

Civilising the Streets

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

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Transform Scotland

Today's Presentation

- ◉ What is Quality of Life?
- ◉ Key Lessons from European Cities
- ◉ Examples
- ◉ Key Recommendations for Scotland



What is Quality of Life?



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What is Quality of Life?

quality

*The standard or nature of something as measured against other things of a similar kind; the **degree of excellence possessed by a thing.***

quality of life

*The **standard of living, or degree of happiness, comfort, etc., enjoyed by an individual or group in any period or place.***

– Oxford English Dictionary

Standard of Living / Degree of Happiness

- ◉ Social Opportunities
- ◉ Pleasant
- ◉ Safe
- ◉ Secure
- ◉ Freedom of Movement



Photo by mattwyn – <http://flic.kr/p/4R5RGN>

20
ZONE

20
ZONE

Rossleigh

BONNINGGOL TIGG

€15





Photo courtesy of Sustrans Scotland





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METRO

THE O'CRICKEN BAR

Travel Agency

PRINCES STREET LEITH WALK

22 & 22-24





WALK OCEAN TERMINAL

Lothian
Your locally owned buses

111G

BOOK EXCHANGE

GEORGE BROWN





Photo by Stuart McKenna – <http://flic.kr/p/8qfYGj>

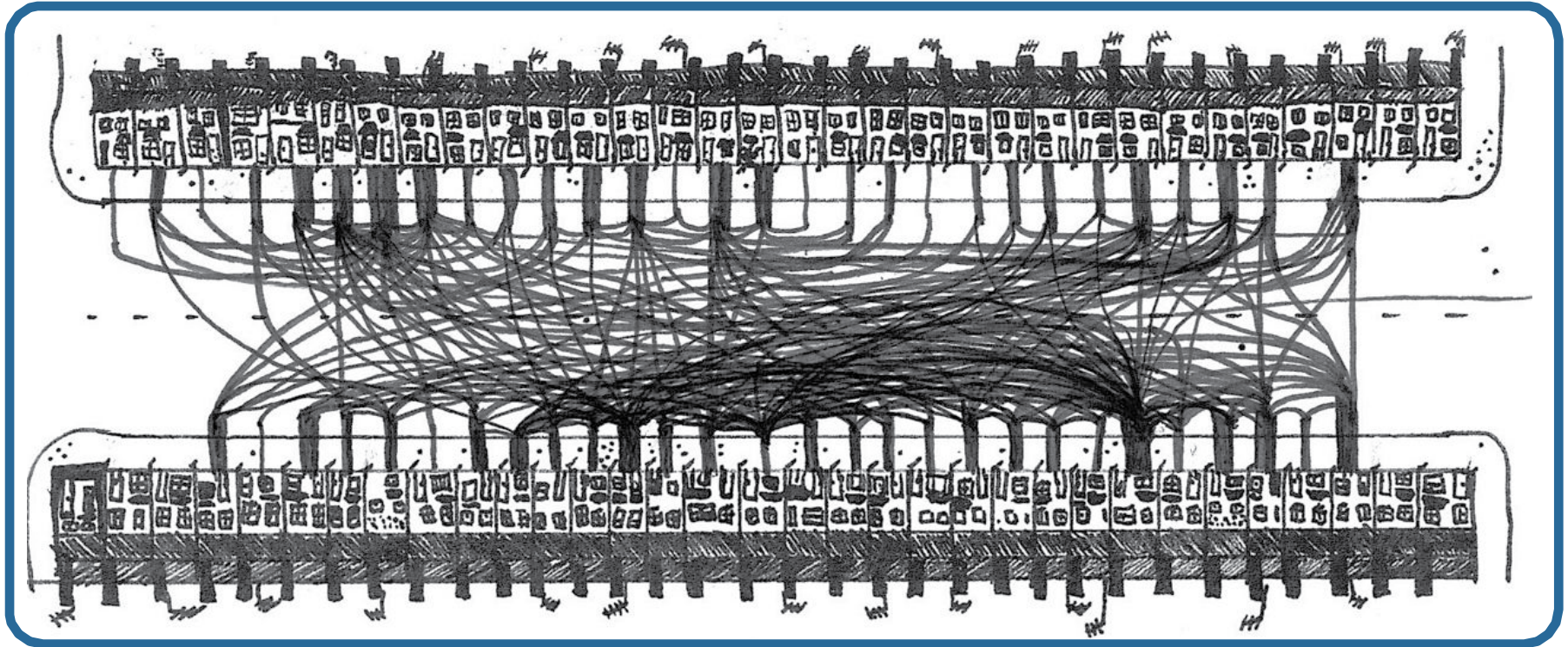




Local Friends: Light Traffic

140 motor vehicles/day

5.35 friends/person

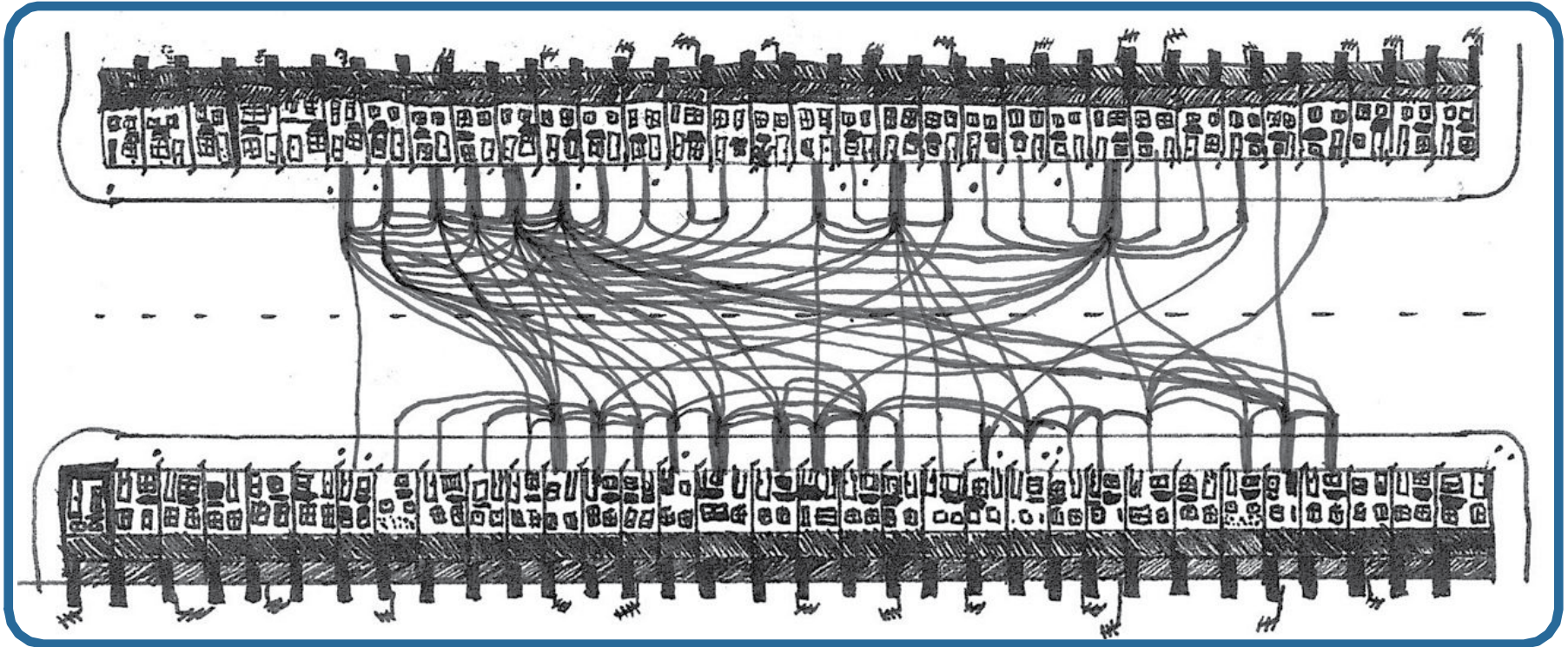


Source: Hart, J (2008). *Driven To Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*

Local Friends: Medium Traffic

8,420 motor vehicles/day

2.45 friends/person

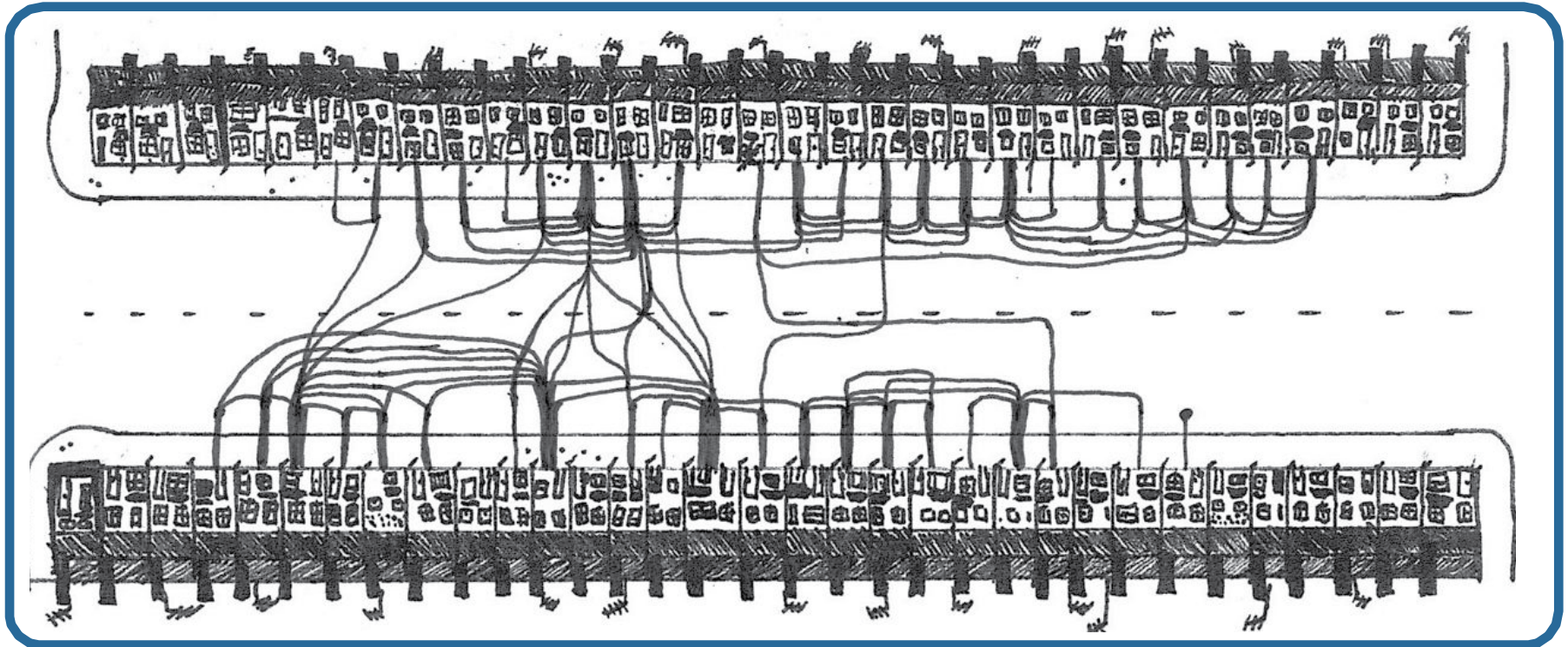


Source: Hart, J (2008). *Driven To Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*

Local Friends: Heavy Traffic

21,130 motor vehicles/day

1.15 friends/person



Source: Hart, J (2008). *Driven To Excess: Impacts of Motor Vehicle Traffic on Residential Quality of Life in Bristol, UK*

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

Examples

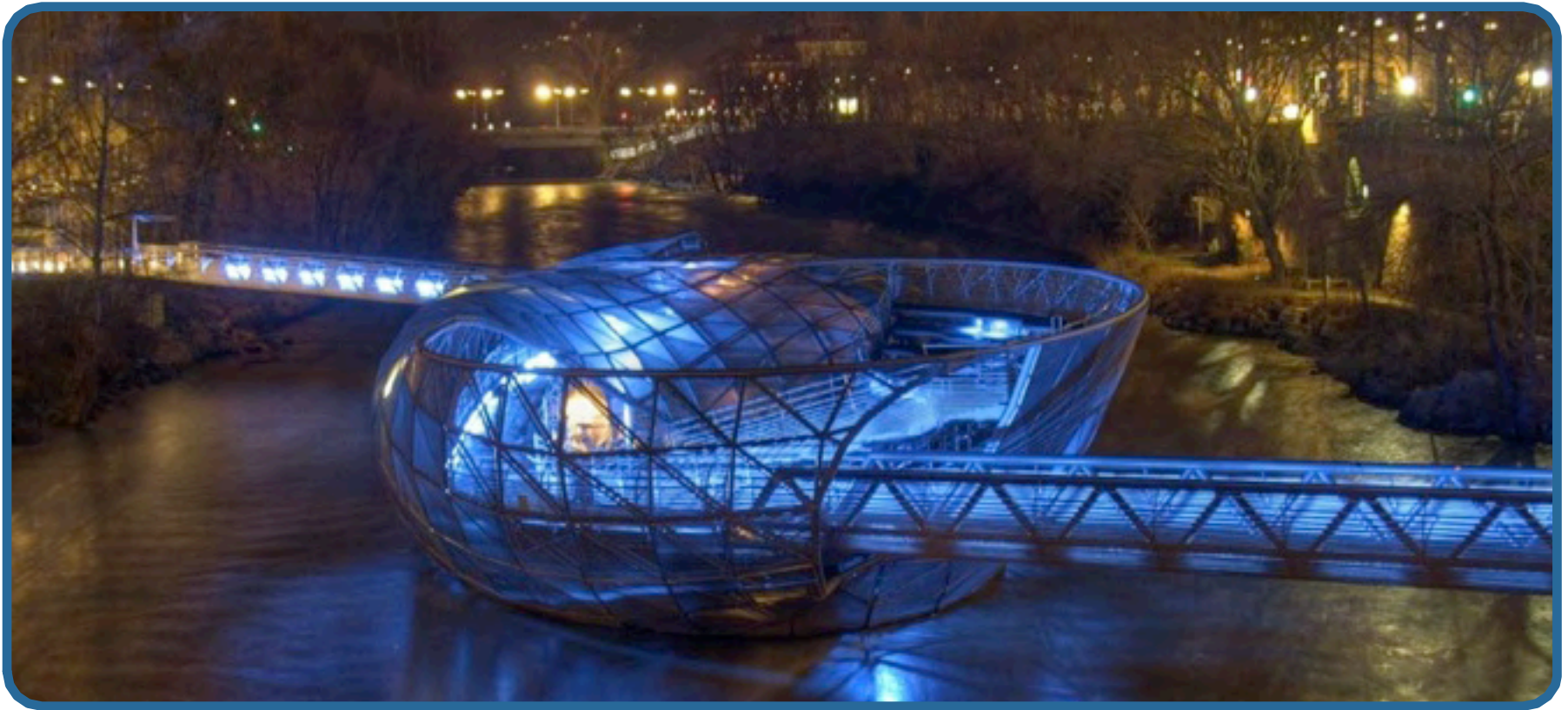


Photo by Gerald Jarosch – <http://flic.kr/p/yvUIV>

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 plan
- ◉ 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

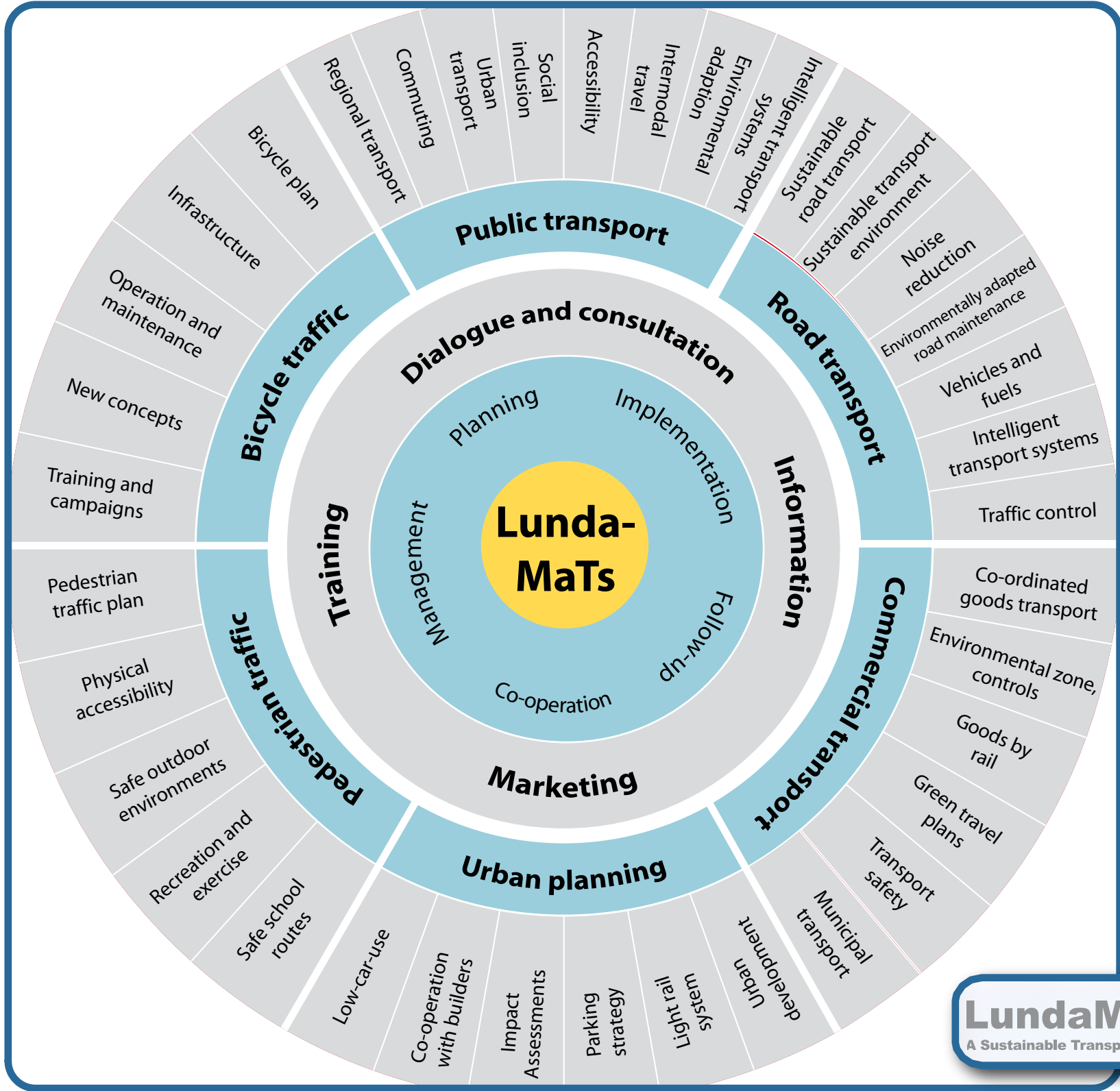
Lund



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>*

for sustainable transport

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



Photo by nick wright planning
<http://flic.kr/p/4khv4P>

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
<http://flic.kr/p/7egbiS>

Thank You

