

Civilising the Streets

How Strong Leadership Can Deliver High Quality of Life and Vibrant Public Spaces

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Today's Presentation

- Active Travel: the Scottish Context
- 'Civilising the Streets' Project Overview
- Key Lessons from European Cities
- Scottish Examples
- European Examples
- Key Recommendations for Scotland
- Questions



Active Travel: the Scottish Context

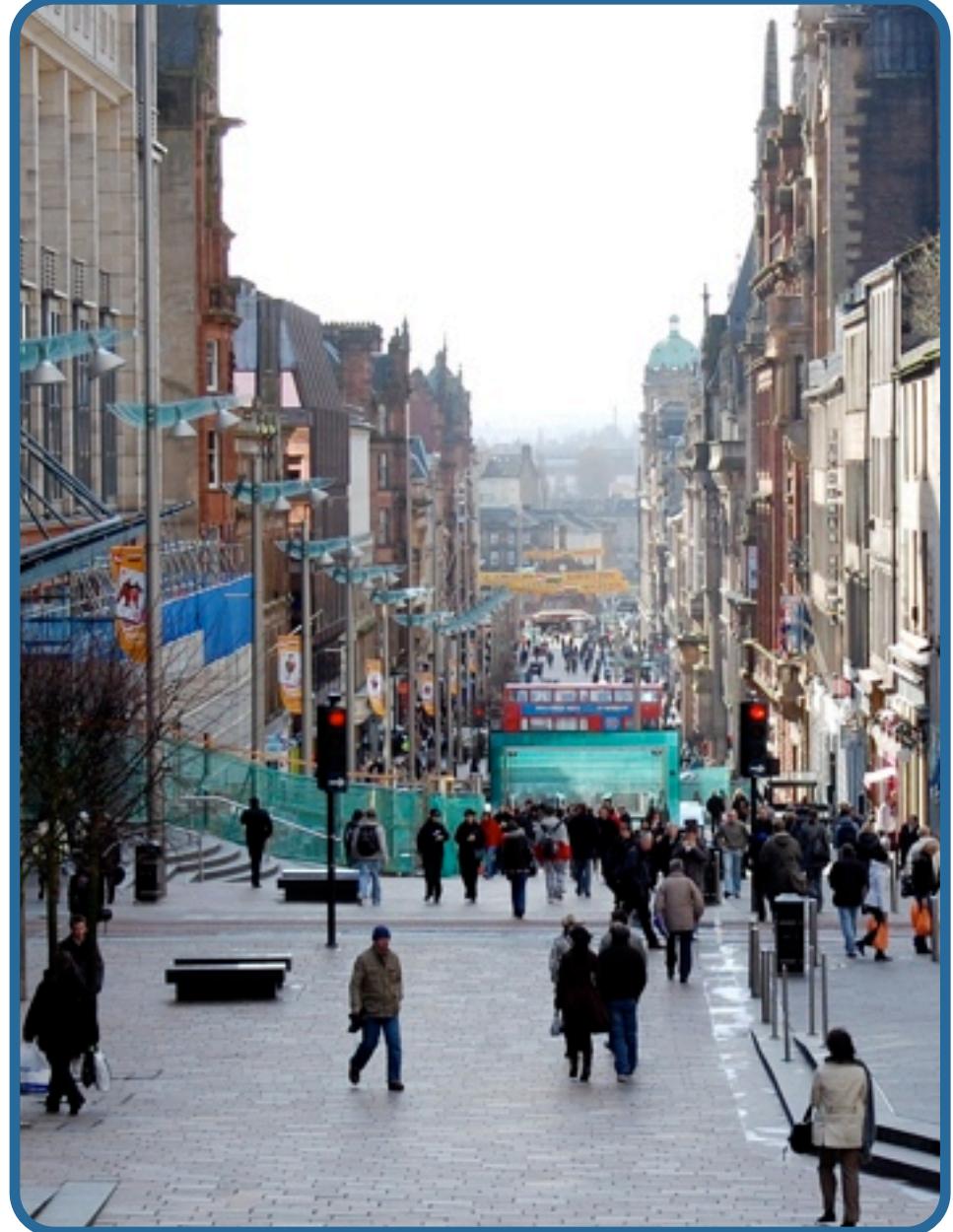


Photo by ensee_89 – <http://flic.kr/p/4uWf8j>

National Aspirations

By 2020, 10% of all journeys taken in Scotland will be by bike.

—Scottish Government, Cycling Action Plan for Scotland (June 2010)

Active travel has huge potential to benefit the health of the people of Scotland as well as contributing to meeting Scotland's ambitious climate change targets [but that this won't be achieved without] ambitious increases in resources [and] stronger, more effective and sustained leadership [from the Scottish Government.]

—Scottish Parliament TICC Committee Report (March 2010)

According to the Ministers

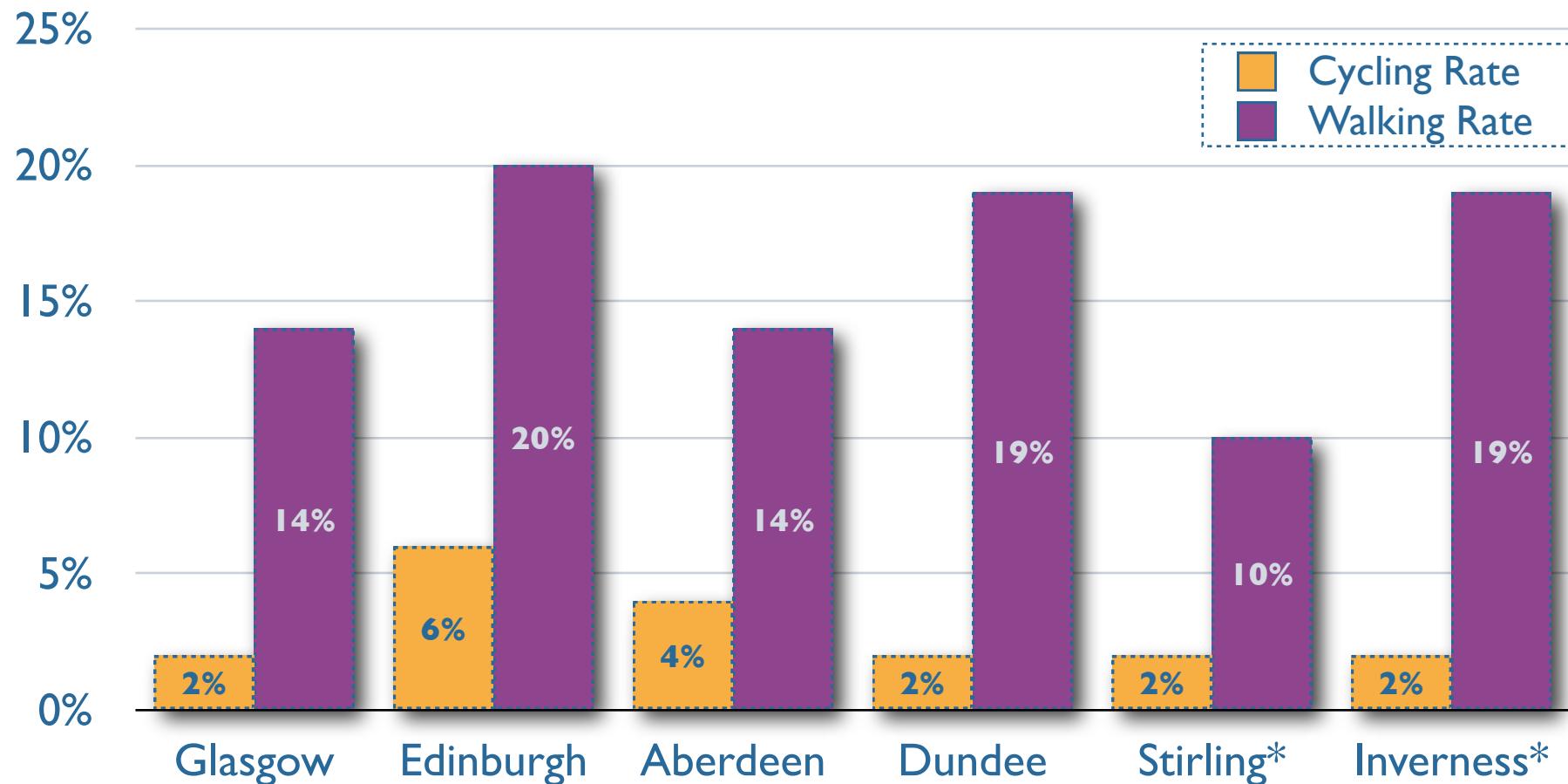
With a cycling modal share of just 1% we clearly have to do much more if we are to emulate our European neighbours who enjoy 10%-30% share.

—Stewart Stevenson MSP, Transport Minister (May 2008)

Copenhagen already enjoys a [cycling] modal share of 35% and has set itself a target of 50%... To reach our [climate] emissions target we must consider if such a [cycling modal shift] target is attainable here.

—Stewart Maxwell MSP, Communities Minister (October 2008)

Scottish Cities Commuting (2007/08)



*These statistics are compiled for the council areas in which the 'cities' are located

Geographical or Cultural Barriers?

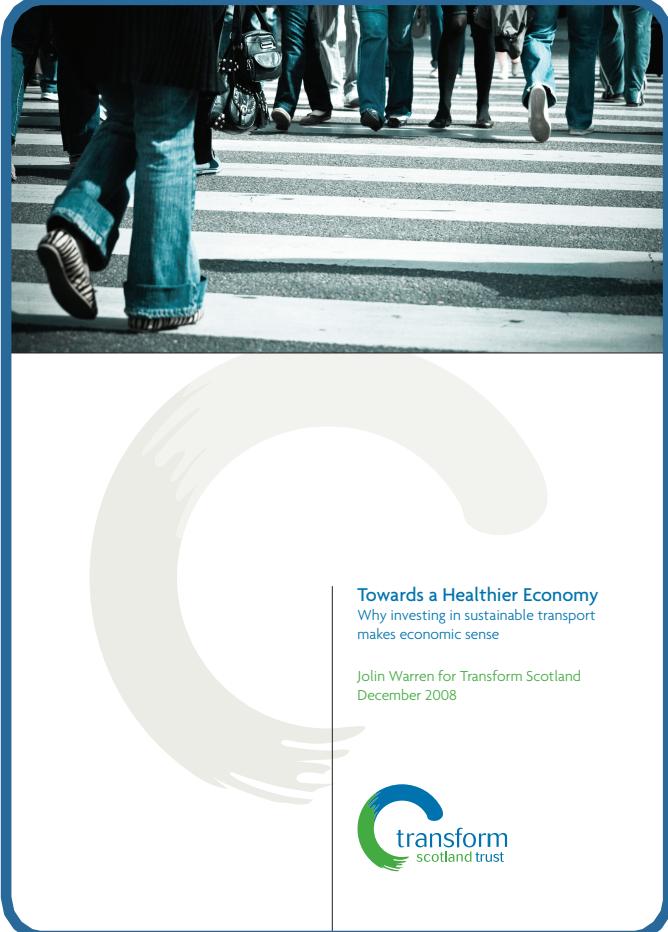
Plenty of continental Europe is as hilly as Scotland and has a lot of cycling. I reiterate that [barriers to cycling such as the weather and hilliness] are perceptional and can be dissolved by other means.

—SDG Evidence to Scottish Parliament TICC Committee (November 2009)

Our continental neighbours don't cycle more because somehow it's in their genes, but because it's safe and supported.

Former UK Transport Minister, Lord Adonis (September 2009)

Towards a Healthier Economy



- Increase cycles' share of all journeys:
 - ▶ 13%: £1–£2 bn/year savings
 - ▶ 27%: £2–£4 bn/year savings

- Switch commuting to walking or cycling:
 - ▶ 20%: £2.8–£11.6 mn/year savings
 - ▶ 40%: £5.6–£23.1 mn/year savings

‘Civilising the Streets’ Project Overview



Civilising the Streets

How strong leadership can deliver high quality of life and vibrant public spaces

Jolin Warren
for Sustrans Scotland
and the Transform Scotland Trust

June 2010



Our Investigation

- What social and political conditions led to active travel investment in Europe
- Draw out lessons for Scotland
- Deliberately not about detail of technical or policy measures
- How governments, local & national, can make active travel investment happen



Photo by I See Modern Britain
<http://flic.kr/p/5aEAha>

Research Method

- A sample of 13 cities covering a variety of countries, sizes, and geographies
 - ▶ Similar sizes and characteristics to Scotland's cities
 - ▶ An increase in active travel rates
- Carried out through telephone interviews with key contacts in the cities being studied

Basel
Bremen
Brighton & Hove
Copenhagen
Freiburg
Ghent
Graz
Groningen
Hannover
Lund
Stockholm
Utrecht
Zürich

Key Lessons from European Cities



Photo by binaryCoco – <http://flic.kr/p/6oGPiv>

Vision

- Bold, visionary leadership
 - ▶ See through any initial rough patches
- Strategies span several years, include clear actions and goals, and are funded
- Most successful cities: Integrated transport strategy
 - ▶ Active travel in its wider context
 - ▶ Include spatial planning

Focus



Photo by Erik Jan Vens – <http://flic.kr/p/4QNEzP>

Focus

- Improving daily walking and cycling experiences
- A focus on ‘quality of life’ provides opportunities
 - Positive vision of the future of personal transport
 - Not sacrifice and limitations
- Public attitudes and practices change quickly with meaningful investment
 - Active travel investment can become popular in less than 2 years

Scottish Examples

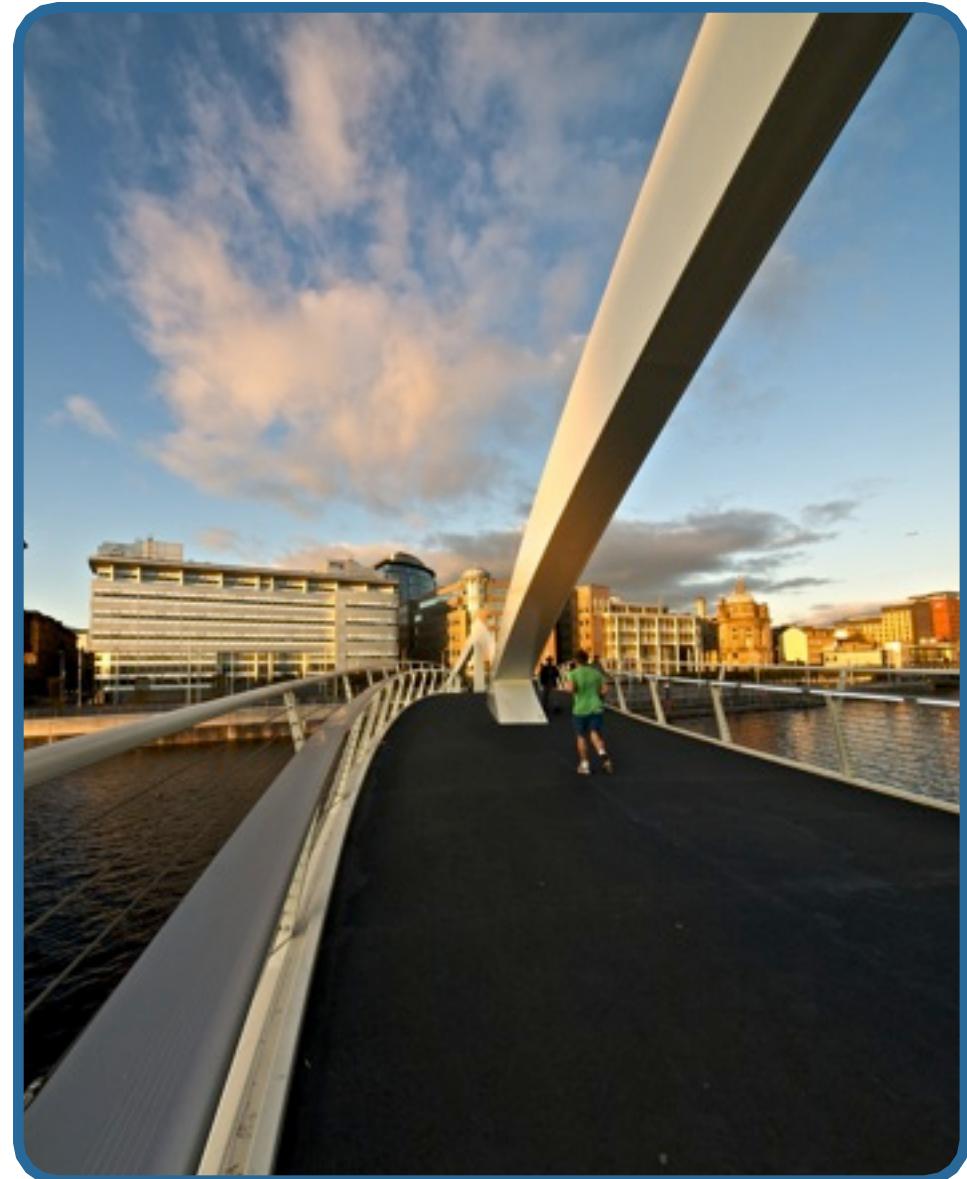


Photo by scott.theoneliner – <http://flic.kr/p/7b2pF9>

Dundee



Photo by neilalderney123 – <http://flic.kr/p/8sxcKU>

High Quality Neighbourhood Centres

Lochee 'Town Centre' Regeneration



Reallocation of road space:
the **Pedestrian is Number One**

Photo courtesy of Dundee City Council

High Quality Public Realm

Ardler Regeneration



Traditional Housing has everything nearby, can modern housing developments emulate?

Photo courtesy of Dundee City Council



Photo courtesy of Dundee City Council



Photo courtesy of Dundee City Council



Photo courtesy of Dundee City Council



Photo courtesy of Dundee City Council



Photo courtesy of Dundee City Council

Dundee Travel Active

- Personalised travel planning
- Improving streets and paths so it's easier and safer to walk or cycle
- Providing better information on routes
- Working with schools to encourage cycling
- Free cycle loans and training



Image courtesy of Dundee Travel Active

Glasgow



Photo by lomond – <http://flic.kr/p/5BdhNV>

Glasgow East End on the Move

- Part of Smarter Choices, Smarter Places
- Encourage East End residents to increase use of active travel
- Improvements throughout the area:
 - walking and cycling infrastructure
 - lighting
 - signage
 - aesthetic environment
- Support for community projects aimed at encouraging active travel



Photo courtesy of Glasgow City Council



Photo courtesy of Glasgow City Council



Photo courtesy of Glasgow City Council



Photo courtesy of Glasgow City Council

Connect2

- Segregated cycle path
- Connect Kelvingrove Park to the city centre
- Run via Anderston and new bridge over the M8
- Community route, providing a safe environment for inexperienced riders

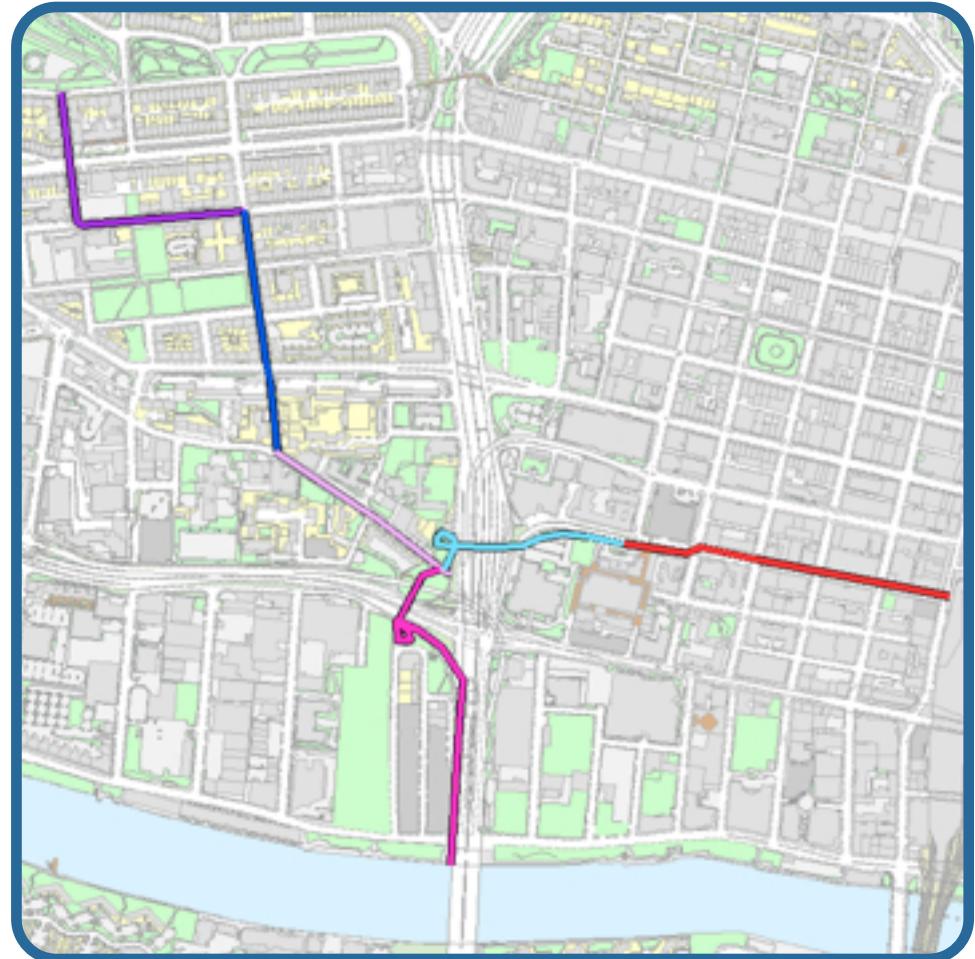


Image courtesy of Glasgow City Council

Connect2

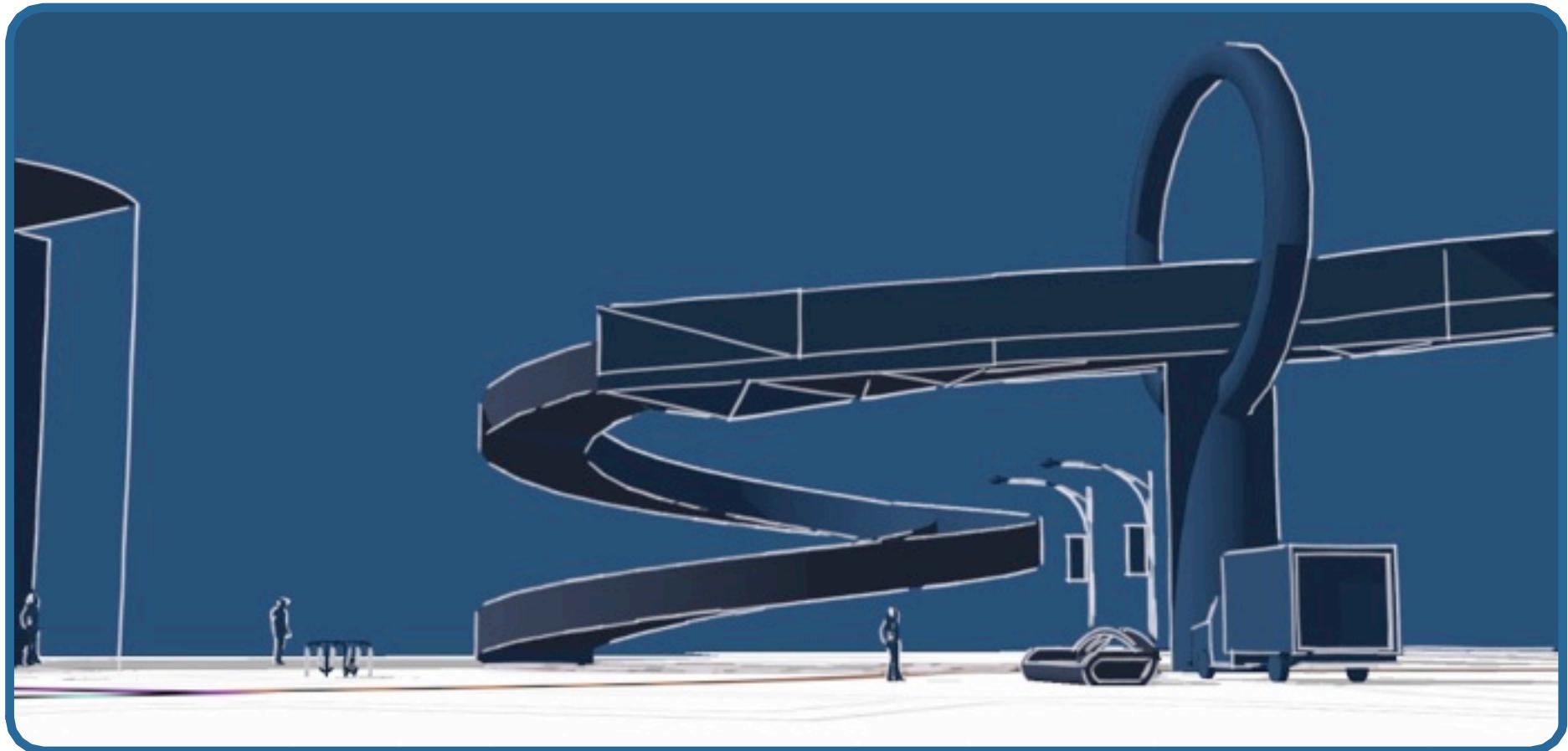


Image courtesy of Glasgow City Council

Results So Far

- Network of automatic cycle counters on specific routes
- 7.00–9.00: increased cycle traffic → city centre
16.00–18.00: increased cycle traffic ← city centre
- Overall, 2007–2009: increase in cycling of 43%

European Examples



Photo by Gerald Jarosch – <http://flic.kr/p/yvU1V>

Graz



Photo by thisisbossi – <http://flic.kr/p/5tdyiW>

Graz

- 1980s: Concern about traffic levels
- Initial council plans: more roads, parking
- Cllr Erich Edegger: 19mph limit, improved cycling & public transport
- Resistance, especially from business community
- Traffic didn't slow, accidents dropped
- Cycling doubled over 20 years
- 2003: Cycling key priority with comprehensive audit and action plan

Stockholm



Photo by Jürgen Howaldt – http://commons.wikimedia.org/wiki/File:Stockholm-Gamla_Stan-2.jpg

Stockholm

- 1994: Minority party needed to form government, leads to creation of cycle action plan
- 1998: Different minority party needed for different government, leads to implementation of cycle action plans
- 1998–2002: cycle paths/lanes installed
- Initial resistance (esp. from media) dies once people experience benefits
- View of cycling changes from “nerdy” to “trendy” in 2 years

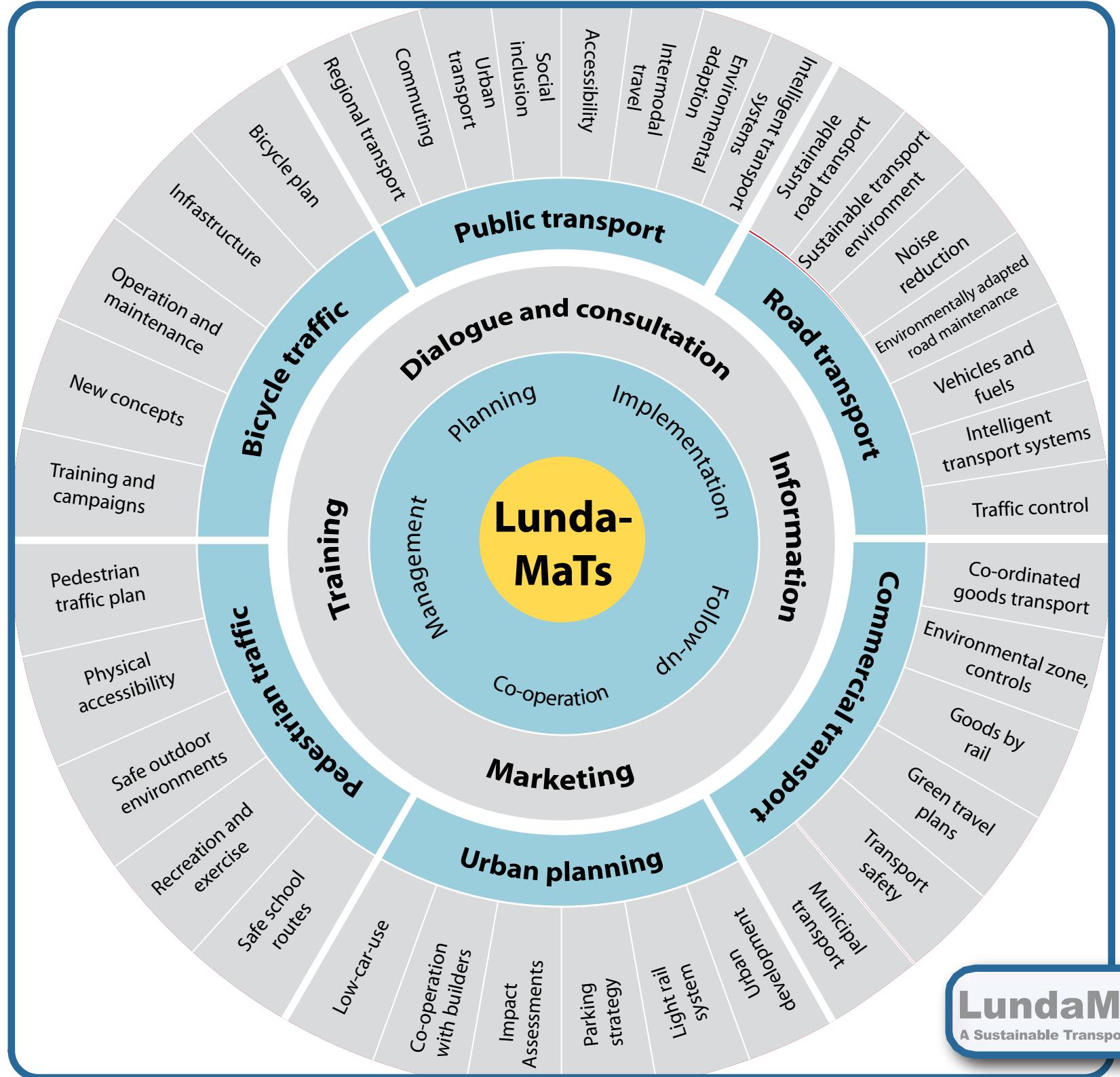
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Photo by scratch n sniff – <http://flic.kr/p/cCyN5>

Lund

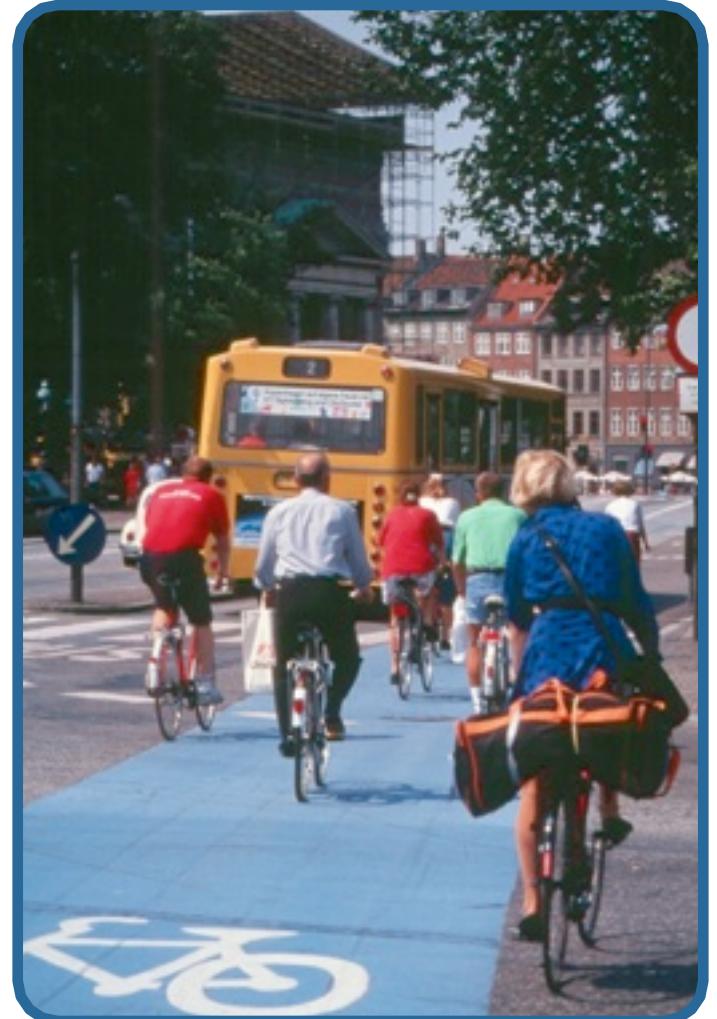
- 1972: Public pressure leads council to develop strategic cycling plan
 - ▶ Main cycle network with prioritisation of cyclists
 - ▶ Space taken from car traffic
 - ▶ ‘City Lock’ – cars cannot drive through the city centre
- Following years: Continued to fill in cycle network
- 1996: Leadership within the council leads to ‘LundaMaTs’
- Council has changed over the past 10–12 years, overall goals and strategy have been stable



Key Recommendations for Scotland

Leadership on Active Travel

- Strong local leadership is needed: develop, implement, carry through
- Investment might not always be initially popular
 - ▶ Especially when reallocating road space or funding away from private cars
- Once improvements are in place people will appreciate and support them



*Photo by The Alliance for Biking and Walking
<http://flic.kr/p/EtGPx>*

Focus on the Individual's Experience

- Strategies must be based on improving the daily experience of pedestrians and cyclists
 - ▶ Focus on enhancing the quality of life for the general population.
- Make meaningful improvements to walking & cycling conditions
- Consistently promote active travel over several years

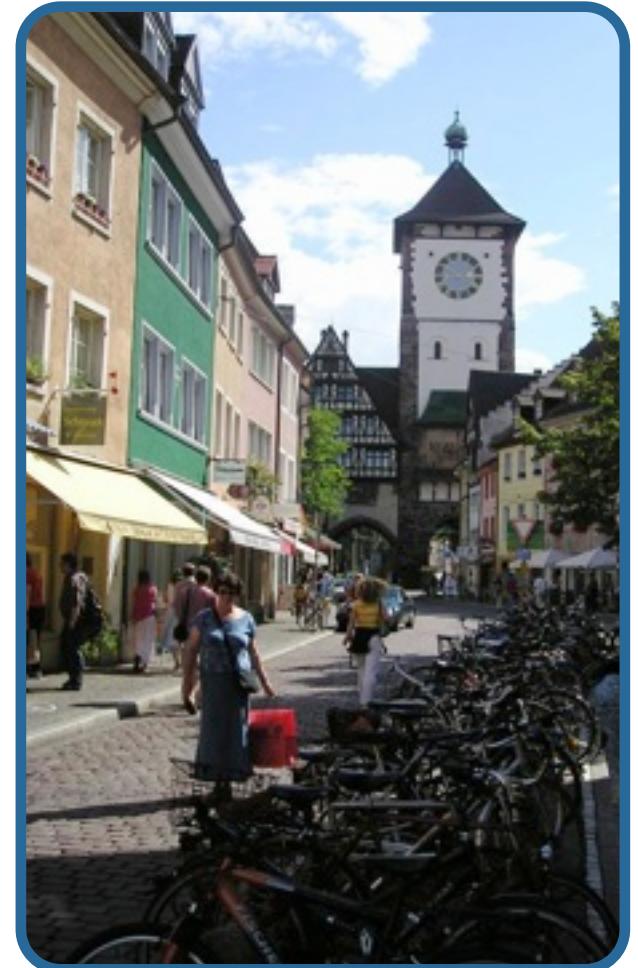


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Integrate Active Travel

- An active travel strategy should be part of an integrated sustainable travel strategy
 - ▶ Including spatial planning and all forms of personal and commercial transport
 - ▶ Cities will then realise the wide range of benefits active travel brings
- Redevelopment must include pedestrian- and cycle-friendly environments at their core
 - ▶ Active travel prioritised over individual motorised transport schemes



Photo by elconde – <http://flic.kr/p/4w12N>

Local, Lasting, Funded,

- Strategies should be developed by local authorities
 - ▶ But funding from central government plays a key role
- Strategies must always span several years
 - ▶ Specific, meaningful actions and goals
- Multi-year funding is required
 - ▶ Infrastructure investment key in all examples



Photo by ITDP Europe
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Thank You

Reports are available from our website.

<http://www.transformscotland.org.uk>

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