

**Active
recovery:
Locking-in the
active travel
benefits**

Jamie Wylie

SCOTLAND'S ALLIANCE FOR
SUSTAINABLE TRANSPORT
transform.scot









A blue-tinted photograph of a city street. In the foreground, a tram is on the left and a bus is in the center. The bus has a destination sign that reads "Gorgie Princes Newington Dalkeith". A large, stylized arrow graphic, composed of many thin white lines, points upwards and to the right, starting from the bottom right corner and extending towards the center of the image. The background shows a bridge and some trees.

What did lockdown(s) tell us about urban mobility?

1. SPACE ALLOCATION FOR WALKING WAS UNFAIR AND UNSAFE

- Most streets do not allow safe physical distancing
- No shortage of space, but allocation is unfair, inefficient and unsafe
- Space that does exist isn't safe, inclusive or convenient



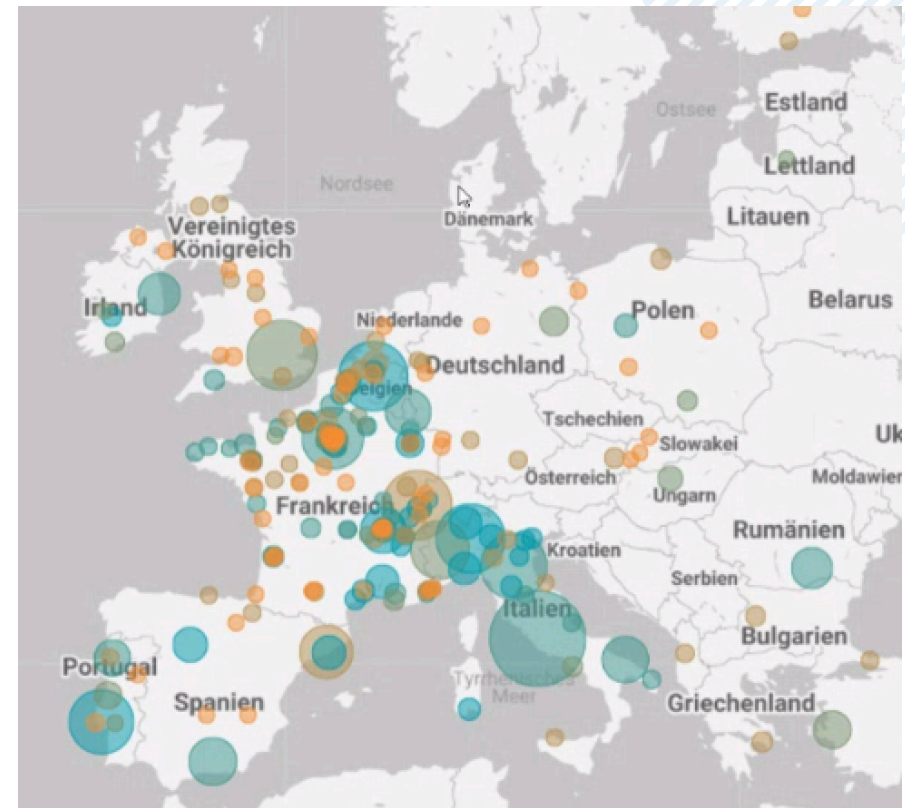
2. SAFETY MAKES CYCLING AN OPTION FOR EVERYONE

- Less traffic opened up cycling to a wider range of people
- Temporary segregated lanes have given people safety and confidence
- But returning car traffic - without safe infrastructure - risks losing gains in cycling



4. CITIES WITH STRONG PLANS WERE ABLE TO ACT FASTEST

- Cities with ambitious plans were able to adapt fastest to keep people safe
- Roll out of AT measures was simpler, faster, well planned
- Lisbon, Rome, Brussels, Ile-de-France, Edinburgh
- Cities with strong plans were more resilient, better equipped to adapt to change





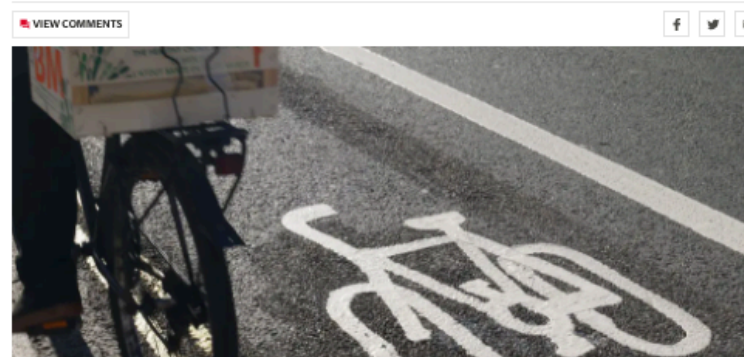
But... did we learn from lockdown?

BACKLASH AGAINST TEMPORARY MEASURES HINDERING AMBITION



London council set to remove emergency cycle lanes and low traffic neighbourhoods

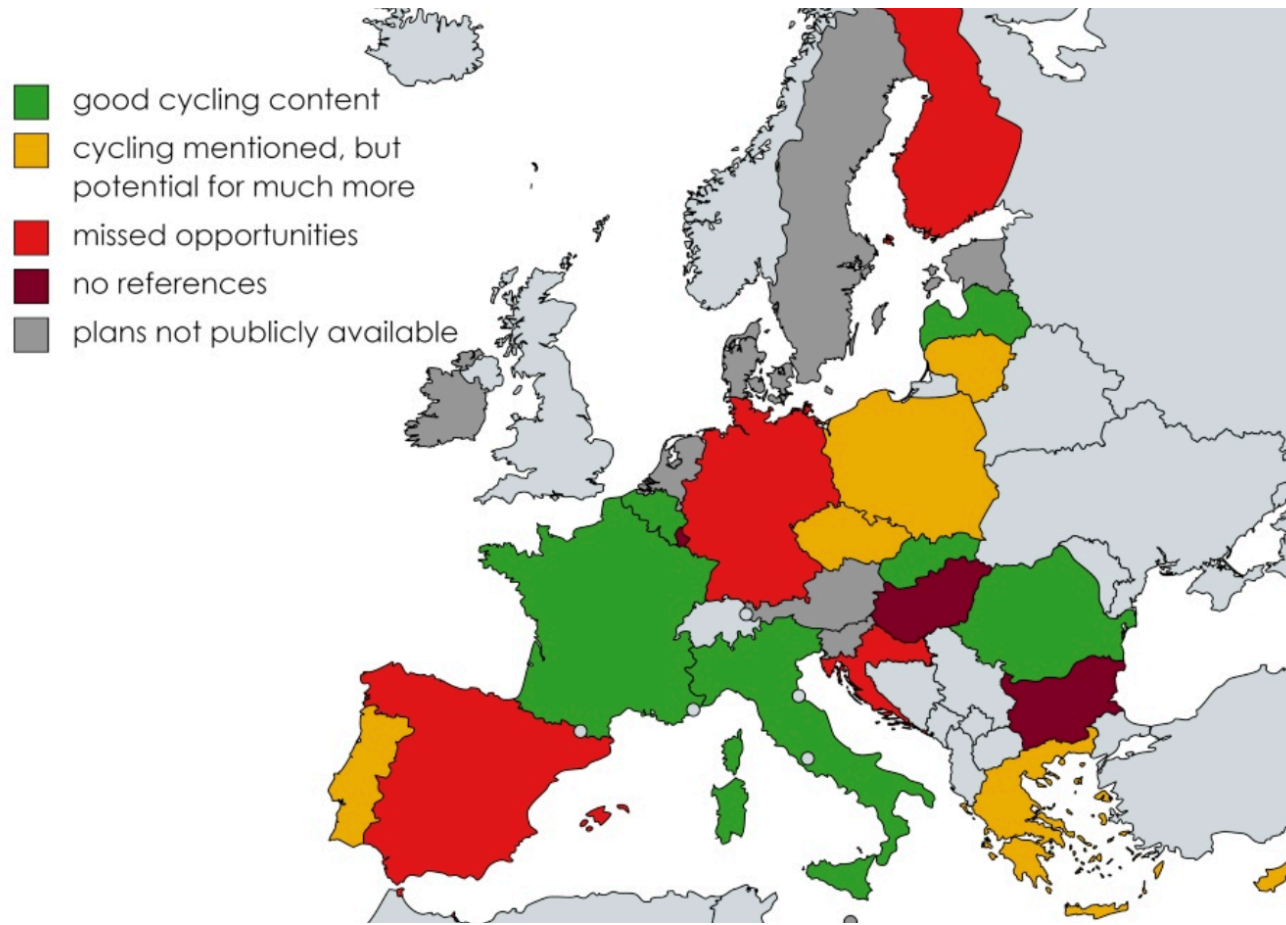
Cycle lane wars: Kensington High Street's temporary cycle lane axed after hundreds of complaints



'They deserve an apology': Anger as Edinburgh's first low-traffic neighbourhood approved

The scheme was set to be introduced using emergency coronavirus powers

MIXED RESULTS FOR CYCLING POST-COVID ACROSS EUROPE



BUT SIGNS OF LEARNING THE LESSONS OF LOCKDOWN

Glasgow's Avenues project and plans for riverside development are green and bold

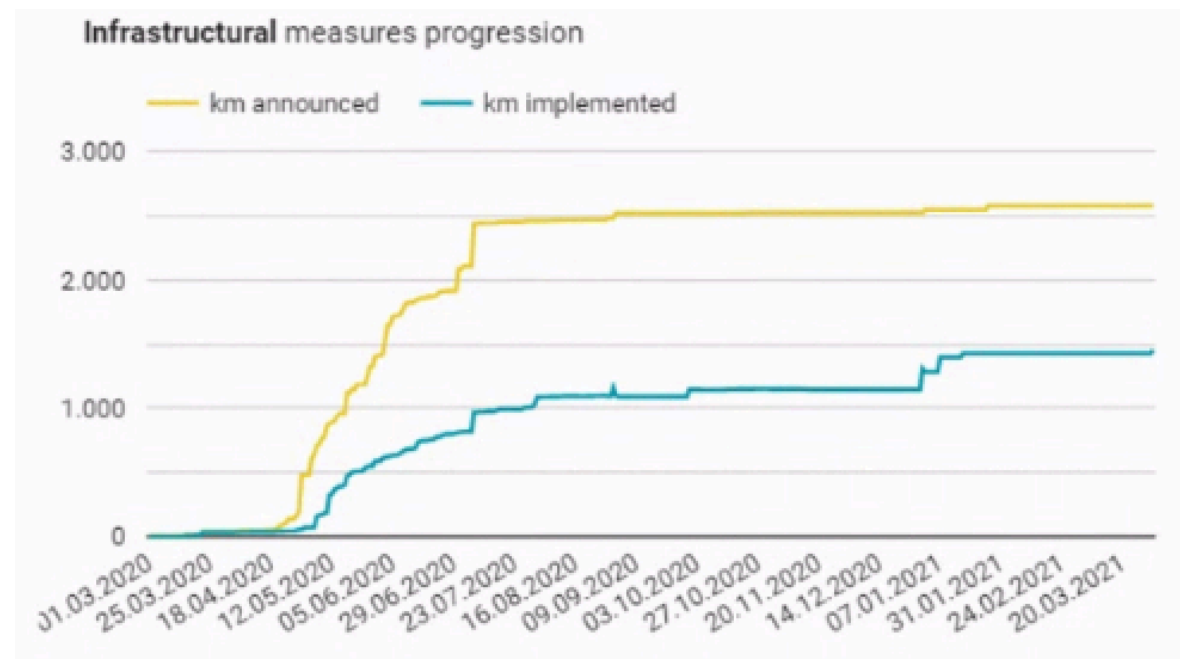
Edinburgh's historic New Town will be transformed by traffic ban

A new survey shows two-thirds of capital residents will be more likely to visit New Town as a result of Edinburgh City Council's pedestrianisation plans.

Edinburgh Council Mobility Plan to 'Revolutionise' Travel Across the City



AMBITION IS TURNING INTO ACTION





Where do we go from here?

1. Street space reallocation

- Make temporary measures permanent
- Reallocate from cars, not public transport

2. Action to aid efficient flow of people

- Greater pedestrian priority at crossings
- Removal of clutter/barriers to safe walking

3. Fast-track existing space reallocation strategies

- Test, trial, adjust, deliver

4. Safe, segregated cycle lanes

- Make temporary measures permanent
- Continuous, connected network approach

5. Bike hire schemes

- Increase availability/range of existing schemes
- If no scheme exists, make plans for future

1. Legislate to make 20mph speed limits the default option in urban areas

- Safer, simpler, faster, cheaper approach
- Follow lead of European (and Scottish) cities creating 30km/h default

2. Reform the TRO process

- Enable Local Authorities to progress AT improvements faster, cheaper, simpler

3. Financially support Local Authorities to take action

- £40m 'Spaces for People' is only ~1% of 20/21 transport spending
- Welcome action on AT spending, but more needed for transformative change

WHERE DO WE GO FROM HERE?

- Time to be bold: Set goals, test, show benefits, deliver
- Build for the future
- Opposition is inevitable: Communicate, adapt, persevere
- European cities are leading the way: Will Scotland follow?



transform

scotland

Thank you

Report available at:
bit.ly/activeTSrecovery

james.wylie94@gmail.com

SCOTLAND'S ALLIANCE FOR
SUSTAINABLE TRANSPORT

Web: transform.scot

Tel: +44 (0)131 243 2690