
Congestion in car traffic is a Mental Problem and not a Physical

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Today congestion is considered to be a major problem of the society and therefore a key issue in transport policy decision making and infrastructure planning.

Usually a lack of capacity in infrastructure is said to be the cause of congestion

But in most cases this isn't true.

Because congestion is primarily a result of the misuse of public space by car drivers.

But this fact is difficult to communicate in a society dominated by "four- legged" individuals as car drivers are. A society like this loses the right, the human scale totally.

How to demonstrate this mad behaviour?

To visualise this crazy habit the **“Walking Tool”** for pedestrians was designed.

It shows the same behaviour as a car-driver for a social and cultural experienced species – the two - legged man.

Everybody has the same right to use public space, so every no-motorized road user can walk around with his personal Walking Tool and park it on public space under the same conditions as car drivers park their “Driving tools” - the cars.

If a pedestrian, using a Walking Tool, would behave like a car-user nobody would describe that as a traffic problem. Everybody would judge this behaviour firstly as mad and secondly as antisocial and ruthless against all others.

But if the same person uses a car with the same space need and with much more worse effects like noise, air pollution and so on – it is considered as a serious problem????!!

Practical use of the Walking Tool:

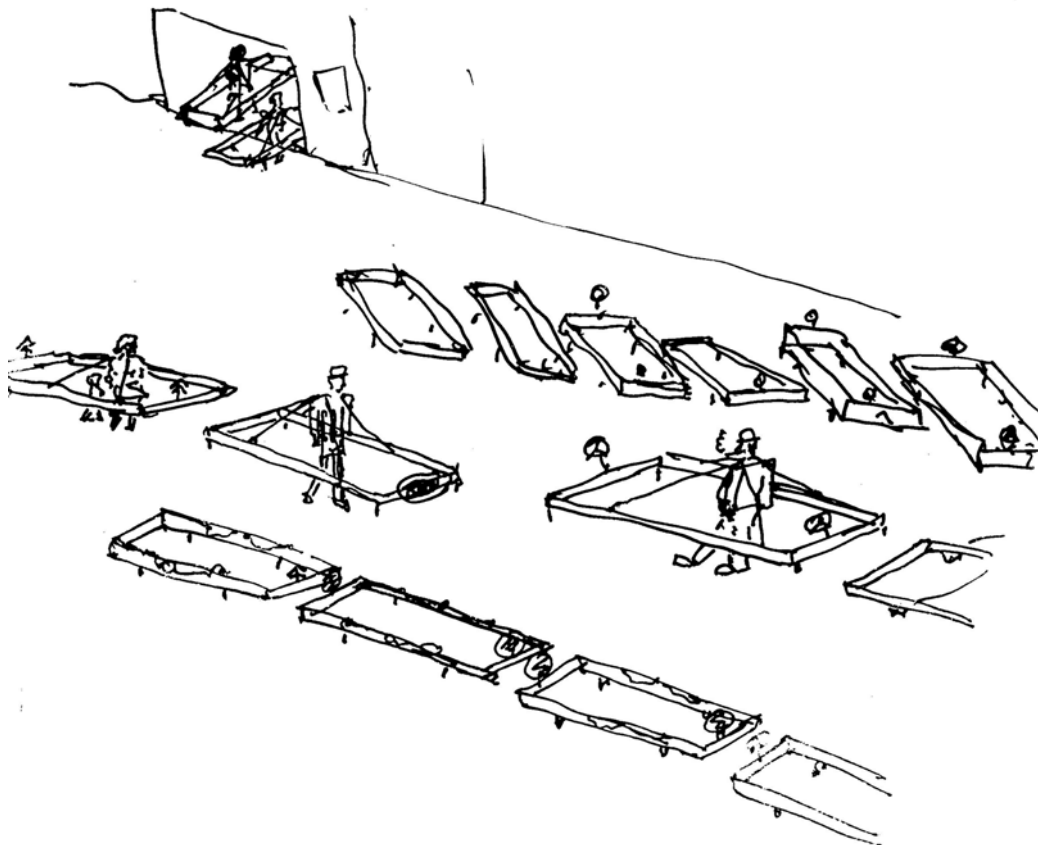
- Demonstration of madness of experts, journalists, politicians who think congestion in car traffic is a problem.
- For children to recapture their life space which has been invaded from their parents parking space
- To demonstrate how our settlements and houses would be destructed, if the same principles would be applied for pedestrians with Walking Tools as for car users.

- To demonstrate, that this kind of behaviour is even still much more rational than the “normal” behaviour of car users, who pollute the air, produce noise and danger in the life space of all settlements.

Experience:

1st Design 1982

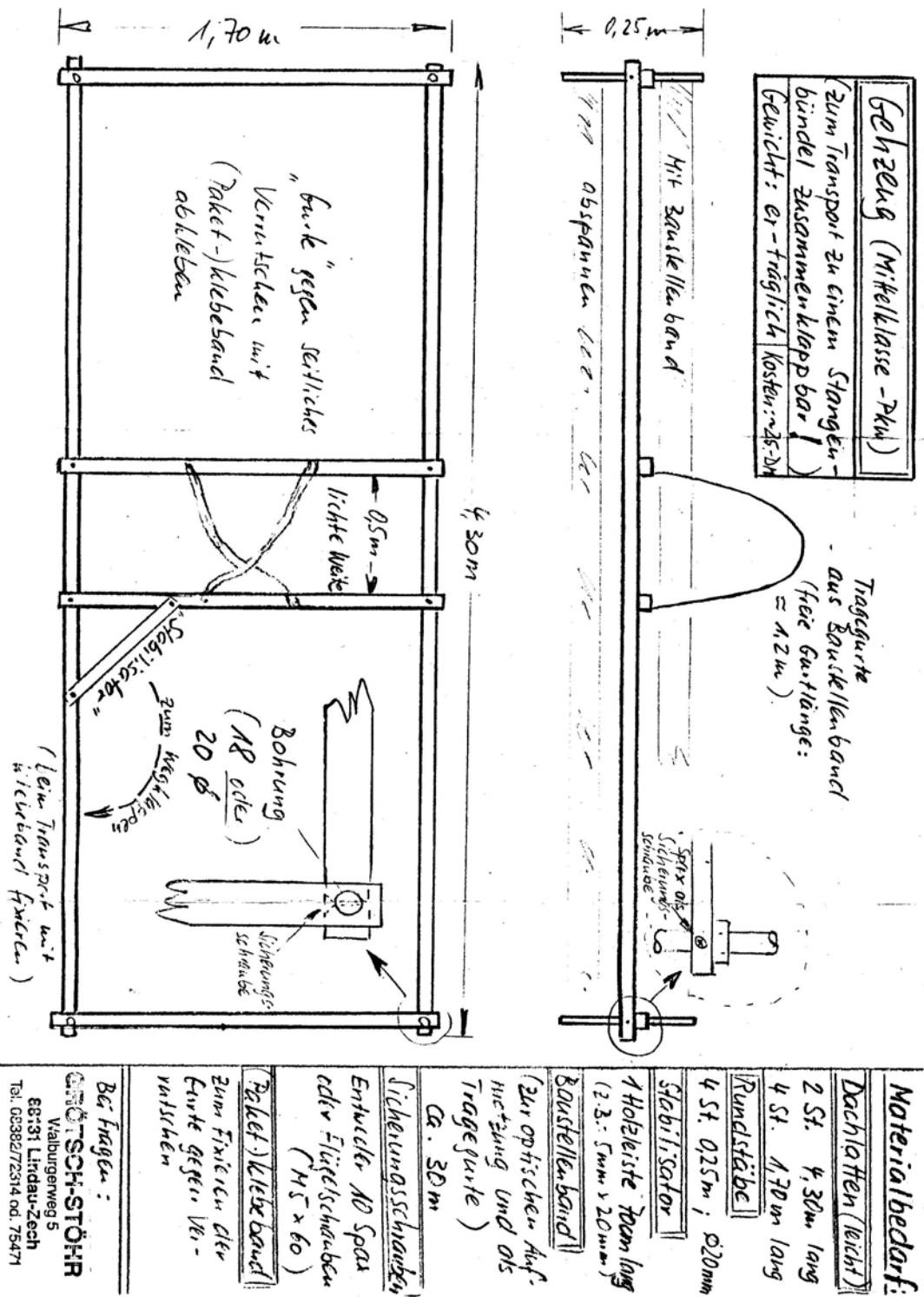
Since then many prototypes in several cities have been used to introduce, induce and support sustainable transport policy and transport planning, based on science instead on dogmatic, unproved assumptions as it was the case in the last decades.



Sketch by Knoflacher around 1980



Experiment Lindau 1994



Blueprint "Walking tool" 1994