Approaches to re-allocating road space for walking and cycling: what needs to happen?

November 2013
• why are most people across the UK reluctant to walk or cycle?

• what can be done to promote walking and cycling? – is reallocating road space enough?
why are most people across the UK reluctant to walk or cycle?
Study | Understanding Walking and Cycling | 2008-2011

Social survey
Spatial analysis
Interviews
Mobile methods
Ethnography

262 separate transcripts/1.5 million words of text
Key Findings of UWAC study

- Complex lives: family & household circumstances make W&C difficult
- Travel by car is perceived as easy and normal
- Travel on foot or by cycle is perceived as difficult and abnormal
Walking
“The whole thing with transport and not having a car; I do feel like a second class citizen, there’s definitely a sense that, as a pedestrian and a cyclist, you are definitely second class citizens.”

Jim, Lancaster

Cycling
“My ideal would be...for cycle paths to be absolutely physically removed from roads as in a proper kerb separating cyclists from traffic so that cyclists don’t have to use the pavement but weren’t sharing the roads with cars. Then cycling would definitely be an option and I’d find ways around the other inconveniences of cycling.”

Holly, Lancaster.
<table>
<thead>
<tr>
<th>Discourse on walking and cycling</th>
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<tbody>
<tr>
<td>Support for getting more people walking and cycling (but different ideas about how to achieve it!)</td>
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<td>Skepticism about ‘choice agenda’</td>
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<td>Issue of pavement cycling</td>
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<td>Cycling performed by people who are committed and confident</td>
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Vicious circle

UK urban areas designed around cars

People make short journeys by car they could easily make on foot or by cycle

People well disposed to W&C are deterred from doing so

Increased demand for space for cars
What should be done to promote walking and cycling in the UK?
What should be done?

Package of multi-sector policies required that seek to...

1. constrain car use in urban areas

2. change the power hierarchy on Britain’s streets

3. raise status of W&C in all aspects of urban planning

1. provide separated cycle tracks alongside all major roads

2. normalise W&C as means of travel
1. Necessary to make travel by car for short journeys in urban areas more difficult and make it feel abnormal and exceptional.

2. Put in place policies to make W&C easy, safe, comfortable and accepted as normal and obvious.

NOT AN ANTI-CAR MESSAGE
BUT PRO PEOPLE AND PLACE
The truth behind why we are reluctant to walk or cycle

“...highlights a range of issues including safety, time constraints, urban structure and perceptions of normality, and offers evidence-based policy solutions that could have a significant impact on levels of walking and cycling in the UK.”

Colin Pooley | main author

Promoting walking and cycling: New perspectives on sustainable travel by Colin Pooley with Tim Jones, Miles Tight, Dave Horton, Griet Scheldeman, Ann Jopson, Caroline Mullen and Emanuele Strano
Groningen NL (popn 190K)

Enacted policies since 1970s to make it easier to walk and cycle and discourage use of cars in the city center.
Groningen NL | traffic circulation

- Urban containment – circa 80% popn. living within 3km of city centre
- ‘Quarterized’ city centre & prohibited through (motor) traffic
- Prioritized walking and cycling
Groningen | city centre
Groningen | city centre
Groningen | residential space
Groningen | turning/crossing
Positive moves to re-allocate space to walking and cycling in the UK
Re-prioritizing space and time

Oxford Circus | London
Re-allocating space to cycling and walking

Old Shoreham Road | Brighton

Source: http://lofidelitybicycleclub.co.uk/old-shoreham-road/
Better urban design

Poynton | Cheshire

Source: Sustrans
“It is great to see ambitious decisions being made on transforming the city into a Dutch-style cycling haven...Cities such as New York and Seville have shown that building a network of segregated lanes leads to massive increases in cycling while also cutting congestion and collisions – now is the time for us to do the same.”

Martin Key | Campaigns Manager | British Cycling
What needs to happen?
Leadership + investment.
Loss of parking bays for cycle lane angers residents

By Amanda Williams 11:38am Wednesday 20th July 2011 in News

Adrian Greenwood

Dozens of parking spaces could be lost from East Oxford if a cycle lane along Iffley Road is built, say people living in the area.

The news comes after a decision on whether to allow a controversial student accommodation block to be built on nearby St Clement’s car park was delayed by councillors.

Oxfordshire County Council wants to remove parking bays between the Plain and Bullington Road as part of the current work to Iffley Road.

YOUR VOTE
Should car parking spaces on Iffley Road be scrapped in favour of a cycle lane?

Yes 37%
No 63%

Source: http://commoninfirmities.com/tag/bicycles/
Looking forward | Walking and cycling for healthy ageing and wellbeing
Population is set to age significantly over the next 30 years.

Older people likely to become more active in the future.

Older people in the UK walk but cycle less.

More supportive infrastructure can help safeguard walking and encourage cycling.

Electric bicycles also offer great potential to support older cycling.
Indicator species: Older people
cycle BOOM is a study to understand cycling amongst the older population and how this affects independence, health and wellbeing.

The ultimate aim is to advise policy makers and practitioners how our environment and technology can be designed to help people to continue to cycle in older age or to reconnect with cycling.

www.cycleboom.org
Thank you

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