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Den Haag HS	Universidad
Clapham Com	Alewife Sta
Farringdon St	Kreuzmarkt
Gare du Nord	Finsbury Pk
Boston Landing	Saint Denis
Amstel Station	Paddington
Brussel-Zuid	Notting Hill
Edgware Road	Union Square

Borough Stn
Clapham Nth
Farringdon St
Hammersmith
Knightsbridg
Manor House
Ostbahnhof
Alexander Platz

→ Departures

Great Hall

← Arrivals

Gates

C56-69

260



Exit

Astor Place &
Lafayette St

PAVILION PARK

ATM

142A

6 Downtown

**CITIES FOR
PEOPLE
CITIES FOR
PEOPLE**

Condensed A city should be more than just a place to move through—**it should be a place to live in.** Urbanism centered on people prioritizes walking, cycling, and public transit over car traffic. It means designing streets as safe, vibrant public spaces instead of highways. It means giving children places to play, elders places to rest, and everyone the chance to move freely and safely. When we reduce car dependency, we gain cleaner air, quieter neighborhoods, and stronger local economies. Shops thrive when streets are walkable, communities flourish when people meet face to face, and public spaces become stages for culture and civic life. The shift isn't about taking something away — it's about giving cities back to the people who live in them.

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CITIES FOR PEOPLE

For decades, we have treated the car as the unquestionable centerpiece of urban life. Streets widened, sidewalks narrowed, plazas erased and replaced with parking lots—all in the name of moving vehicles faster. The result is a city that often feels hostile to the very people it is meant to serve. Congestion, pollution, noise, and endless asphalt are the byproducts of this model. And yet, when we start shifting our gaze away from the car, another vision emerges: **a city designed for people.**

Cities that prioritize walking, cycling, and public transport are healthier, cleaner, and more vibrant. Public transit, when reliable and accessible, is not simply an alternative to driving—it becomes the most efficient way to move through a dense urban fabric. It saves time, reduces emissions, and ensures that access to jobs, education, and healthcare is not limited to those who can afford a private vehicle. In cities like Bogota, Paris, or Seoul, investments in transit systems and restrictions on car use have shown that when streets are reclaimed from traffic, life rushes back in.

Walking and biking are equally transformative. A wide sidewalk or a protected bike lane may seem like small details, but they change how people inhabit their environment. Streets slow down. Encounters multiply. Local businesses thrive when people pass by on foot rather than speed past in cars. What was once a commute becomes part of daily life—a chance to move the body, greet neighbors, or stop at a cafe. In this way, mobility becomes not just a matter of efficiency but of culture, health, and community.

And then there are the “third places”: the cafes, libraries, plazas, and parks where people gather without agenda, where strangers can meet and communities take shape. These spaces are too often sacrificed to parking lots or traffic lanes, yet they are what give cities their soul. They are where civic life unfolds, where diversity is visible and tangible, where we remember that a city is not a machine for moving cars but a home for human beings.

To imagine a city beyond the car is not to wage war on vehicles—it is to restore balance. Cars have their place, but they should not dictate the rhythm of urban life. When cities are designed around people first, they become cleaner, fairer, and more alive. The question, then, is not whether we can afford to shift away from car dependency, but whether we can afford not to. The future of urban life depends on our ability to reclaim streets, invest in transit, and multiply the spaces where people—not engines—set the pace.

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