

Moving in the right direction



John Whitelegg

j.whitelegg@btinternet.com



Implementing and Evaluating Citywide 20mph Speed Limits

By **Angela Gill**, Acting Traffic
Safety and Sustainable Transport
Group Manager

and **Simon Moon**, Head of
Transportation and Street
Management

Tuesday, 29th September 2009



**•20mph – the right speed for
Portsmouth's congested &
narrow streets**



•Portsmouth's roads will become rooms to be enjoyed by the local residents rather than motorised corridors



Brisbane's floating bikeway



Highly visible red bike lanes for intersection crossings on all four sides, Muenster





Photo: Susan Handy

**Lots of women
cycle in
Denmark!**

Pucher and Buehler: Cycling for Everyone

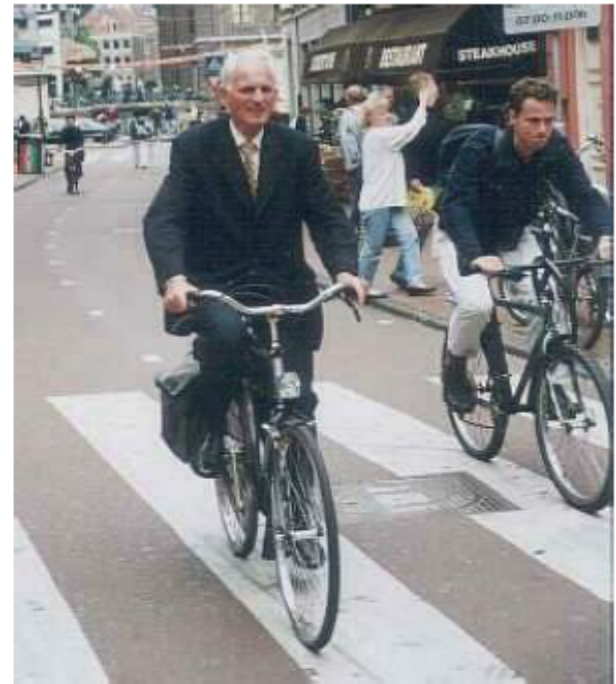
Cycling can start at a very young age



Foto by Marie Demers



Pucher and Buehler: Cycling for Everyone



**And we
can
keep
cycling
all life
long!!!**



Pucher and Buehler: Cycling for Everyone



Foto: Gordon Price

Separate cycling and pedestrian facilities in Vancouver

Pucher and Buehler: *Cycling for Everyone*



Green wave
for cyclists in
Copenhagen,
Denmark

Pucher and Buehler: Cycling for Everyone



Freiburg

- **. All residential streets in Freiburg are traffic calmed, with a speed limit of 30km/hr or less. This is one of Freiburg's 177 home zones, where the speed limit is further reduced to 7km/hr in order to permit walking, cycling and playing on the street.**







Vauban

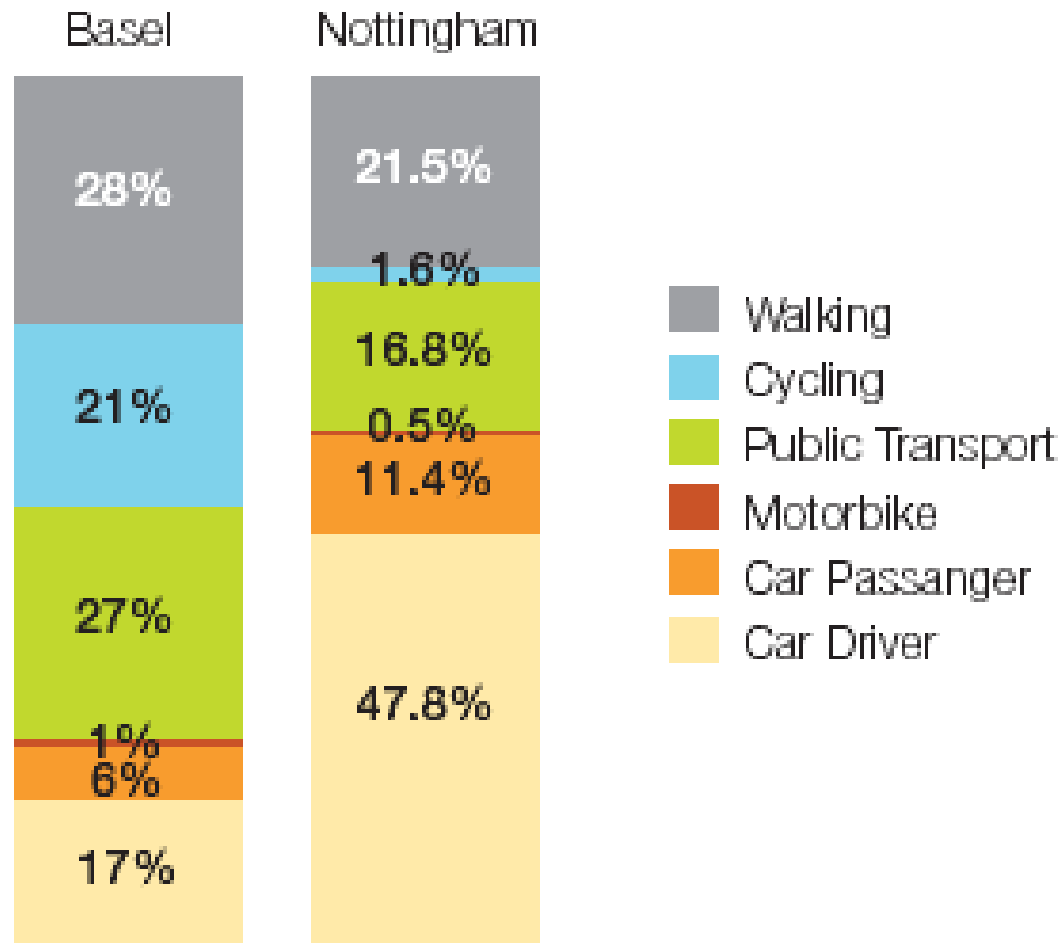
A preferred future: 2030

- Rule of one third
- Vision zero
- 90% school trips by non-car
- 5-90
- 60% reduction in lorry vkm
- Air quality and noise sorted



Mode travel choice in Basel, Switzerland and Nottingham, UK

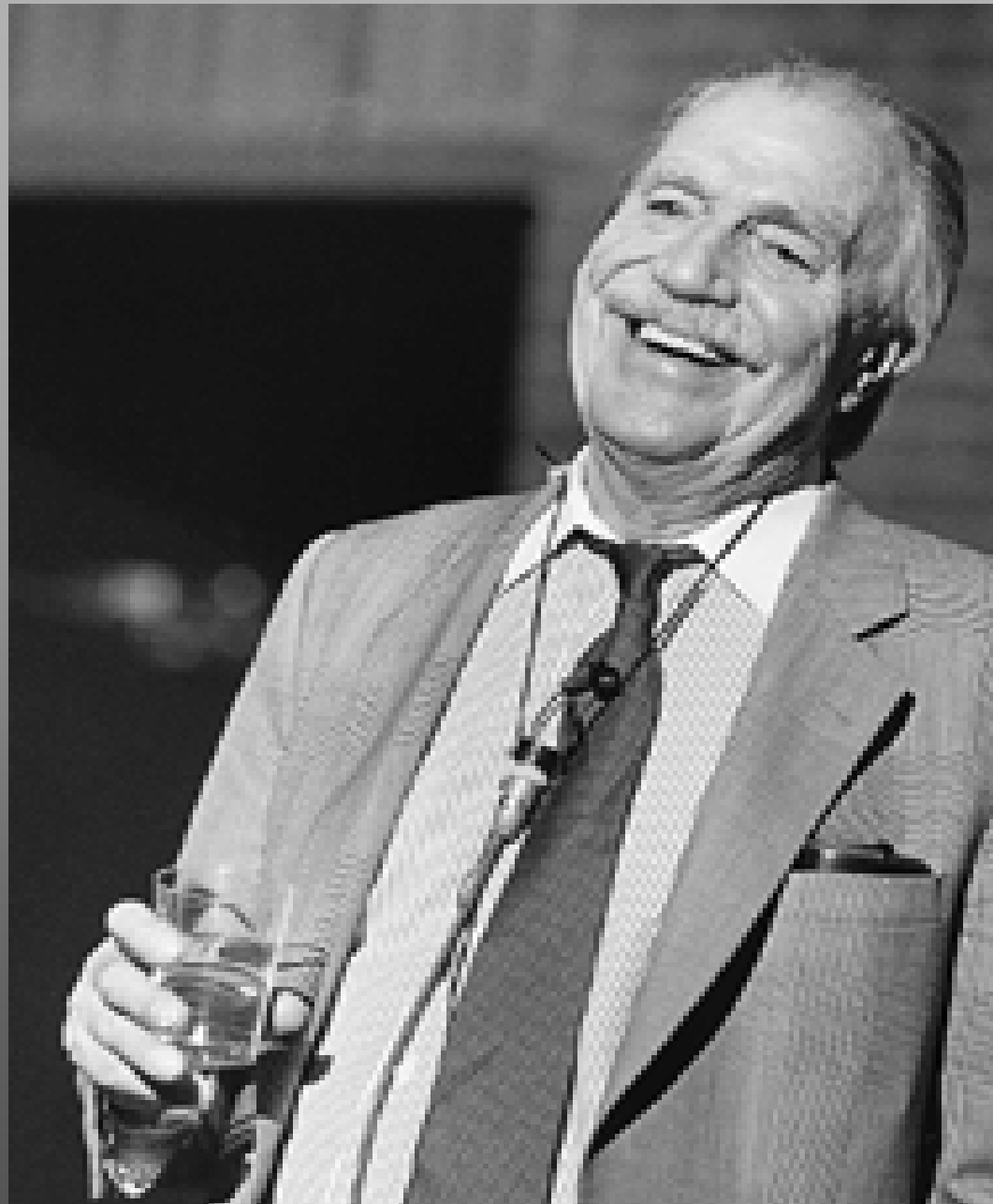
% trips per person (Socialdata)



This was the Western American Solution





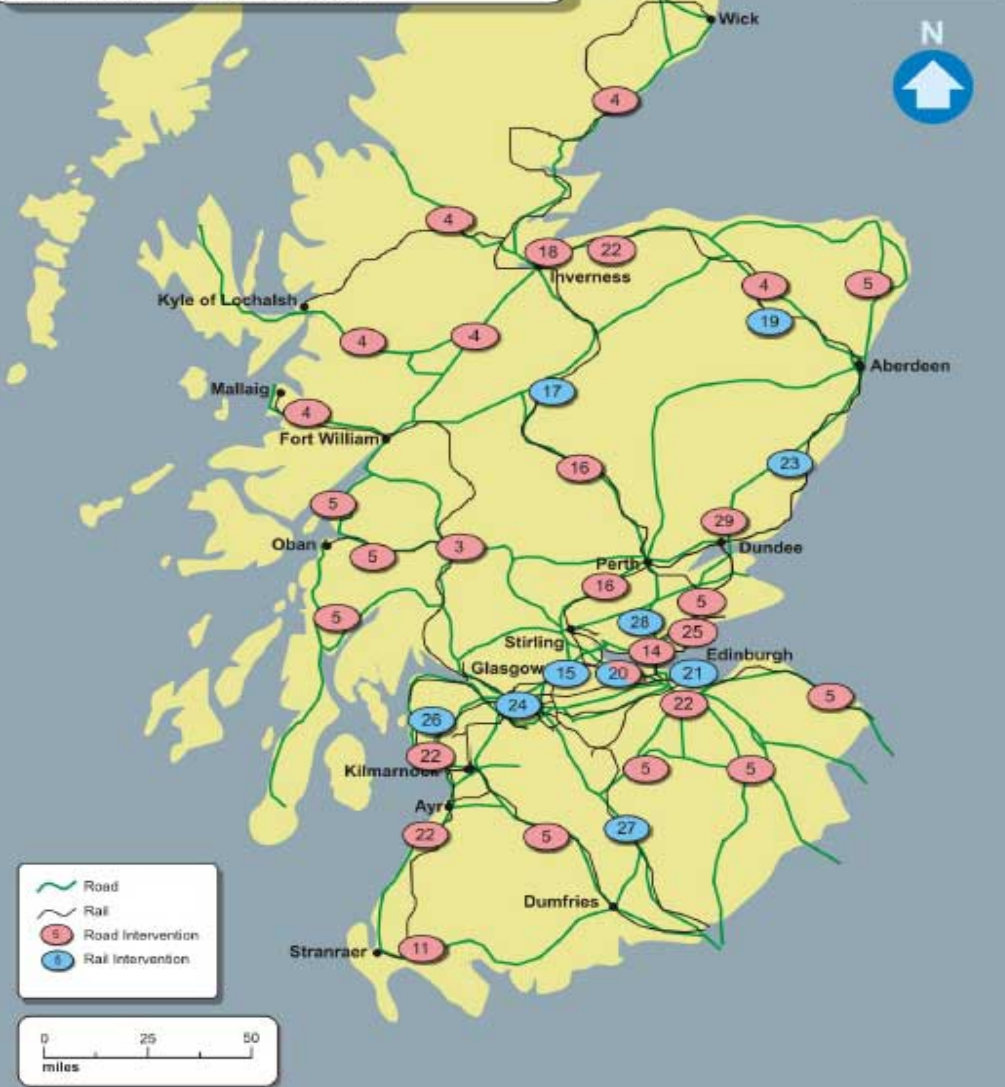


Ian McHarg

- First of all I have to reveal my loathing of you and your kind
- A Quest for Life, page 189

Not Shown On Map:

1. Strategic Road Safety Plan
2. Maintaining and Safely Operating Scotland's Rail Network
6. Further Electrification of the Strategic Rail Network
7. Reconfiguration of the National Rail Timetable
8. Strategic Park & Ride/Park & Choose Strategy
9. Using Intelligent Transport Systems on Parts of the Road Network to Enhance Capacity and Operations
10. Integrated Ticketing
12. Enhancing Rail System Capacity Through Targeted Improvements
13. Rail Enhancements in the East of Scotland





**WRONG
WAY**
—
GO BACK

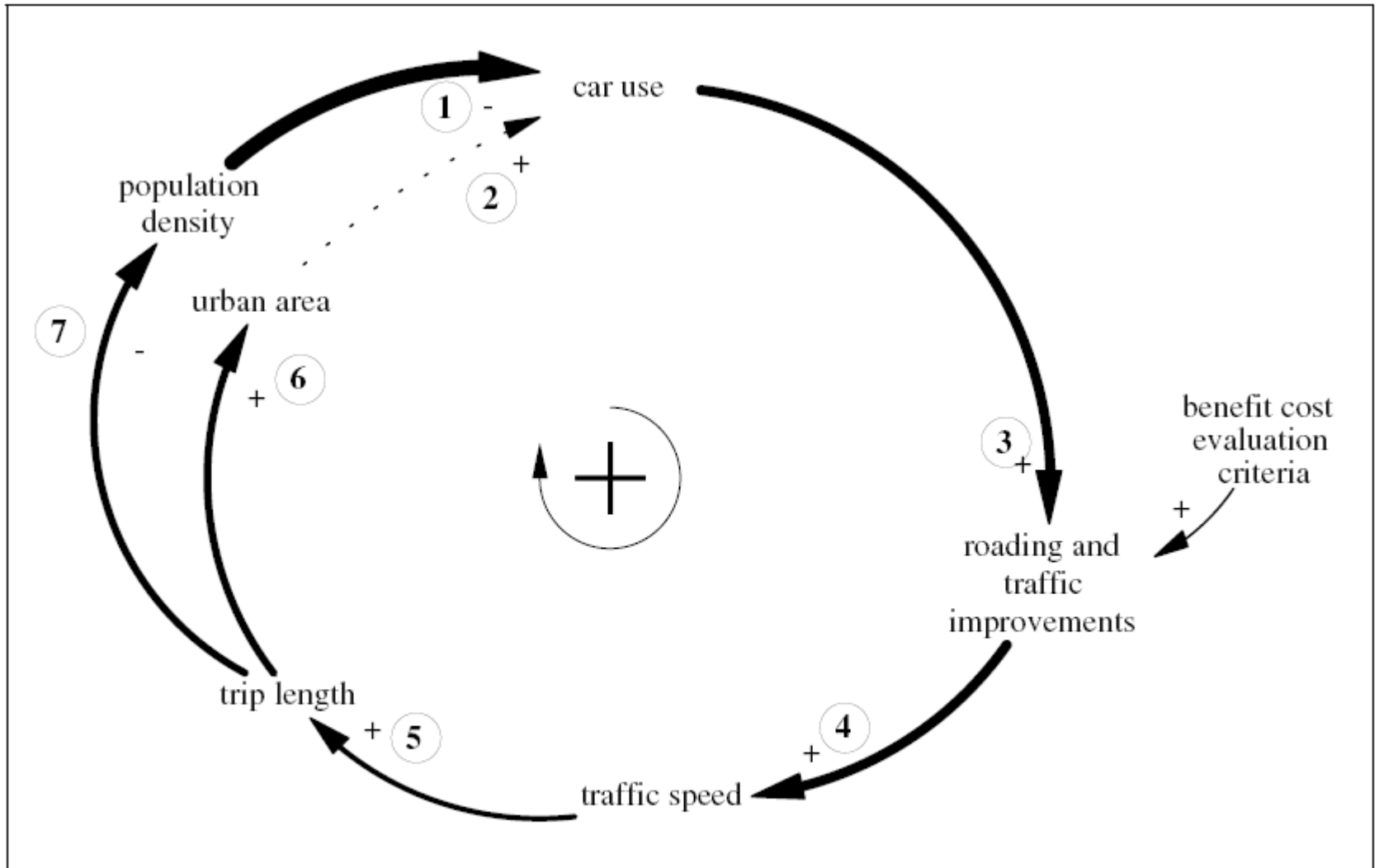


Figure 2: Road Building Systems Model

Source: Bachels, Peet and Newman, (1999)

So what are the big issues

- Child-friendly/older person friendly public space
- Car-reduced cities
- Climate Change
- Fiscal re-balancing
- Public health integration

Accessibility

- Develop a model of high quality, dense-patterned facilities and activities (local shops, post offices, health care, schools)
- Reject traditional business models of economic viability that lead to closure



Plaza de Catalunya, Barcelona



Portobello Road, London

Urban Design

- Wider pavements
- Throw away the barriers
- Pavement parking
- City of short distances
- Streets as public space

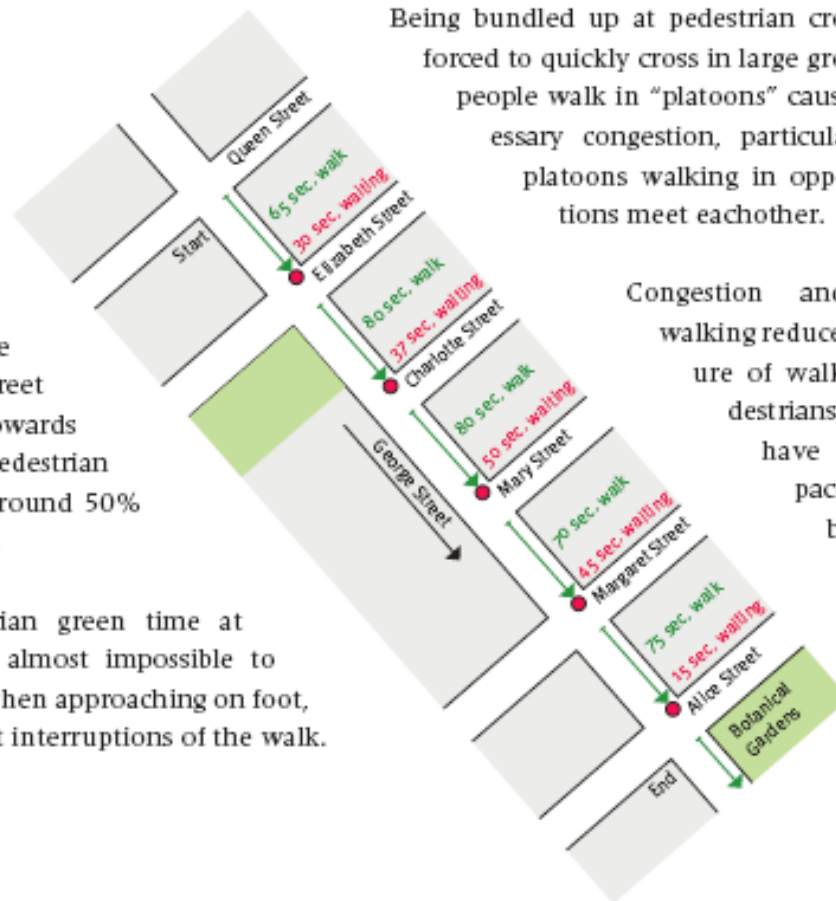


Pedestrian street in Copenhagen

Unacceptable waiting times along George Street

A random walk down busy George Street from Queen street busway station towards QUT reveals that pedestrian waiting times are around 50% of the walking time.

Very short pedestrian green time at crossings makes it almost impossible to meet a green light when approaching on foot, resulting in constant interruptions of the walk.



Being bundled up at pedestrian crossings and forced to quickly cross in large groups makes people walk in "platoons" causing unnecessary congestion, particularly where platoons walking in opposite directions meet each other.

Congestion and platoon walking reduces the pleasure of walking as pedestrians constantly have to change pace and avoid bumping into each other.



Woolloongabba area

Maintaining a sense of human scale throughout the city is crucial. Severing neighbourhoods with freeways and forcing pedestrians into tunnels or under dodgy overpasses is certain to discourage the majority from walking. Part of Brisbane's urban challenge is related to scale.

Speed

- Biomechanical predictability
- Swedish Vision Zero
- The 20mph/30kph city



Physical activity and the environment

Implementing NICE guidance

January 2008

NICE public health guidance 8



Transport

- Prioritise:
- Pedestrians and cyclists
- People who use other transport involving physical activity (including those whose mobility is impaired)



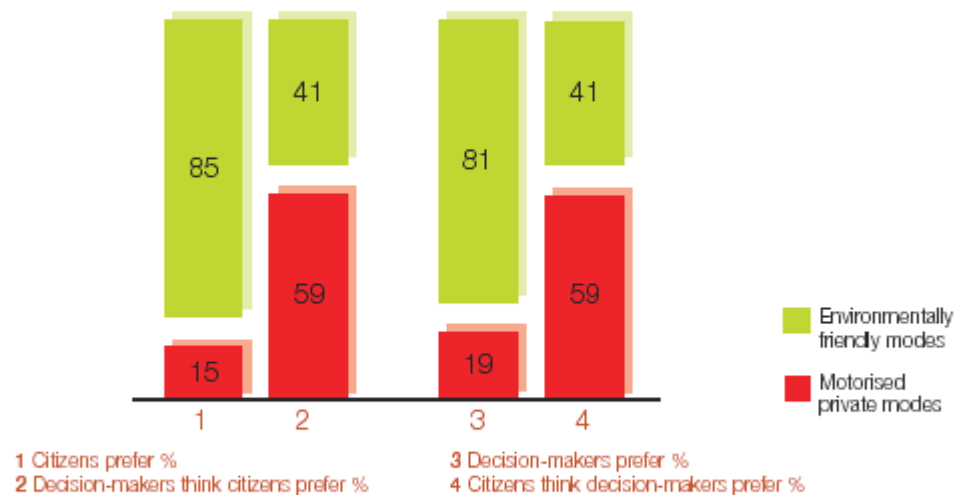
Reproduced by kind permission of J
Bewley/Sustrans

Transport: ways of prioritising key groups

- Widen pavements
- Introduce cycle lanes
- Restrict motor vehicle access
- Introduce road-user charging schemes
- Introduce traffic-calming schemes
- Create safe routes to schools

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

Are we missing the point?

- Water and sewage in mid-19th century cities
- Child labour in factories and coal mines
- Slavery
- London smog
- Berlin wall
- Active children/active citizens/active cities