

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

- ◉ Active Travel in Scotland
- ◉ Research Overview
- ◉ Key Lessons from European Cities
- ◉ Examples
- ◉ Key Recommendations for Scotland
- ◉ Questions



Active Travel in Scotland



Photo by ensee_89 – <http://flic.kr/p/4uWf8J>

for sustainable transport

National Aspirations

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

–Scottish Government, Cycling Action Plan for Scotland (May 2009)

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

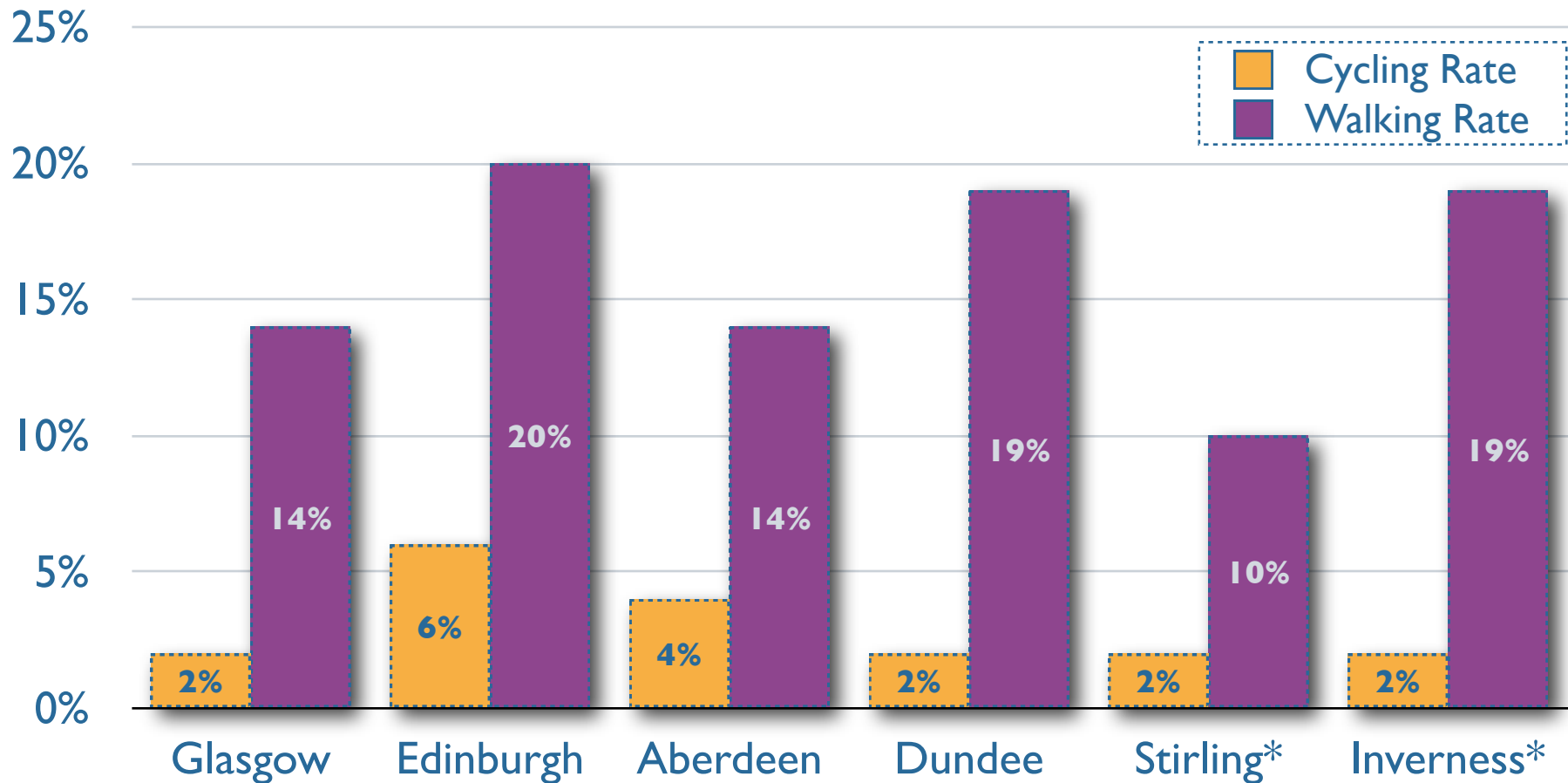
With a cycling modal share of just 1% we clearly have to do much more if we are to emulate our European neighbours who enjoy 10%-30% share.

–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 perceptual 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)

Research Overview



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

Our Investigation

- ◉ Understand social and political conditions that led to best practice active travel investment in European cities
- ◉ Draw out lessons for Scotland
- ◉ Deliberately not about detail of technical or policy measures
- ◉ Focus on how governments, local and national, can make effective active travel investment happen

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

Examples



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

Graz



Photo by thisbossi – <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

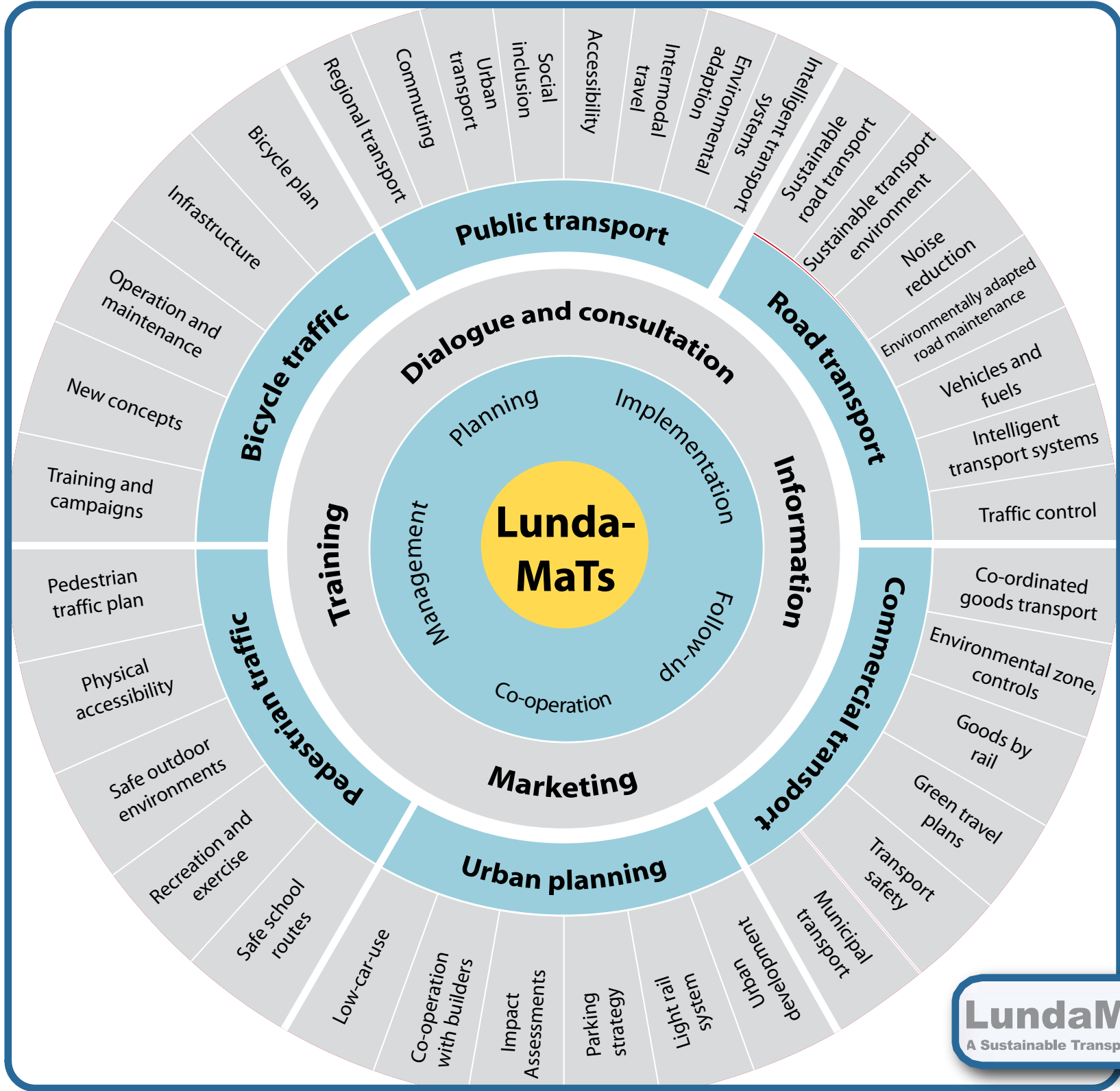
Lund



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>

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

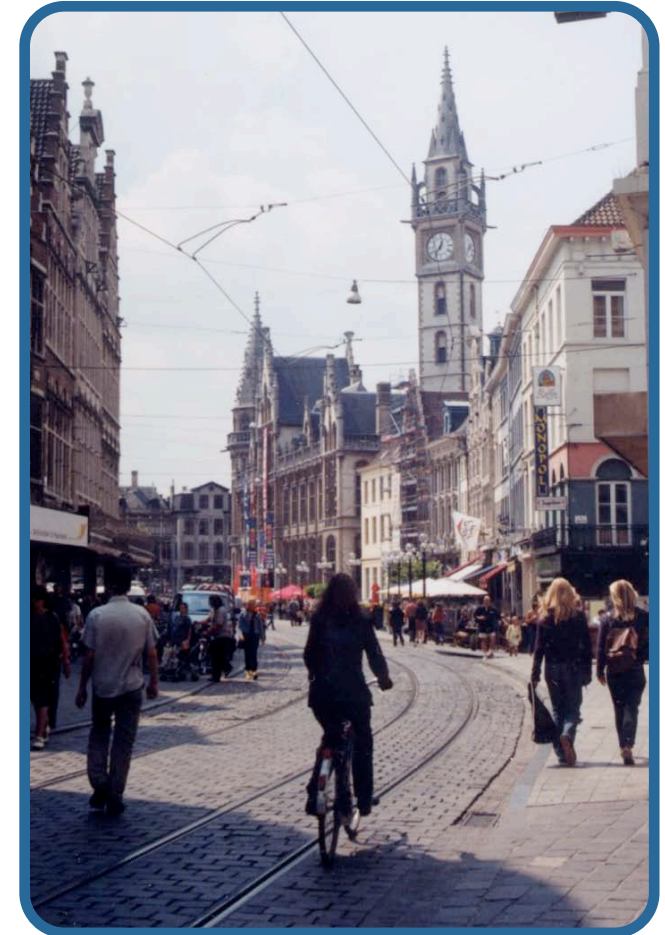


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Local, Lasting, Funded,

- ◉ 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>

Questions

