

Buttering Parsnips

John Whitelegg



Securing the future
delivering UK sustainable development strategy



Delivering a Sustainable Transport System: Main Report



Planning Policy Guidance 13: Transport



An Introduction to the Aberdeen Western Peripheral Route





CRAP CYCLE LANES

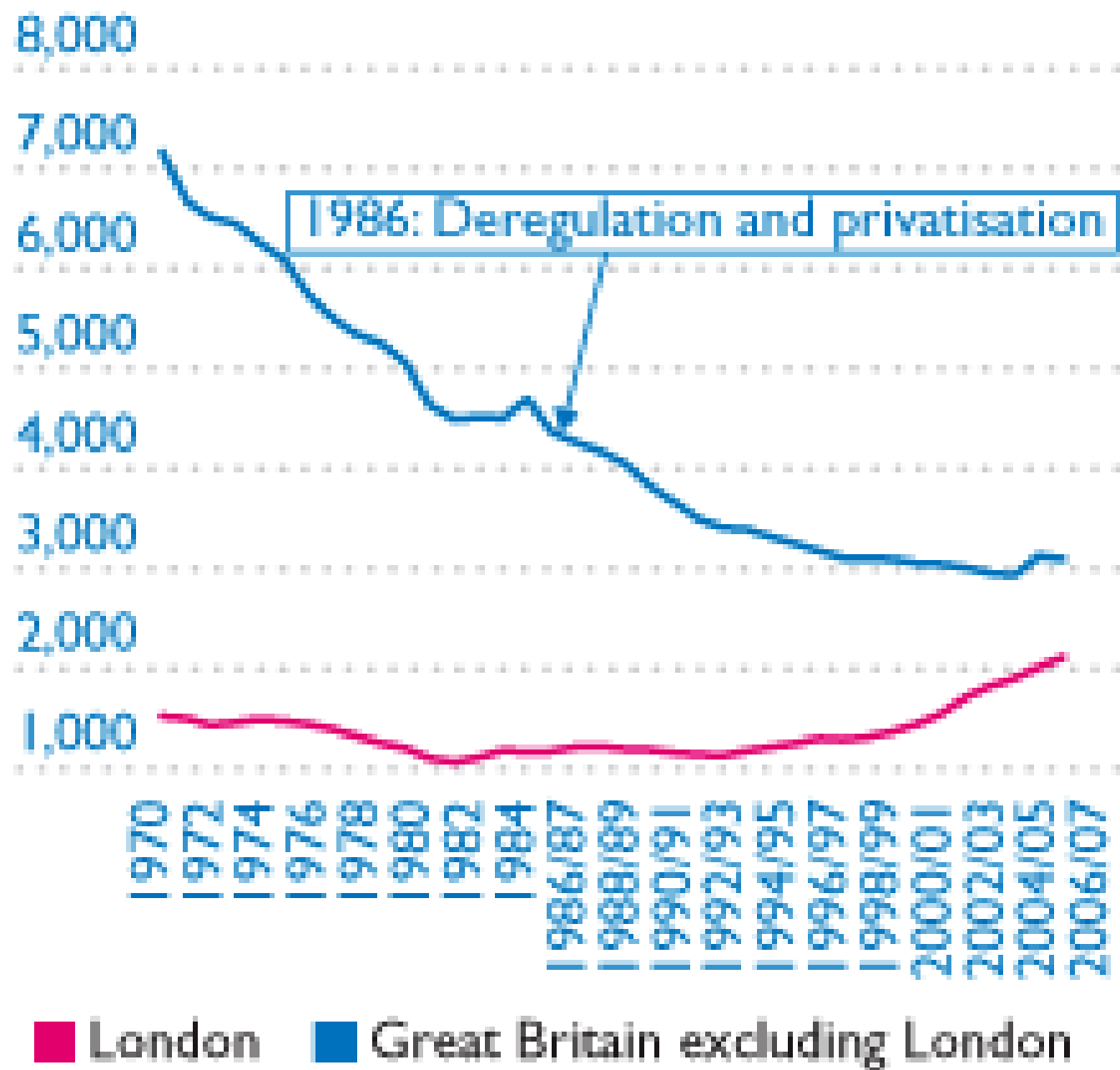
50 worst cycle lanes in Britain



royalties support the Cycling Defence Fund







Reality versus rhetoric

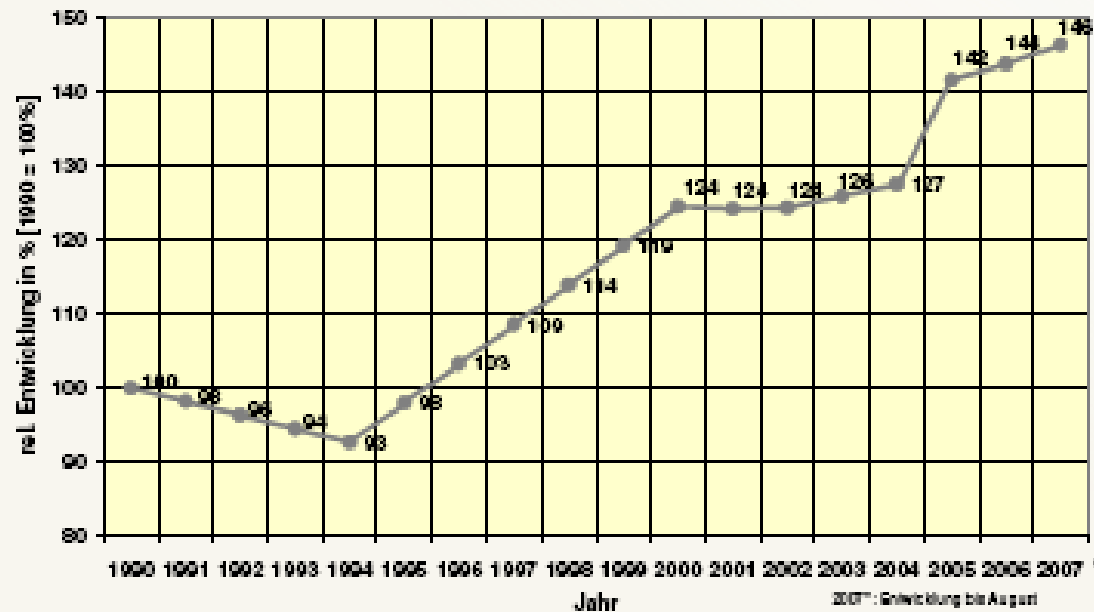
- Cycling
- Urban space
- Public transport



GREEN WEEK
changing our behaviour



policy for bicycle transport: success story for climate protection policy



*development
of bicycle use 1990-2007:
traffic counting + 46%*

modal share:

1998: 10% of daily trips by bicycle

2010: 15% of daily trips by bicycle



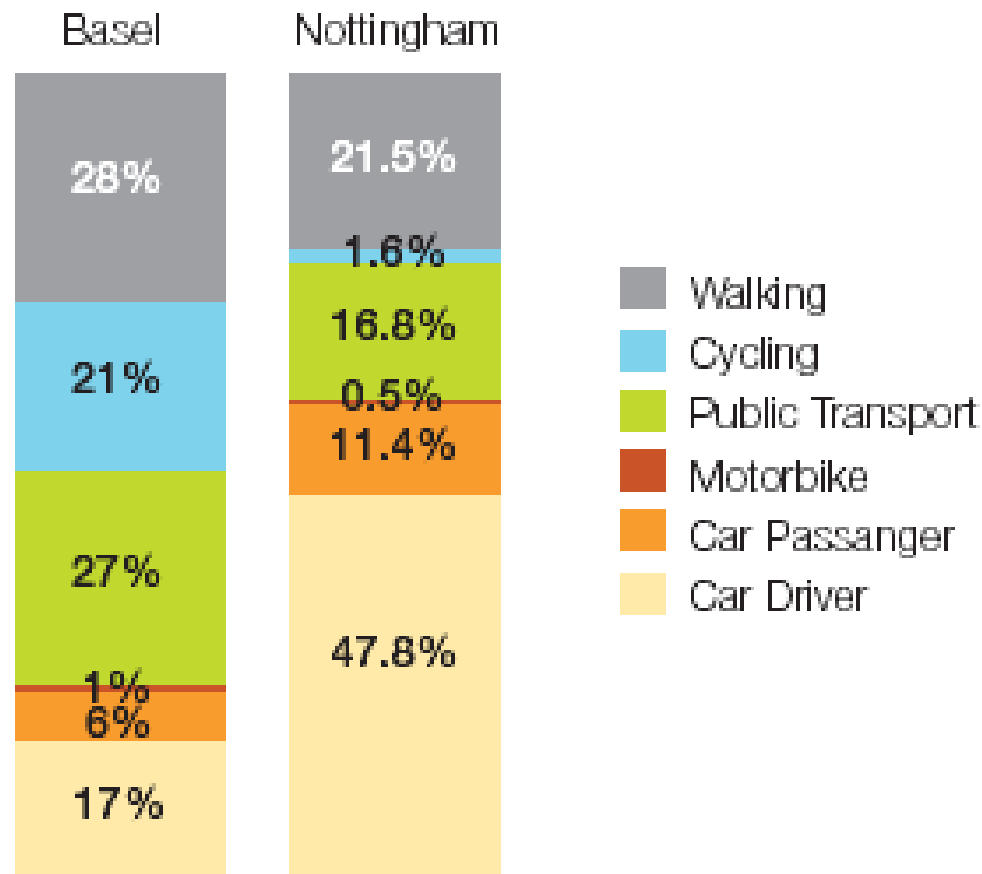






Mode travel choice in Basel, Switzerland and Nottingham, UK

% trips per person (Socialdata)





**Lots of women
cycle in
Denmark!**

Photo: Susan Handy

Pucher and Buehler: Cycling for Everyone



CYKELBY



Cyklister i dag



ActewAGL

312 Spence

EAST ACTON

9

336

ACTEWAGL



Bike racks on all TransLink buses in Metro Vancouver

Pucher and Buehler: Cycling for Everyone



Bridge in Freiburg BEFORE and AFTER reforms



Pucher and Buehler: Cycling for Everyone

Typical residential street in Freiburg **BEFORE** and **AFTER** traffic calming reforms



heute



**Extensive
car-free
districts
ideal for
walking
and cycling**



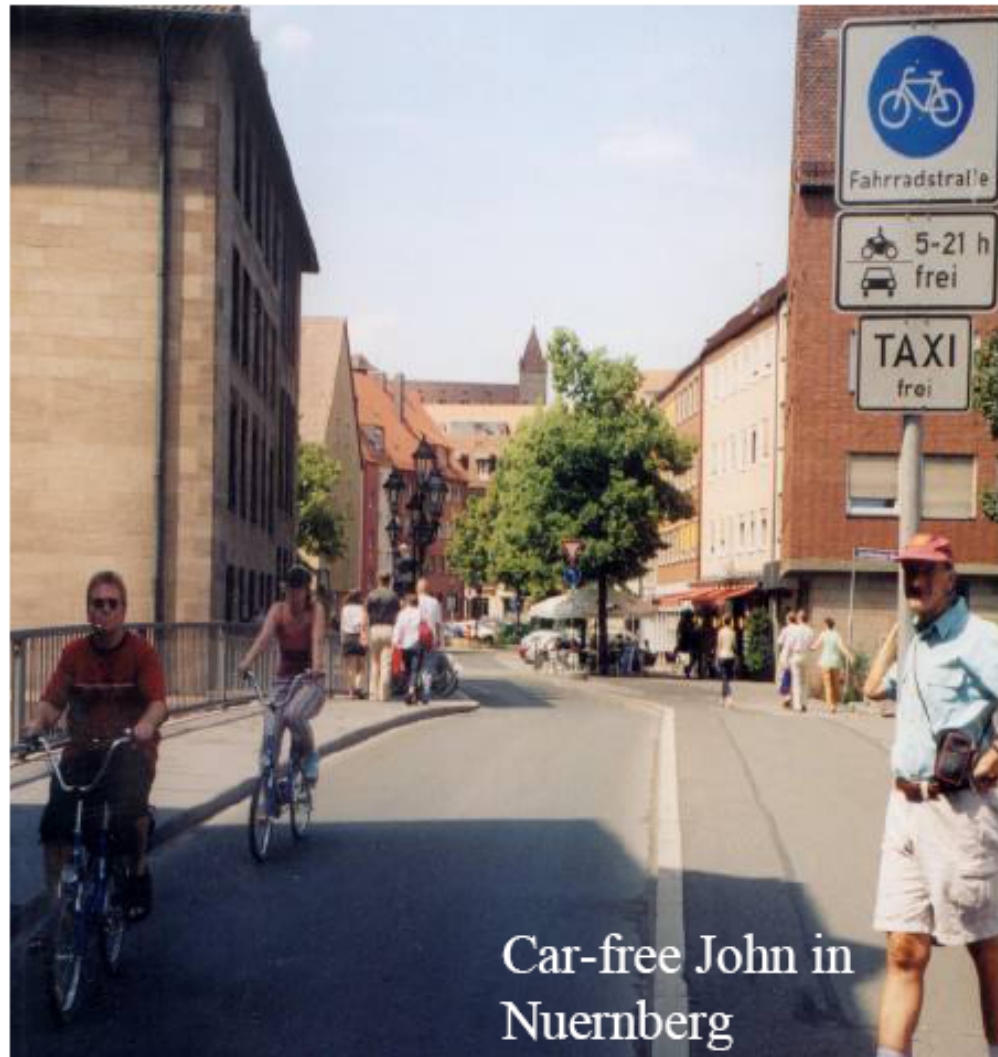
**Two-way bike path
in middle of car-free
zone in Amsterdam**

Peaceful co-existence of trams, bicyclists, and pedestrians in Freiburg's car-free center



Fucher and Buemer: Cycling for Everyone

Fahrradstrassen in Germany, bicycle streets where cyclists have absolute priority over cars for entire width of roadway



Pucher and Buehler: Cycling for Everyone



Foto: Gordon Price

Separate cycling and pedestrian facilities in Vancouver

Pucher and Buehler: *Cycling for Everyone*





← **Vienna LRT right-of-way in the suburbs**



← **Vienna combined busway and LRT right-of-way**

Reserved rights-of-way are critical for transit

ECO-METROPOLIS	1996	1998	2000	2002	2004	2006	2008
Percentage that cycle to work or education (%)	30	30	34	32	36	36	37
Seriously injured cyclists (number per year)	252	173	146	152	124	92	121
Percentage of cyclists that feel safe (%)	60	58	57	56	58	53	51
OTHER KEY FIGURES							
Cycled kilometres (mio./km per weekday)	0.93	0.92	1.05	1.11	1.13	1.15	1.17
Cycled km between serious casualties (mio./km)	1.2	1.8	2.4	2.4	3.0	4.2	3.2
Cycling speed (km/h)					15.3	16.0	16.2
Cycle tracks (km)	294	302	307	323	329	332	338
Cycle lanes (km)		6	10	12	14	17	18
Green cycle routes (km)	29	30	31	32	37	39	41
Bicycle parking spaces on roads and pavements (1000)					29.5		34.8



Action

- Change the economics
- Change the speeds
- Change the minds of politicians
- Change the politicians
- The long march through the institutions

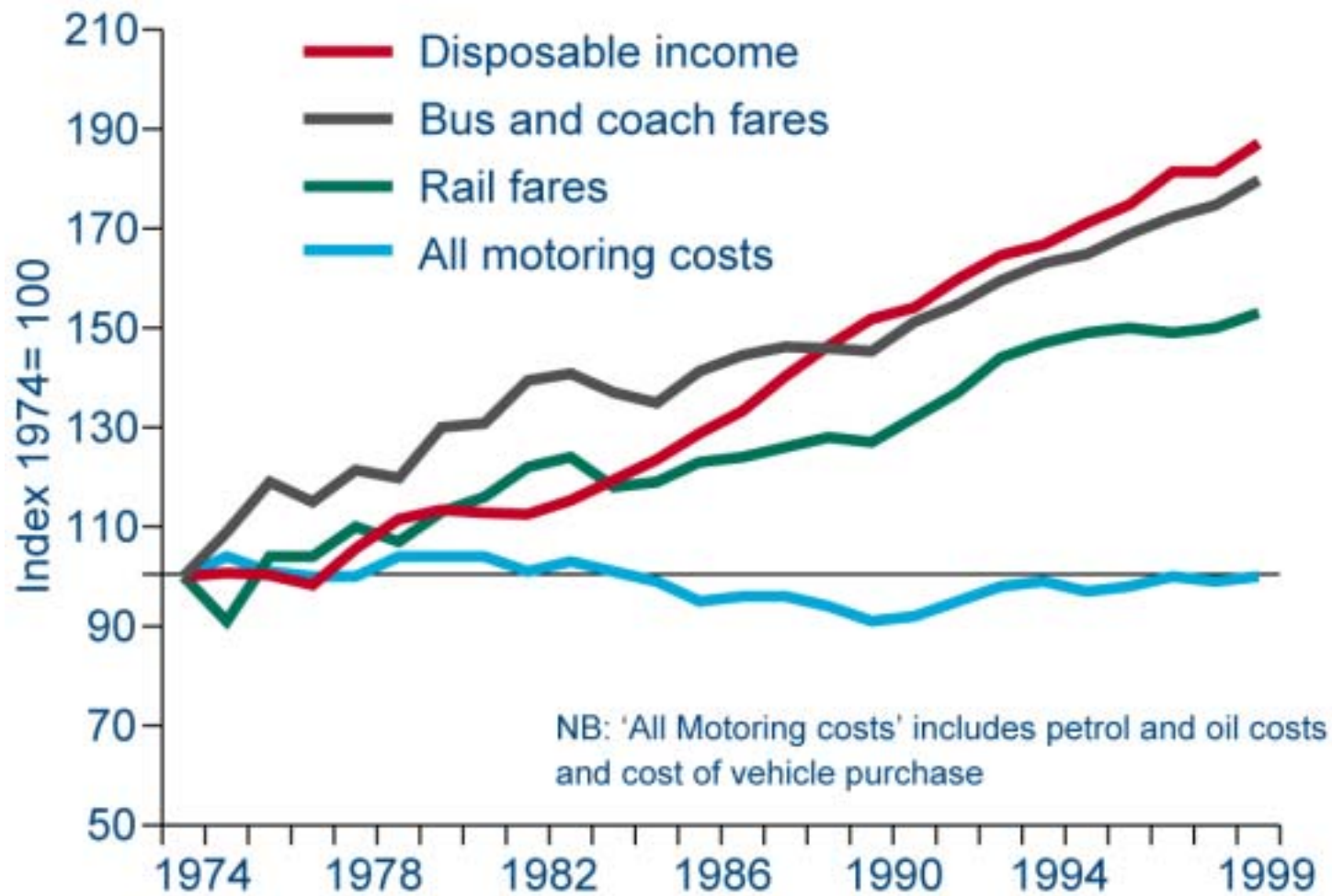
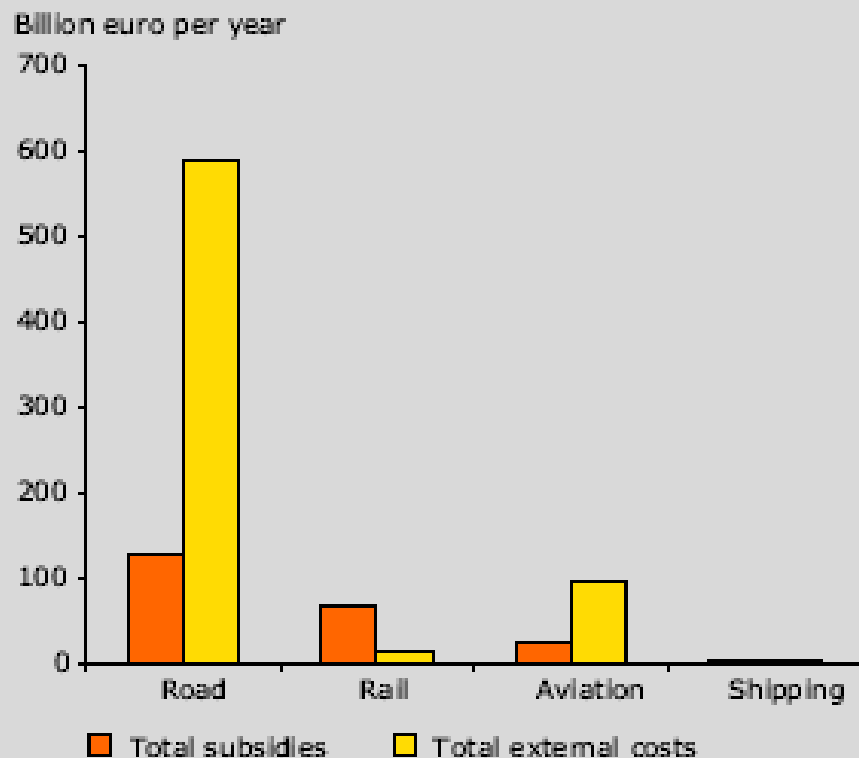


Figure 7.2 Total external costs and transport subsidies found for EU-15



Note: The numbers for subsidies comprise on-budget subsidies, annual public funding of infrastructure and exemptions from or reductions to fuel tax and VAT. The numbers for external costs includes costs of accidents, noise, air pollution, climate change, nature and landscape, up- and downstream processes and additional urban costs.

Source: EEA, 2007b.




Graz



(Austria)



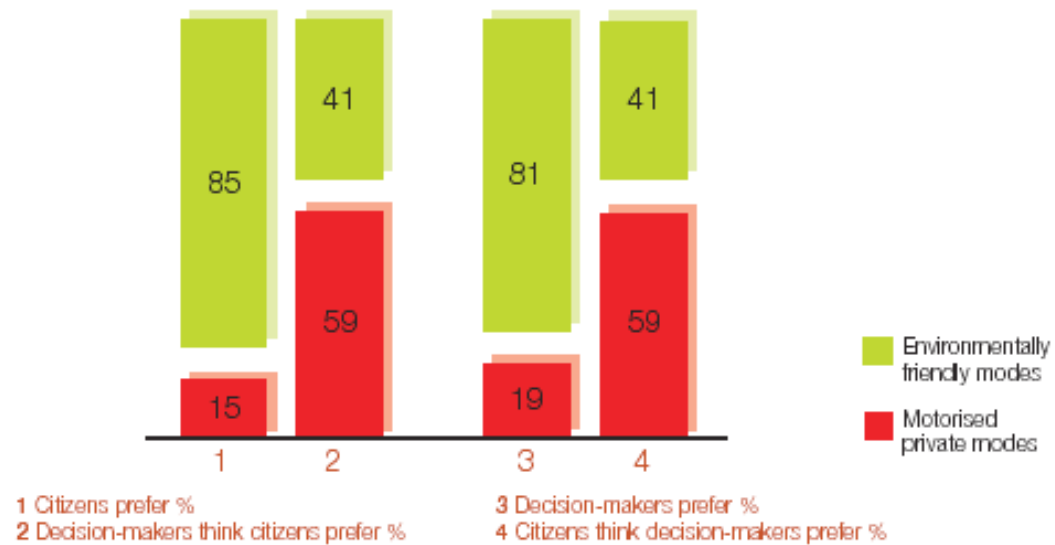
Table 4.1 The hierarchies of provision for pedestrians and cyclists

	Pedestrians	Cyclists
<p>Consider first</p>  <p>Consider last</p>	Traffic volume reduction	Traffic volume reduction
	Traffic speed reduction	Traffic speed reduction
	Reallocation of road space to pedestrians	Junction treatment, hazard site treatment, traffic management
	Provision of direct at-grade crossings, improved pedestrian routes on existing desire lines	Cycle tracks away from roads
	New pedestrian alignment or grade separation	Conversion of footways/footpaths to adjacent- * or shared-use routes for pedestrians and cyclists

* Adjacent-use routes are those where the cyclists are segregated from pedestrians.

Do they know what we prefer?

Citizens and decision-makers across Europe each have false beliefs about each other's preferences



A 1991 study by Socialdata found that across the European Union, both decision-makers and citizens overwhelmingly want to see "environmentally friendly modes" favoured, but each believes the other to be pro-car. As a result, pro-car measures have predominated

Source: Socialdata

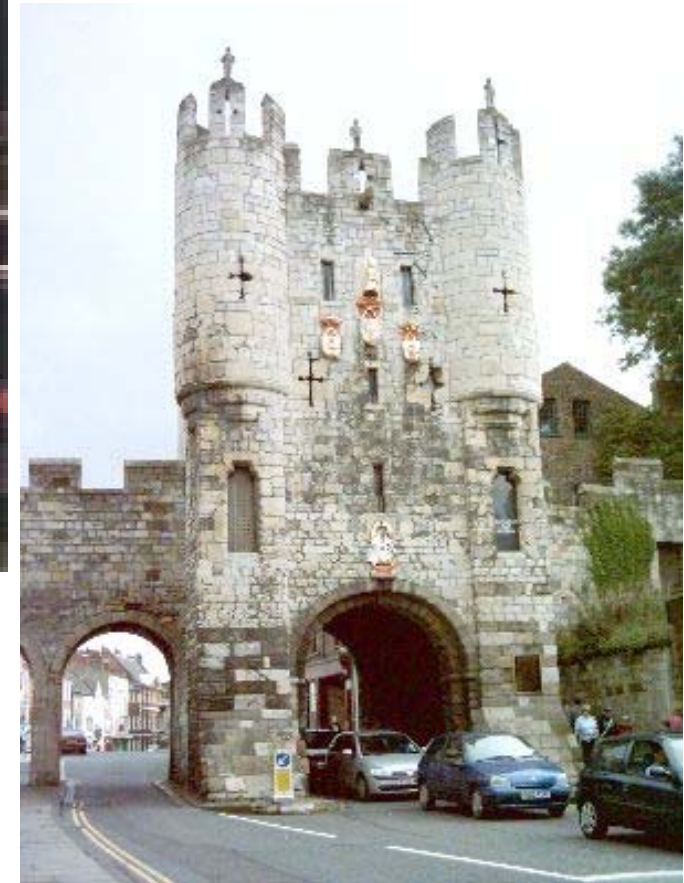
PUBLICLY AVAILABLE SPECIFICATION

PAS 500:2008

National specification for workplace travel plans



York: car free within the walls



Lucca



SEI Low Carbon Plan

- Aviation
- Road freight
- Passenger cars
- Rail
- Buses
- Pedestrians
- Cyclists
- Spatial
- Behavioural
- Fiscal
- Technology



Target

Based on 46,000 vehicular trips originating within the No Excuse Zone destined for the CBD, the following targets are projected:

2% modal shift by 2010

10% modal shift by 2015

20% modal shift by 2020

30% modal shift by 2025

40% modal shift by 2030

50% modal shift by 2035

60% modal shift by 2045

70% modal shift by 2050

80% modal shift by 2055

90% modal shift by 2060

100% modal shift by 2065



PAUL HAWKEN



BLESSED UNREST



How The Largest Movement
In The World Came Into Being,
and Why No One Saw It Coming



