

€16,000 per space
Einfahrt
10

Exceptions made for:

- Emergency vehicles
- Maintenance vehicles
- Minibuses for older and disabled people
- Removals vans
- In exceptional circumstances: other large deliveries e.g. furniture

Exceptions NOT made for:

- Regular deliveries
- Taxis
- Private cars (even for older or disabled people)

Amsterdam-Westerpark: GWL-terrein

inner city

1990-1998

591 flats

+ commercial uses

Parking ratio: 0.2

waiting lists

50% rental,

50% owner occupied

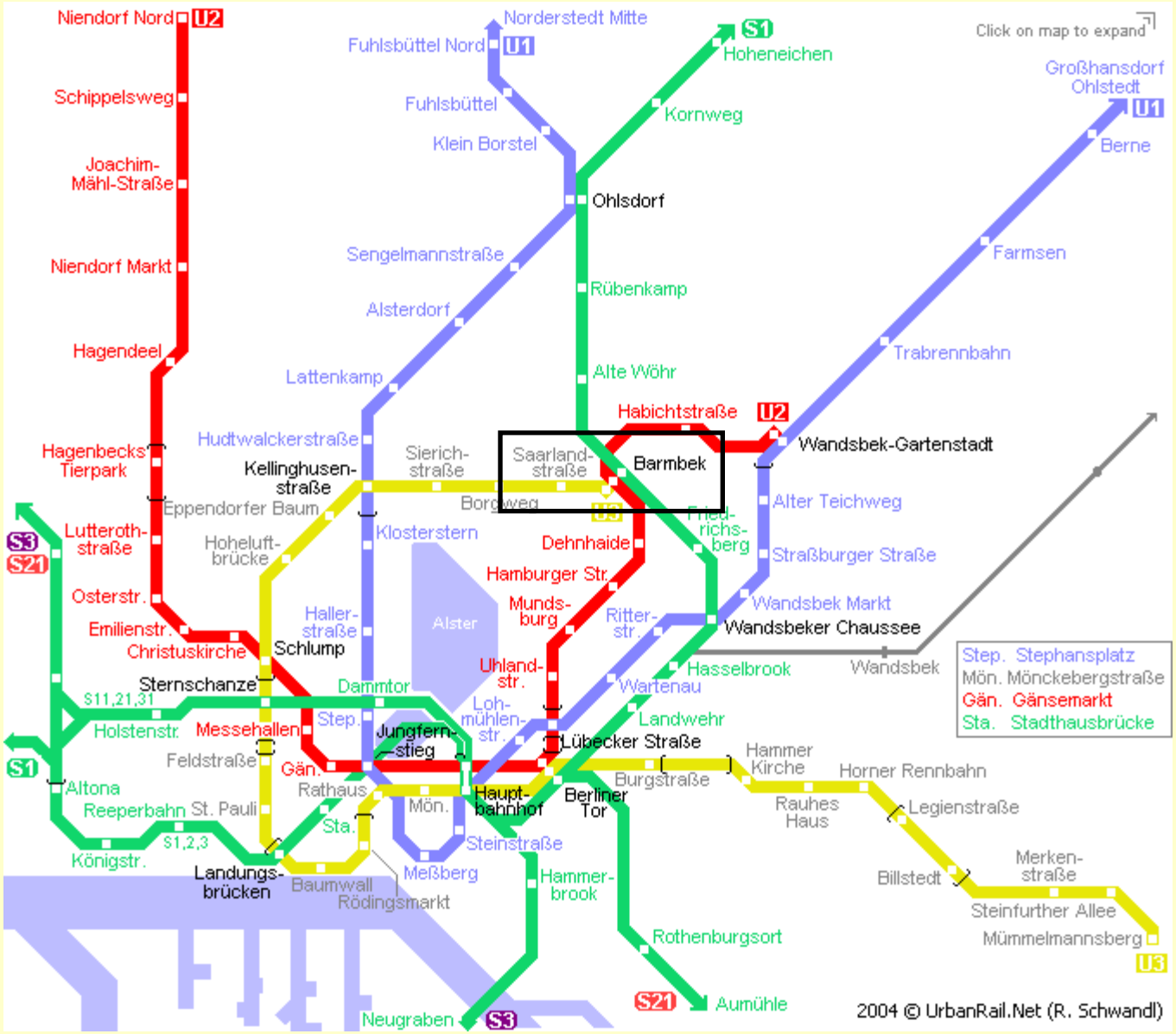
dipl.-ing. architekt Markus Heller, Steinstr. 11, 10119 Berlin, T: +49-30-2807940, Mail: info@autofrei-wohnen.de

GWL Terrein
Amsterdam

Peripheral Parking:
No Vehicular
Access to Interior

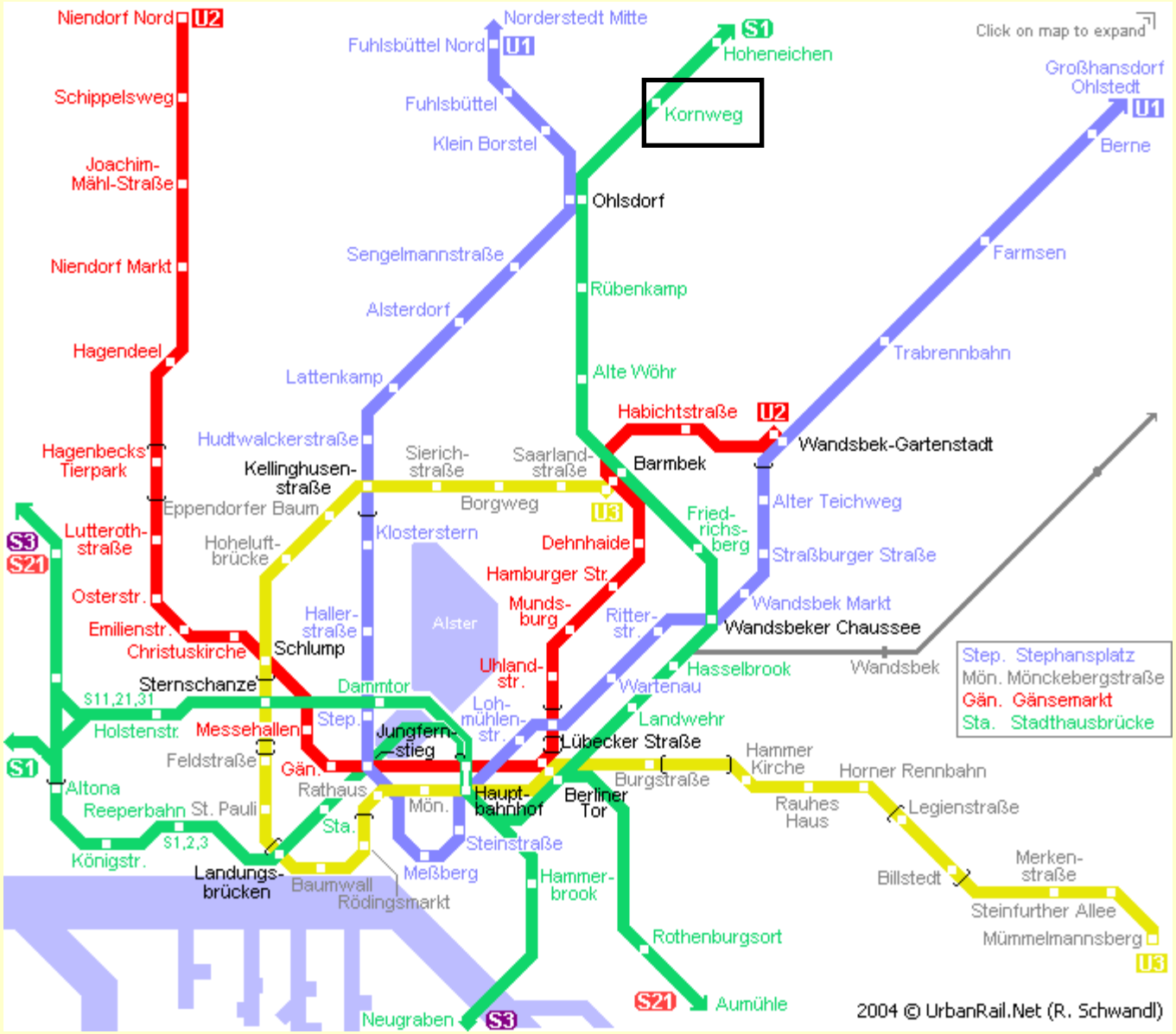
Hamburg Saarlandsrasse, 111 flats

Hamburg U & S Bahn



and phase 2: 53 flats

Kornweg – 10km from Centre



Hamburg Kornweg, 64 houses & flats

Edinburgh-Gorgie: Slateford Green

edge of the inner city

1995-2005

120 housing units

social rent, shared ownership

eco architecture

www.canmore-housing.org.uk

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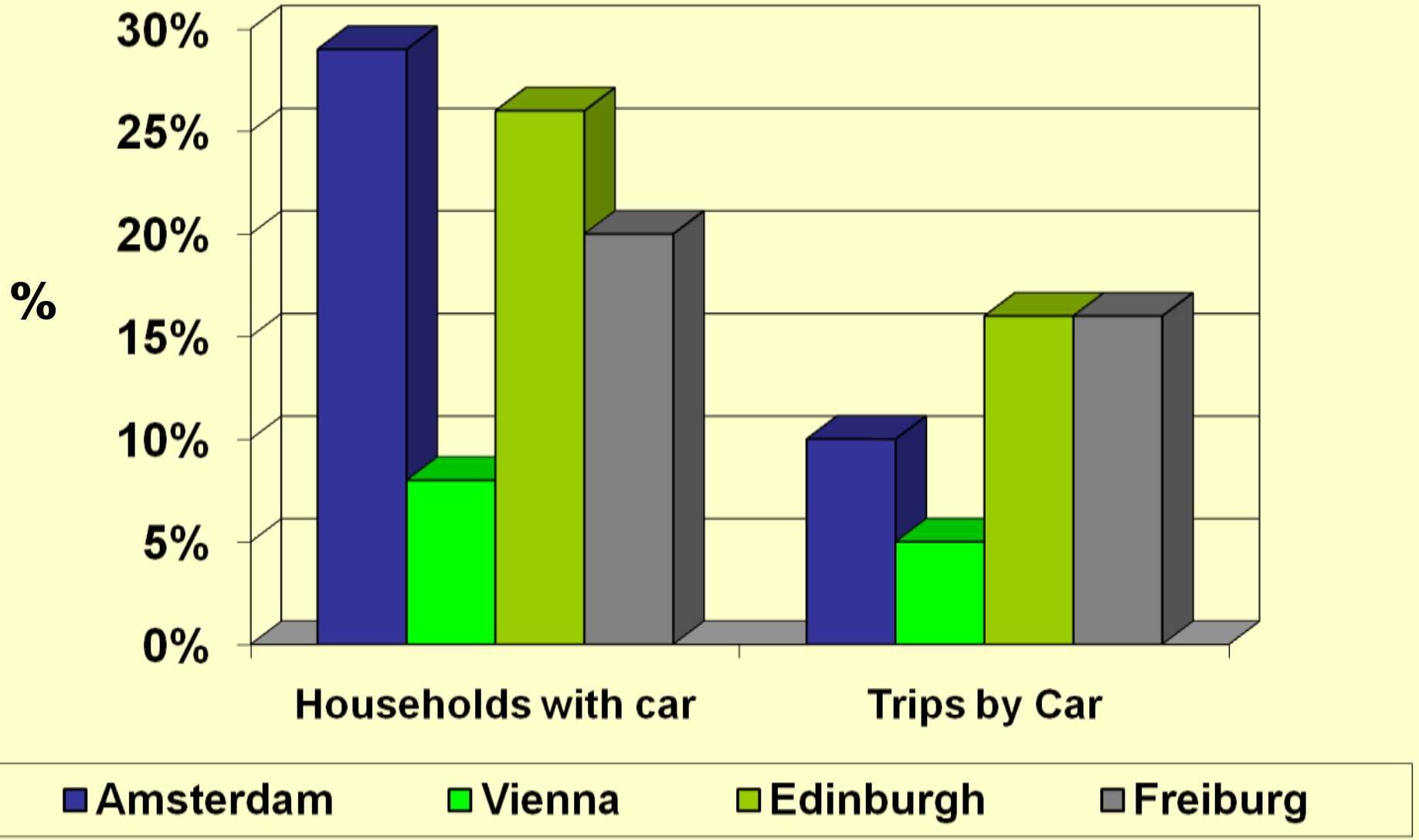
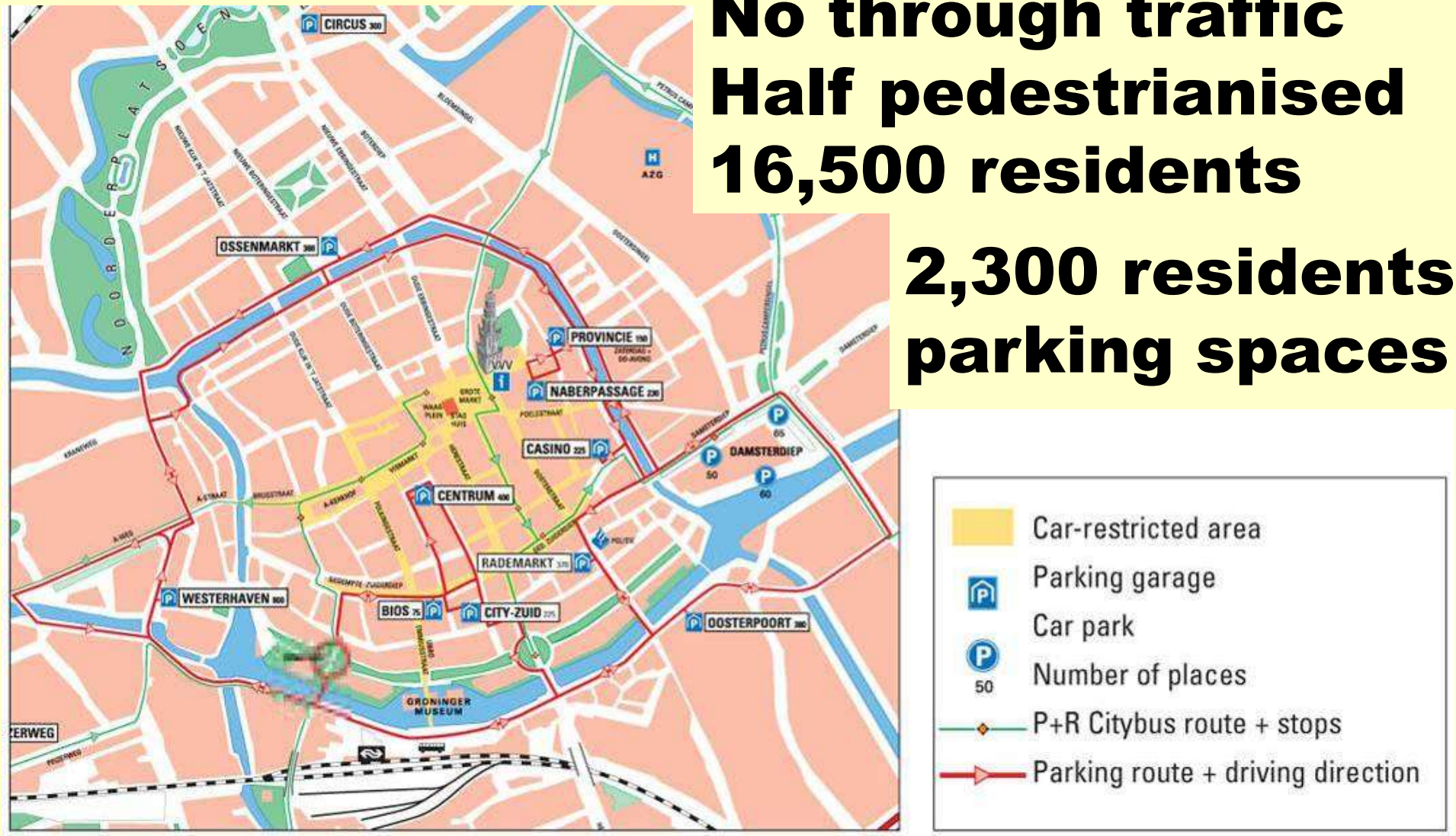
Modal Share European Carfree Areas



Sources: Scheurer (2000), Bouvier (2005). Freiburg car ownership estimate by Forum Vauban.

3) Pedestrianised Centres: Groningen

Groningen (NL) City Centre



No through traffic
Half pedestrianised
16,500 residents

2,300 residents
parking spaces

Some parts pedestrianised

Limited vehicular access on some streets

Groningen inner Ringroad

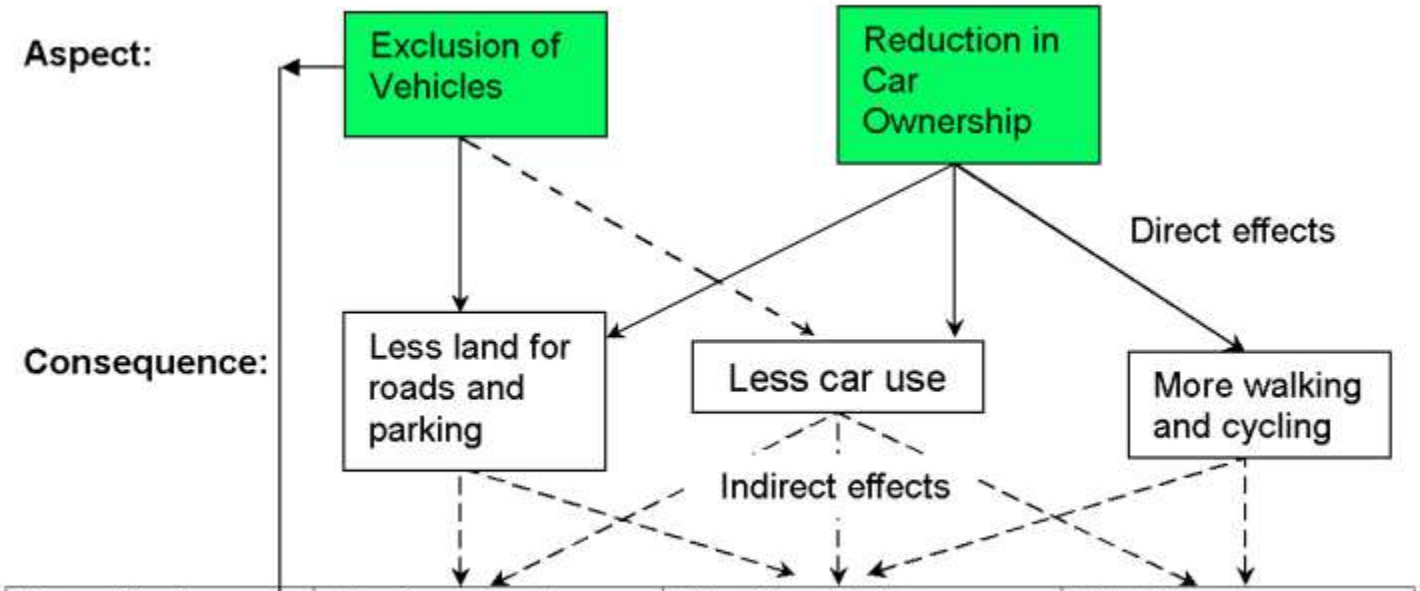
Exeter 120 new flats
23 parking spaces

Overnight queue to buy phase 1: March 2007

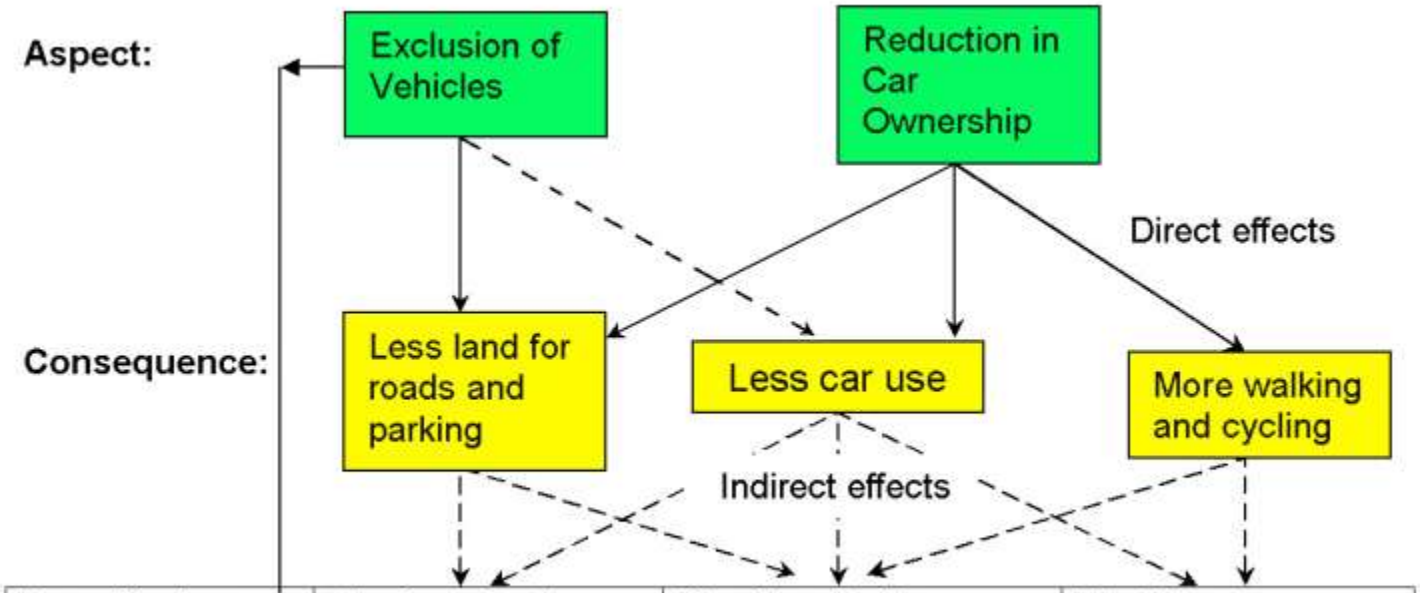
Discussion

Benefits of Carfree Development

- **Reduces traffic particularly in dense urban areas**
- **More efficient land use**
- **Provides a better urban environment, esp. for children**



Benefits for:	Environment	Quality of Life	Health
Residents	Better air quality Less noise More green space	More shared/open space More social interaction Reduced risk and fear of road accidents Children more independent More viable local services.	Increased fitness and reductions in associated disease Reduced respiratory illness Improved mental health
Wider local area	Better air quality Reduced need for development land	Reduced congestion More viable local services.	Reduced respiratory illness
National/Global Environment	Reduced CO_2 and other emissions Retention of more green land		



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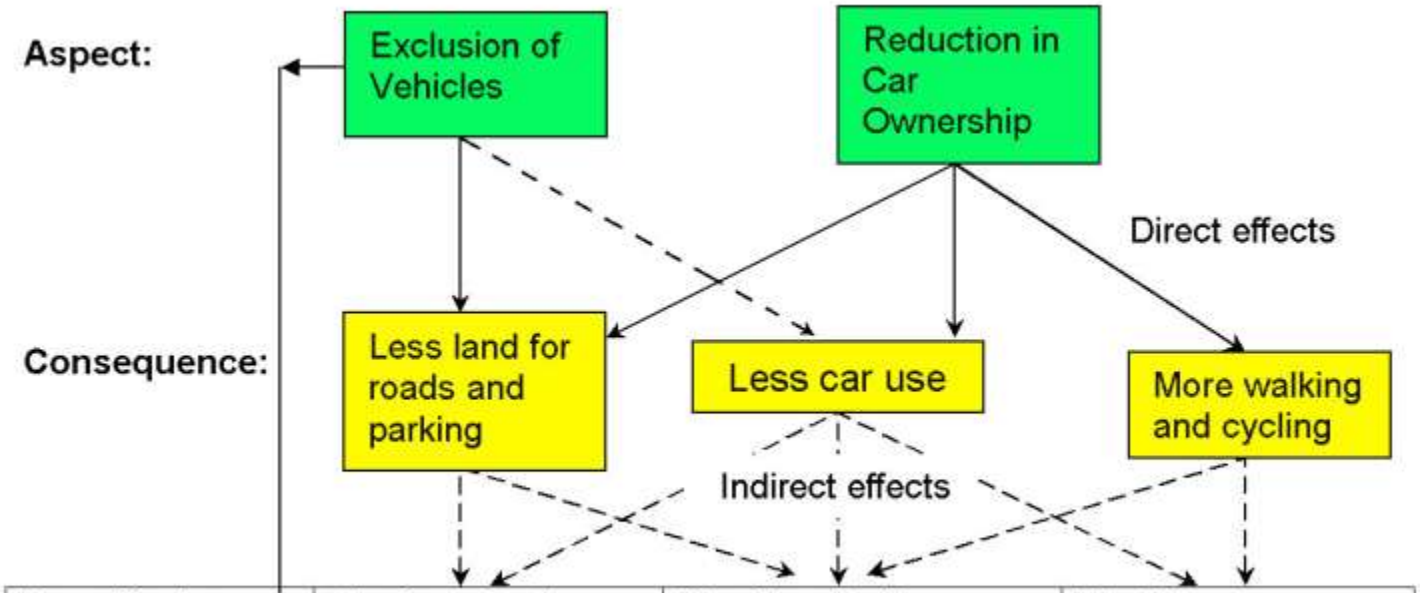

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Carfree Developments can be Implemented Where:

- **Public transport good enough**
- **Services accessible (high density areas)**
- **Parking can be controlled in surrounding area**
- **Potential demand**

UK Research: Target Groups

(based on European experience)

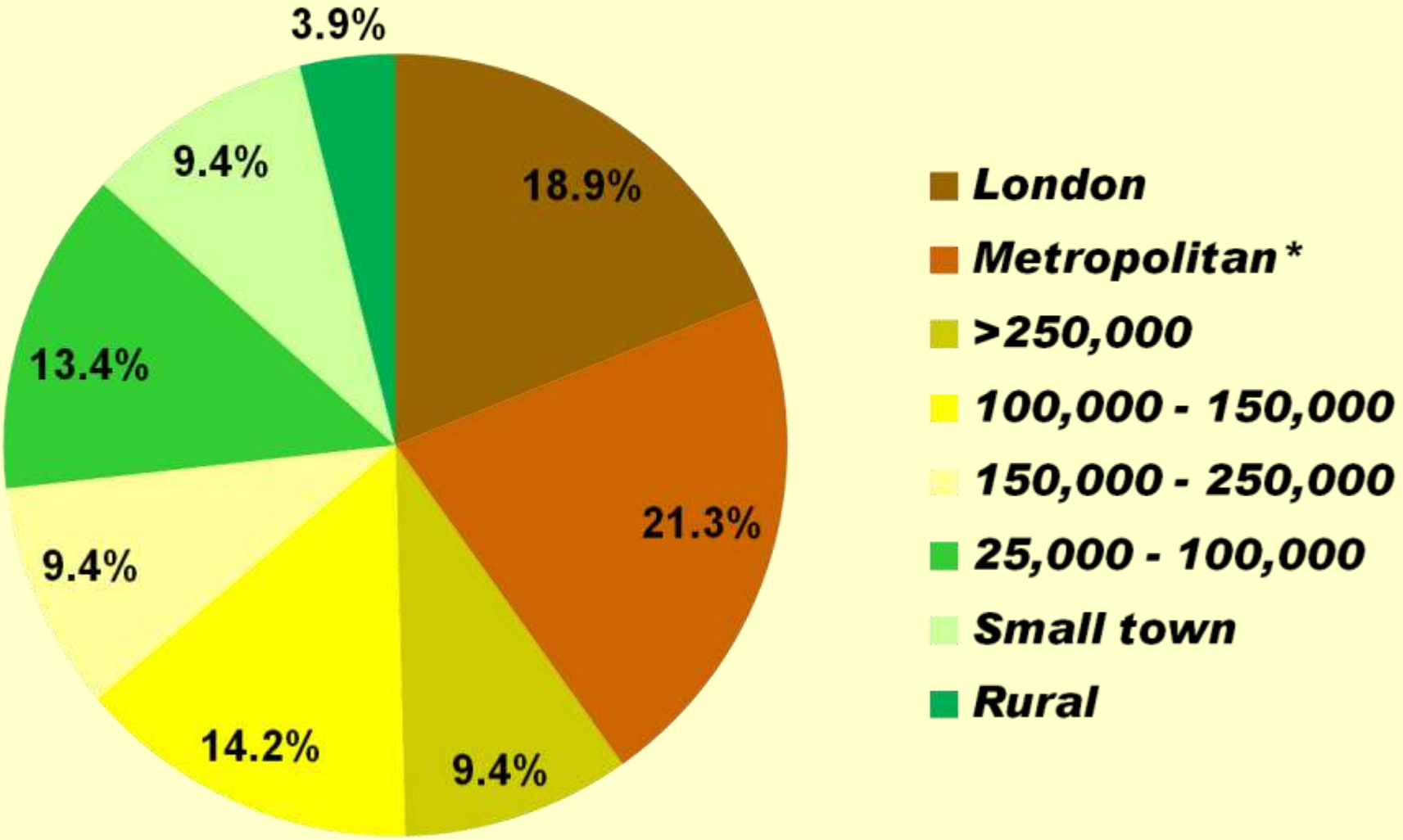
1. **Carfree Choosers:**

   People who live without a car by choice

2. **Carfree Possibles:**

   People who say they would like to give up their car under certain circumstances (and have actually done this in the past)

Carfree Choosers Interested in Carfree Neighbourhoods



So what can be done elsewhere?

3 Principles:

- **Traffic-free residential area**

  → health, social benefits, increases property values
- **Separated parking**

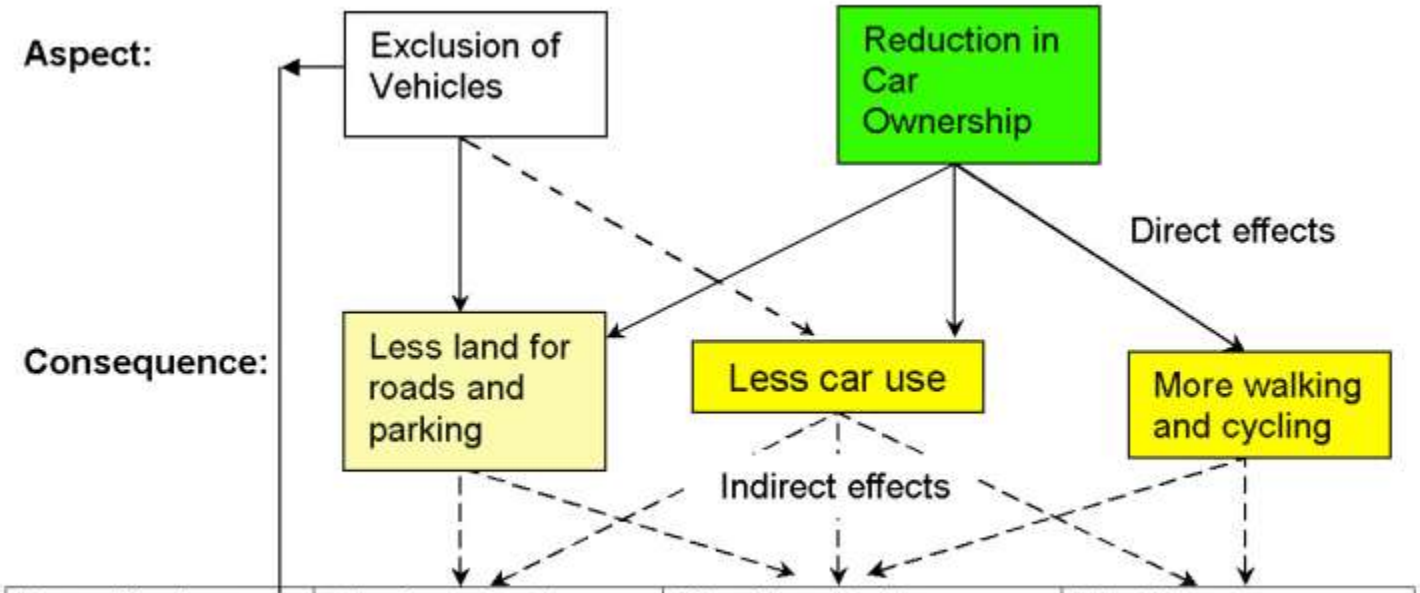
  → reduces local trip generation
- **Limited parking, car ownership**

  → biggest effect on traffic

Low Car Housing – Poole Quarter

UK concept: ‘car free housing’

(Farringdon, L.B. of Camden)



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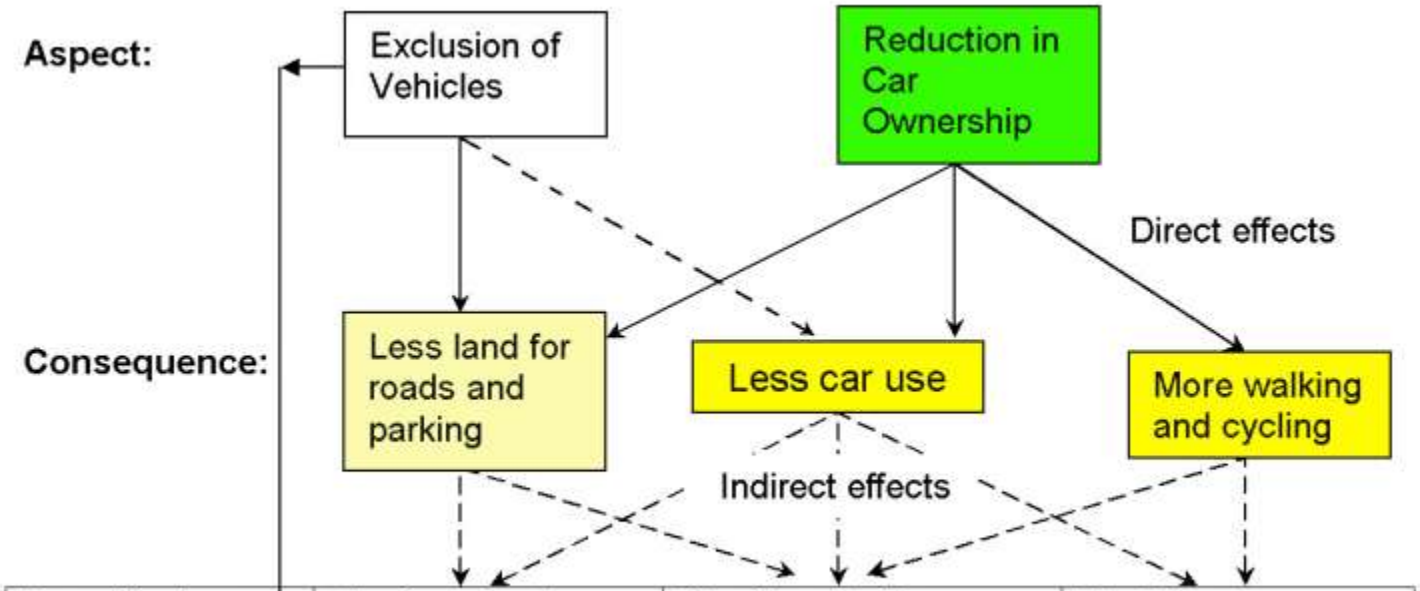

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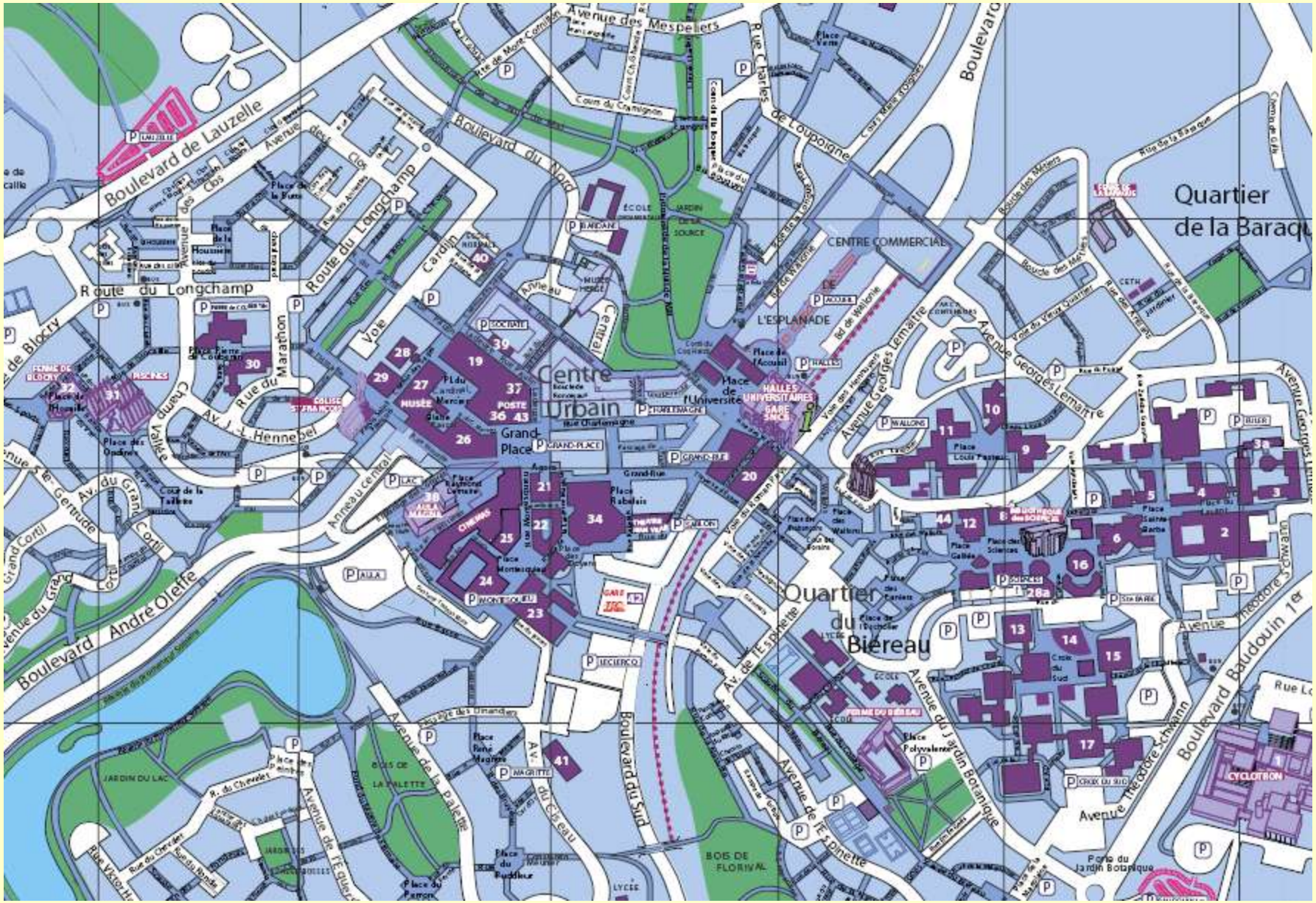
Implications for Property Prices

Louvain la Neuve, Belgium – ‘ville piétonne’


Boulevard de Lauzelle
Route du Longchamp
Boulevard du Nord
Avenue des Mespeliers
Rue Charles de Loupoigne
Boulevard
Quartier de la Baraque
CENTRE COMMERCIAL
L'ESPLANADE
Centre Urbain
Grand-Place
Place de l'Université
HALLES UNIVERSITAIRES
Avenue Georges Lemaître
Boulevard André Oleffe
Quartier du Biéreau
Avenue du Jardin Botanique
Boulevard Baudouin 1er
Avenue Théodore Schwann
CYCLOTRON
BOIS DE FLORIVAL
Boulevard du Sud
Avenue de l'Epinette
Av. J.-J. Hennebel
Rue du Marathon
Champ Vallée
Av. du Grand Cortil
Rue Ste Gertrude
Avenue du Cercle
Rue de la Blanque
Rue des Meuniers
Route des Meuniers
Voie du Vieux Quartier
Rue de la Source
Rue de Wallonie
Bd de Wallonie
Voie du Centenaire
Avenue du Cimetière
Rue de Mont Cornillon
Cour du Cramignon
Cour des Roses
Cour du Cloître
Cour du Couvent
Cour du Chapitre
Cour du Collège
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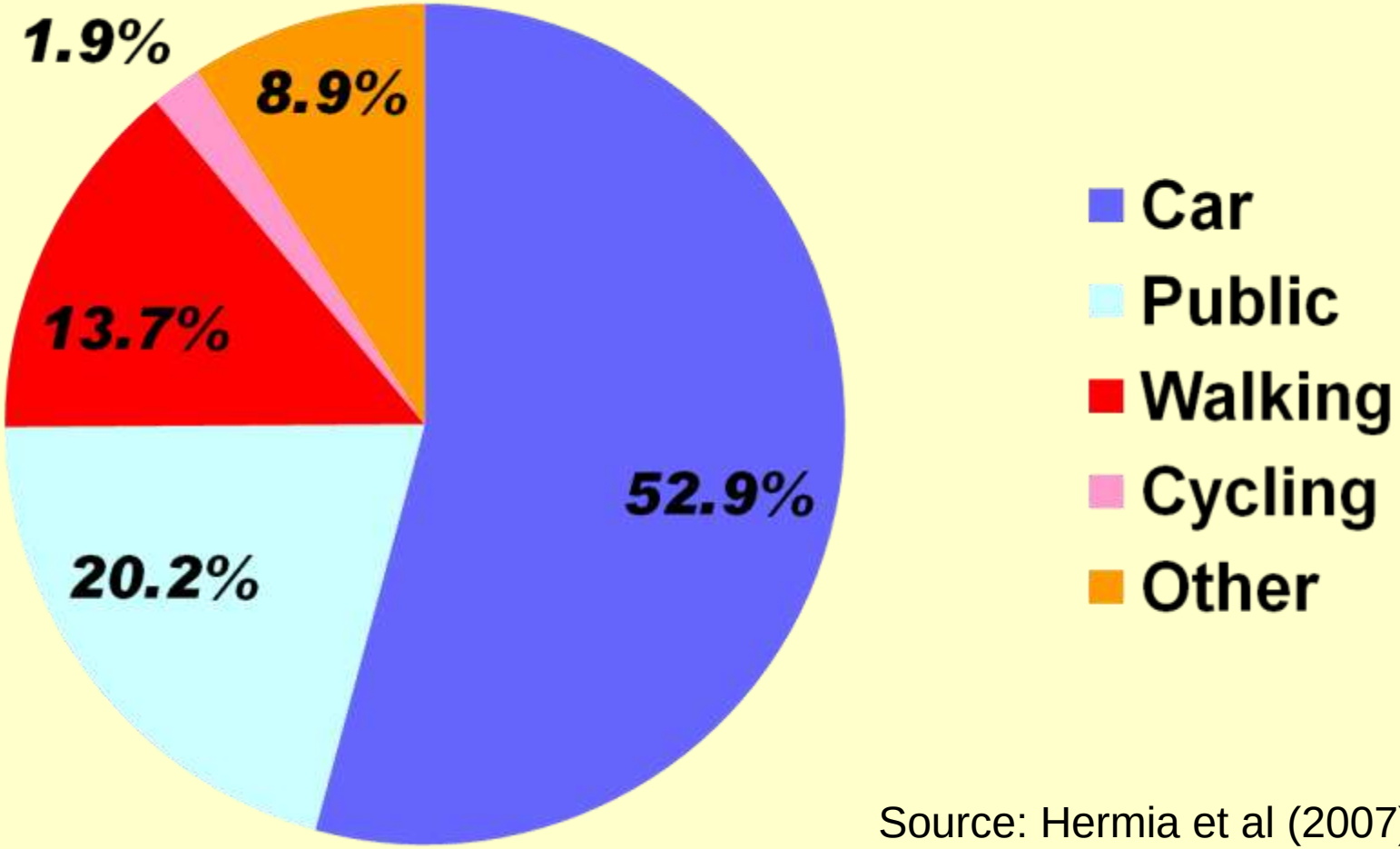
Cour du Cramignon
Cour des Roses

Separate network of pedestrian streets

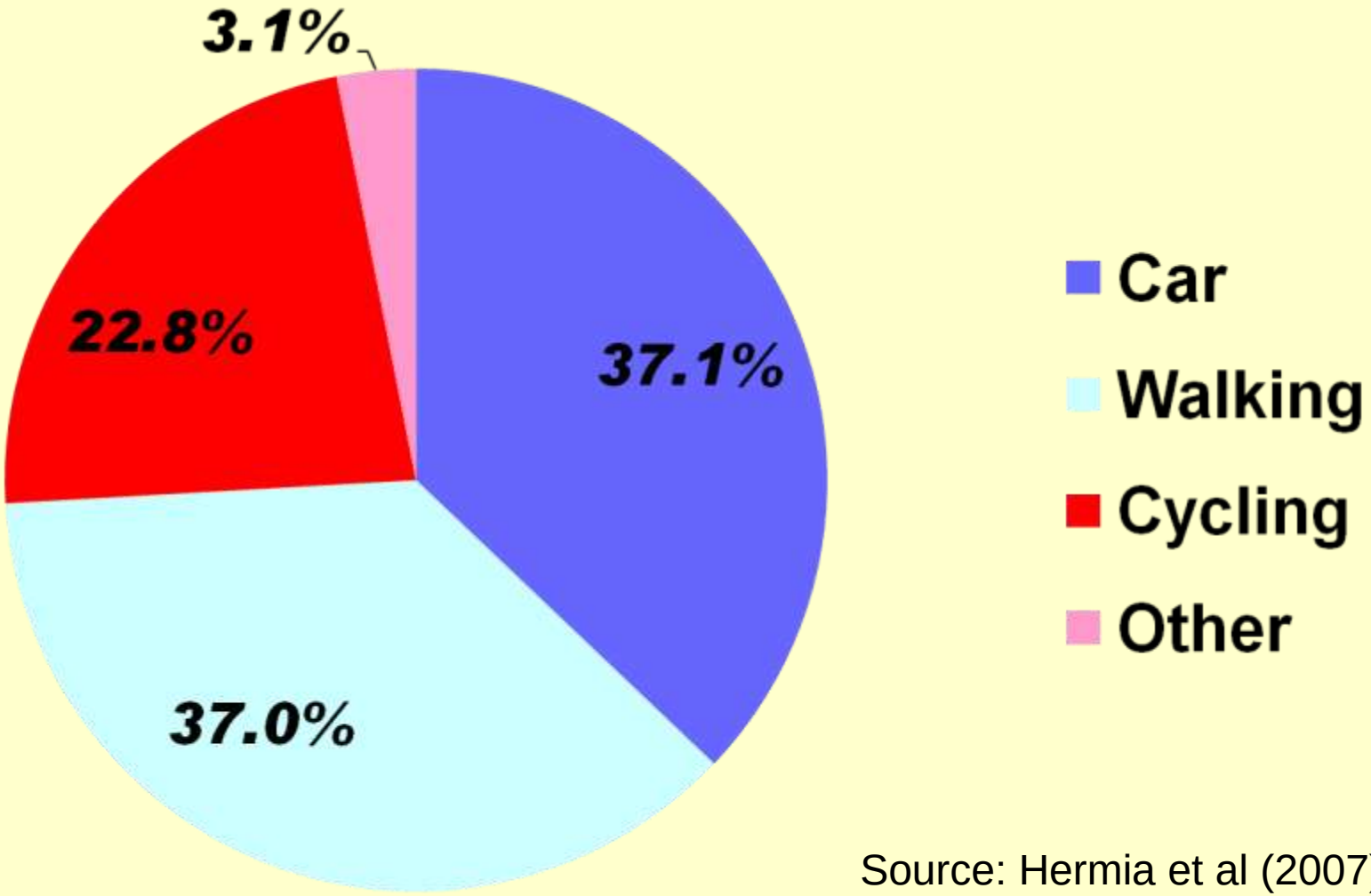
Not carfree but traffic-free, parking separated

Louvain la Neuve – External Travel



Source: Hermia et al (2007)
Students excluded

Louvain la Neuve – Internal Travel



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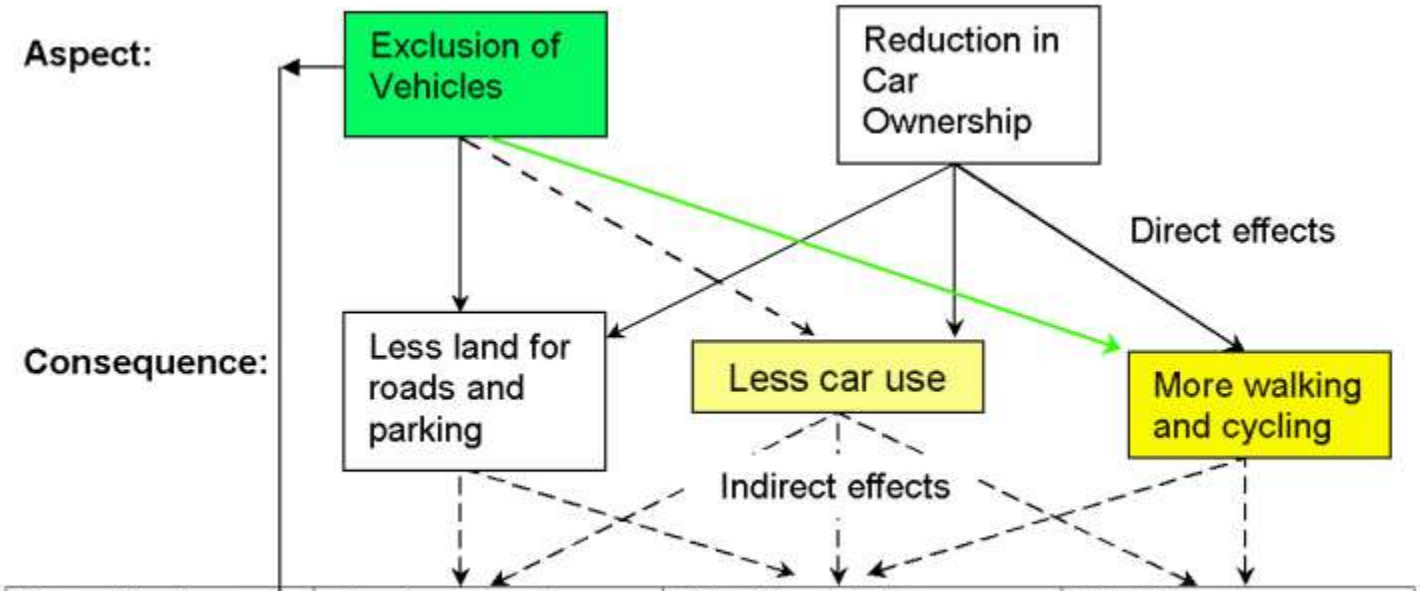

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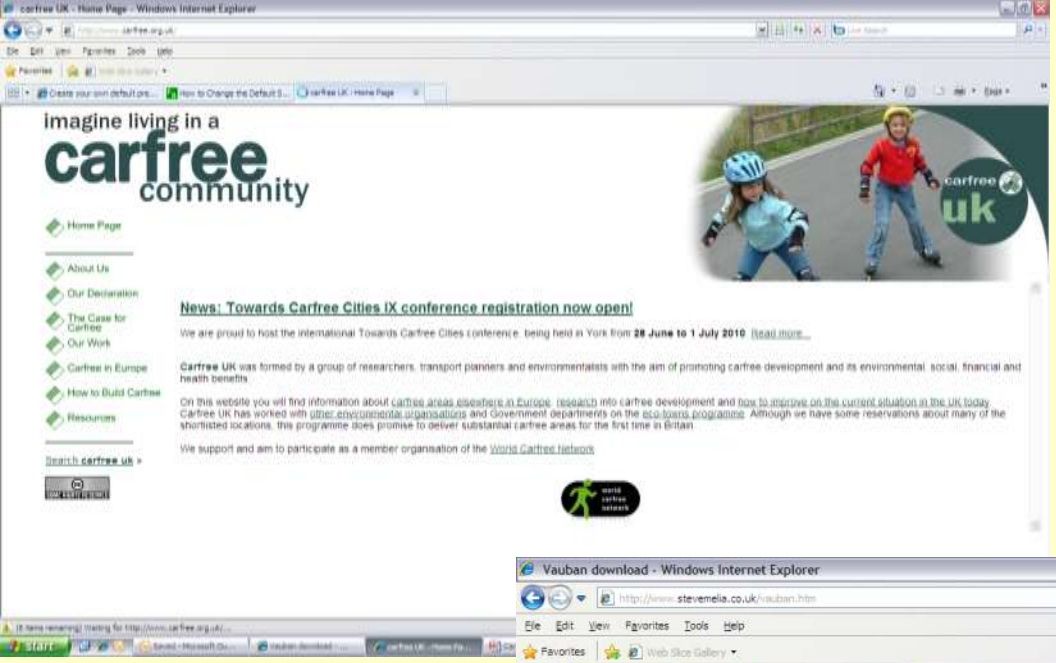
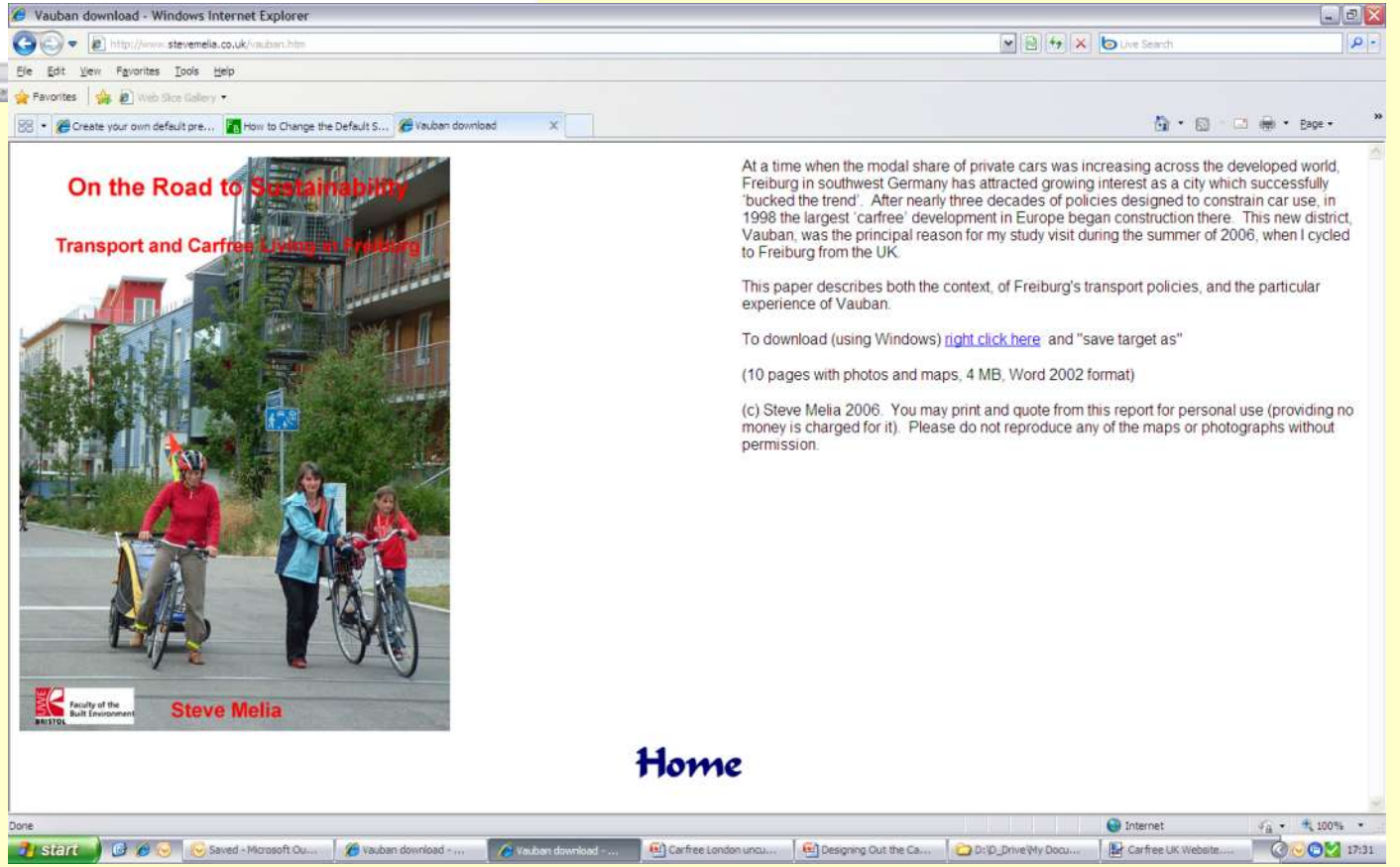
Conclusions:

3 Principles:

- **Traffic-free immediate environment**
- **Reduced parking**
- **Separated parking**
- **All 3, where possible – maximum benefits**
- **Elsewhere: different combinations, but**
- **Low Car can mean ‘worst of both worlds’**



www.carfree.org.uk

More information:

www.stevemelia.co.uk