

TRAVELLING IN THE TOWN:

**The history and culture of travel,
with special regard to the
ancient town centres**

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**Section „Travelling in the town”
Mobility and accessibility in European cities
4th European and inter-network encounters
Split, 26-27 November 2009**

**On urban
public space
and urban
transport**



Brussels 2003

What is the city for us?

- 📄 (Mumford, Lewis: The City in the History) The town is **Home, Fortress, Temple**, - that is protection against the power of the *nature*, of the *society*, and also in *spiritual* sense.
- 📄 The city as a whole is a meeting point, place of exchange
- 📄 Dealing with transport, we focus rather on the space, the *public space* between the houses. For us the town is:
- 📄 **Forum, Promenade, Market** – that is a meeting point of the *ideas*, of *people* and for *goods*

What is the city for us?

☞ *Places and non-places*

(Augé, Marc: *Non-places: Introduction of an Anthropology of Super-modernity* 1995)

☞ *Non-places* in the architecture: corridors, staircases, foyers

☞ *Non-places* in urban scale: spaces of the travel, the trade, the encounters.

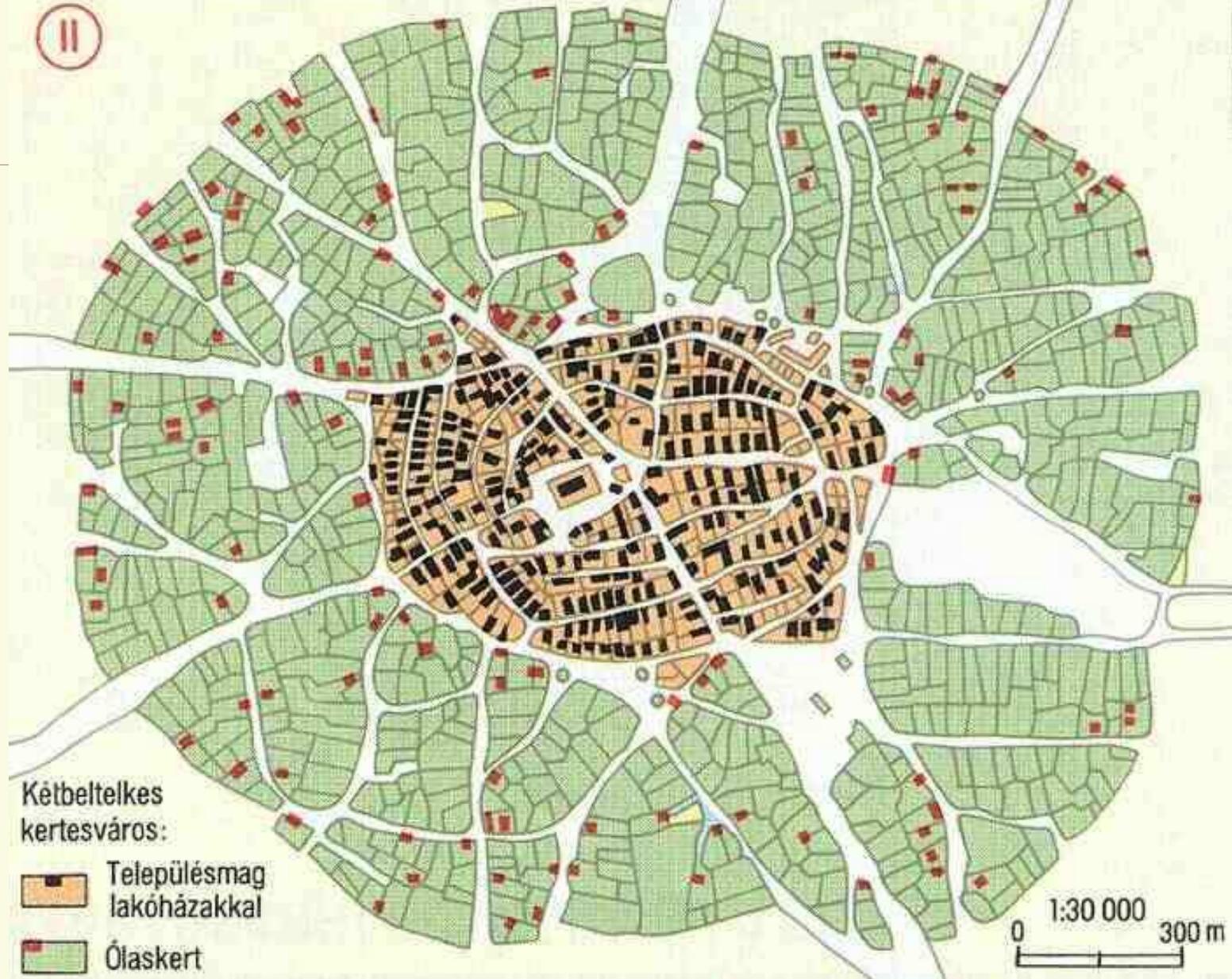
☞ Attributes of the place: **identity, relation** and **history**

☞ [FT:] We are present on non-places with *one single dimensions* :
passenger, customer, client

☞ We can describe our modernity period that our public urban space turned more and more into *non-place*

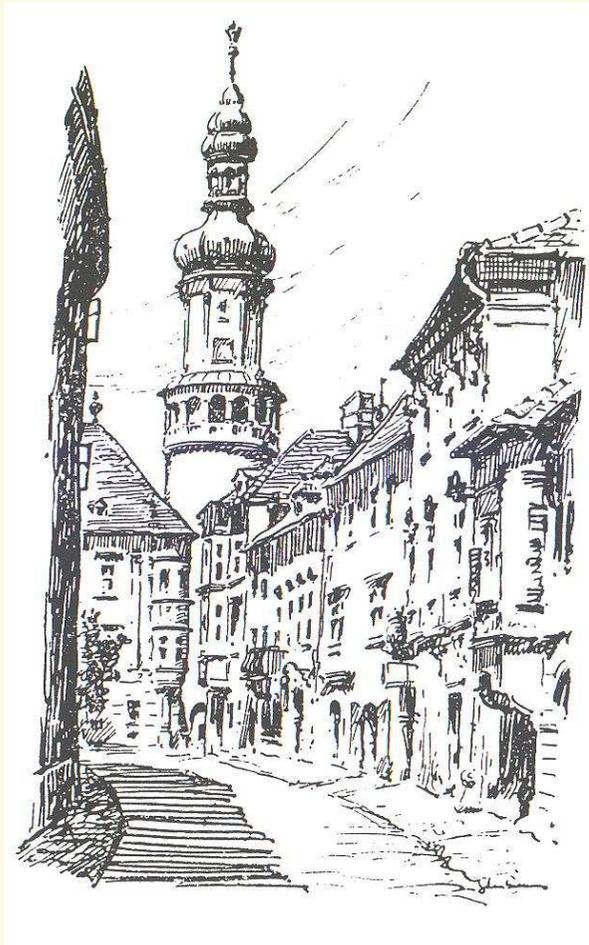
☞ Our task is to make the urban non-places **multidimensional** (?)

HAJDÚBÖSZÖRMÉNY (Hajdúvárosok kiváltságolt területe)



Sopron, Kolostor utca

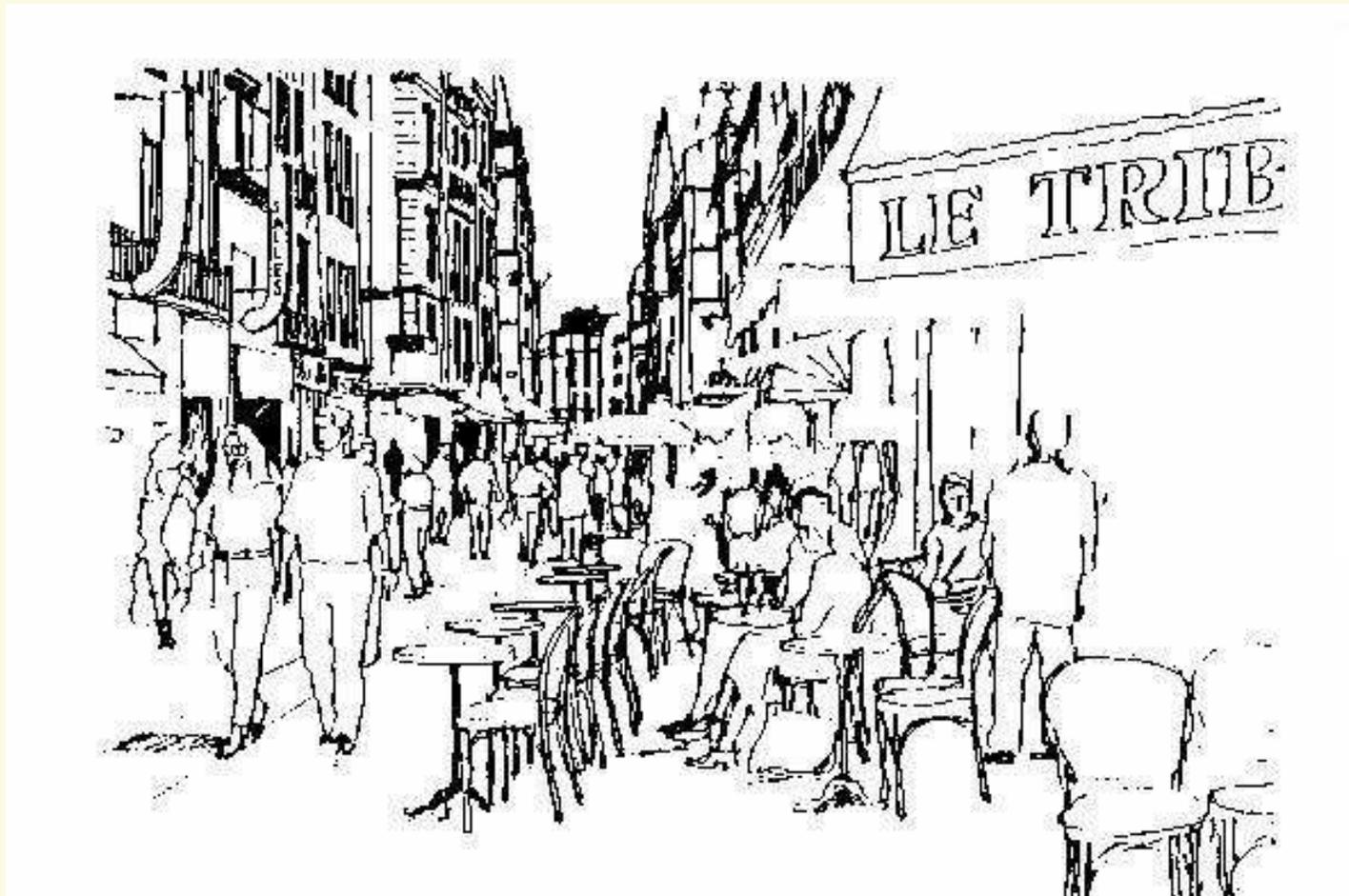
Source: illustration of Sterbencz Károly in Sopron útikalauz, Sopron, 1956;
and own photo, October, 2003



Many internal target-point: a condition of the dense internal relations

Paris, Quartière Latine

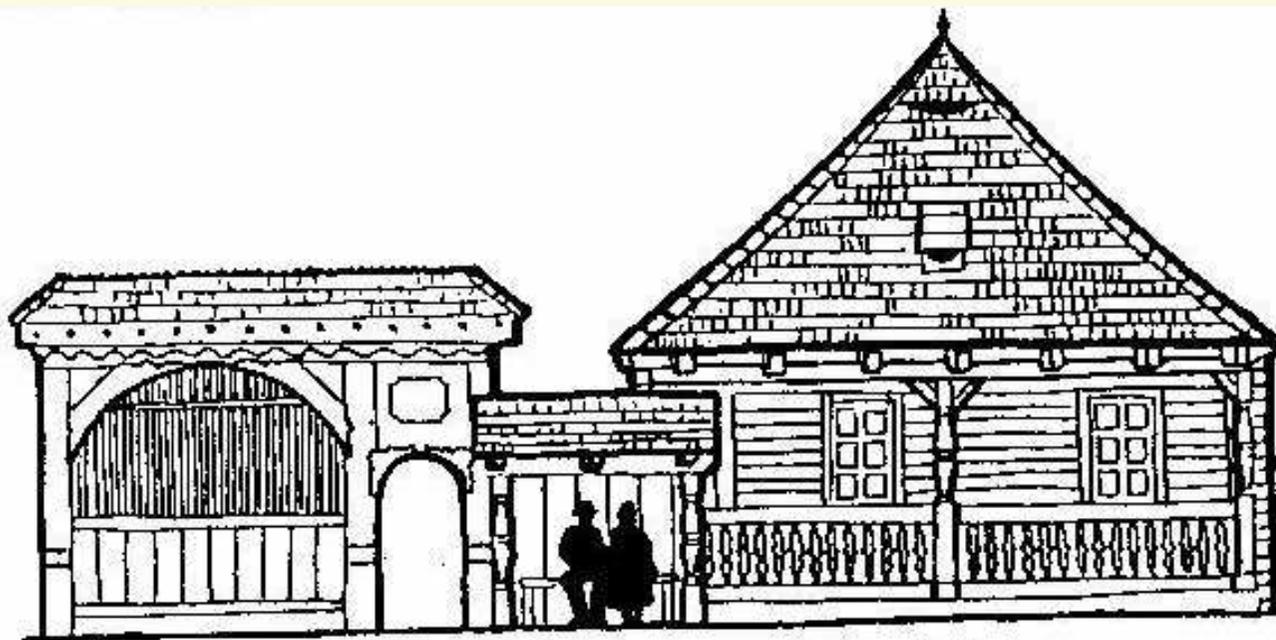
Source: Engwicht, David: Towards an Eco-city. Calming the traffic. Envirobook, Sydney, 1992



Pew

Source: Szatyor Győző in:

Tarján Gábor (1984) Mindennapi hagyomány Mezőgazdasági Kiadó



Székelykapu, szakállszárító, zindely fedésű
boronaház [SZÉKELYFÖLD]



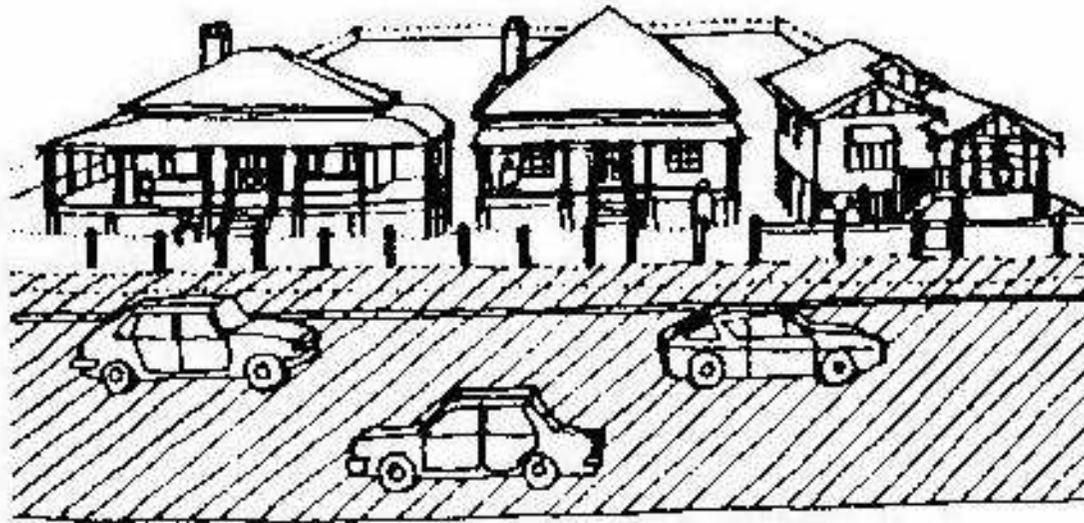
**Turning away
from the street –
in five acts (1)**

Source: Engwicht, David: Towards an
Eco-city. Calming the traffic.
Envirobook, Sydney, 1992



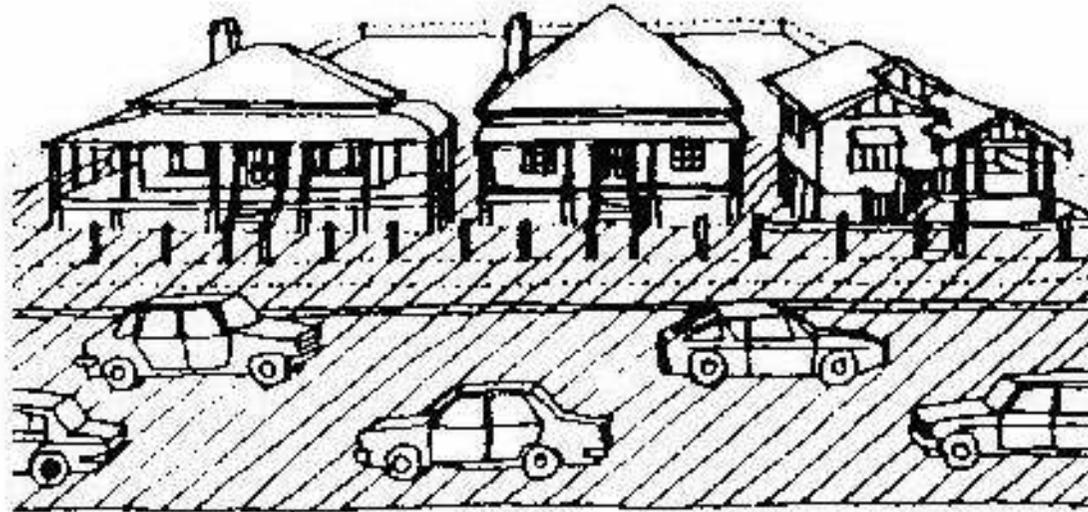
- **Turning away
from the street –
in five acts (2)**

Source : Engwicht, David: Towards an
Eco-city. Calming the traffic.
Envirobook, Sydney, 1992



**Turning away
from the street –
in five acts (3)**

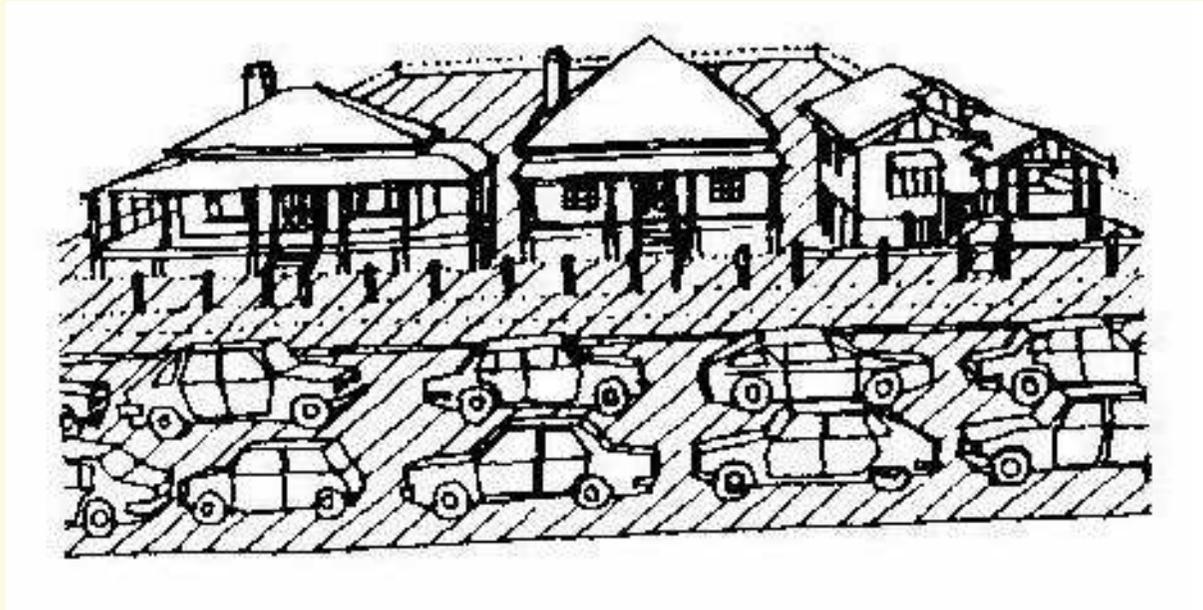
Source: Engwicht, David: Towards an
Eco-city. Calming the traffic.
Envirobook, Sydney, 1992



**Turning away
from the street –
in five acts (4)**

Forrás: Engwicht, David: Towards an
Eco-city. Calming the traffic.
Envirobook, Sydney, 1992

Locking in and turning away



**Turning away
from the street –
in five acts (5)**

Source: Engwicht, David: Towards an
Eco-city. Calming the traffic.
Envirobook, Sydney, 1992

















Utancsás tildes
Nachdruck verboten.

20. KIOYO-TER. SCHLANGEN-PLATZ

Kislat Gy. Budapest
VI. Főut. 44.

Kislat Gy. Fényk. 1907

20.
BUDAPEST

M



Photo by J. J. ...
No. 1. Street No. 111

PEST BELVÁROS, ELŐTER SZEBESVÉNTER, HÁTTÉR RÓZSA TER

180.

KLASZT. BY. JENYK. 1887

BUDAPEST

90



BUDAPEST

Erzsébet-bridge (1903) Pest side in 1941







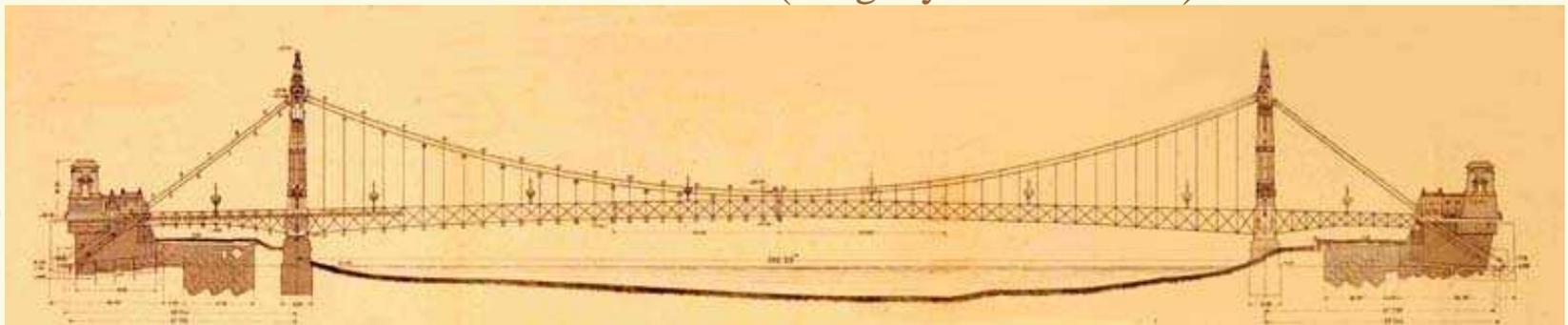






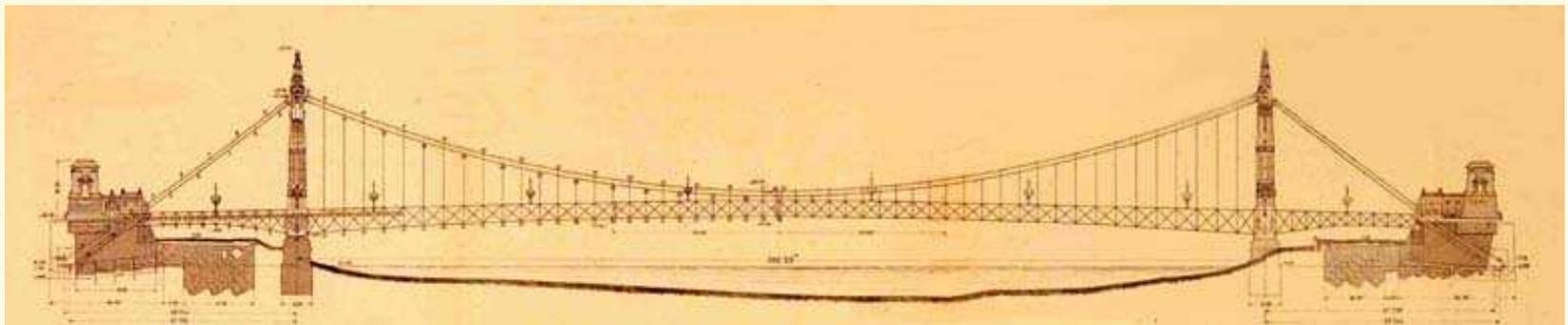
Target: to turn back to the street

- ☞ *To turn back doesn't mean to turn back to the past*
- ☞ We have to analyse what did we gain and what loose?
- ☞ Time trap: speed = saving time? Where is that time?
- ☞ Space trap: „we can arrange more things with car” – but in the meantime the street will be empty, destinations are rearranged to remote concentrated points
- ☞ Social trap: the car becomes a pressure, an obligation also for those not needed earlier (Tragedy of commons)



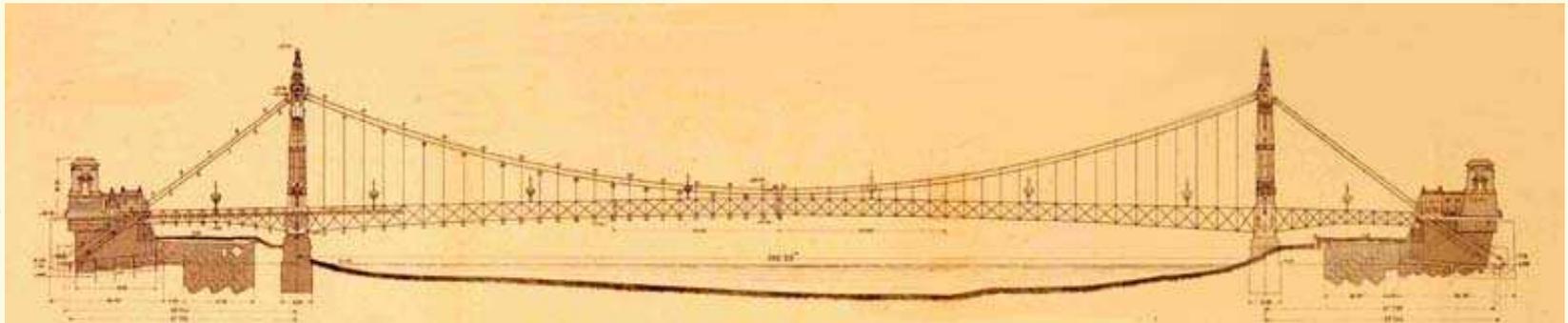
Traffic flow centred transport planning

- ☞ 60s – 70s: the target was to make place for the car, for the car traffic in the city
- ☞ To cancel or relocate everything troubling for the driver, *the tram stop, the sidewalk, the zebra-crossing, the loading truck, the trees, the houses...*
- ☞ ...that is the city itself, the urban life, the people.
- ☞ To subordinate the city to the through traffic
- ☞ Good news from the 80s – 90s: you can eradicate everything – but the *other driver, the other car* is still there



We had to learn something

Congestion: it is not the space that is not enough, but the cars are too many



Source: Szabóki
Zsolt – Gera
Mihály: A
Belváros.
Képzőművészeti,
Budapest, 1988.

**The „new”
Erzsébet
Bridge (1964)
is pressing
over the city
centre six
traffic lane**



Naturally we were very proud of it...



...as same as our czechoslovakian friends on theirs



New priorities ?



New priorities

- ☞ The objective is to turn back the priority in traditional city area: Instead of => through car => stopping car => public transport => bicycles => pedestrian – the same but vice-versa.
- ☞ To recapture the *surface*, the *sidewalk*, the *public space*;
- ☞ *To change the non-place features of the preferred public spaces*
- ☞ Out of the transport issue, it is urban policy issue, environmental policy issue, health issue etc.
- ☞ And a small thing that everybody can take to make the city a better place: regain *the dignity of the pedestrian*. We have to consider it natural, and even enforce the priority of the pedestrian.

Towards a new culture for urban mobility

- ☞ COM(2007) 551 final GREEN PAPER **Towards a new culture for urban mobility**. Commission of the European Communities, Brussels, 25.9.2007 23 p. {SEC(2007) 1209}
- ☞ „In the European Union, over 60% of the population lives in urban areas¹. Just under 85% of the EU's gross domestic product is created in urban areas.”
- ☞ Three levels of integration is necessary:
- ☞ „Rethinking urban mobility involves optimising the use of all the various modes of transport and organising "co-modality" between the **different modes of collective transport** (train, tram, metro, bus, taxi) and the **different modes of individual transport** (car, motorcycle, cycle, walking).”
- ☞ „...achieving common objectives in terms of **economic prosperity** managing transport demand to guarantee **mobility, quality of life and environmental protection**.”
- ☞ „...reconciling **freight transport** and **passenger transport** interests whatever the mode of transport used.”

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THANKS FOR YOUR ATTENTION !

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