



Low car neighbourhoods in Scotland a Place Standard

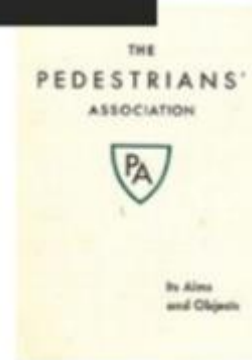
Analysis

Stuart Hay

Edinburgh December 2018



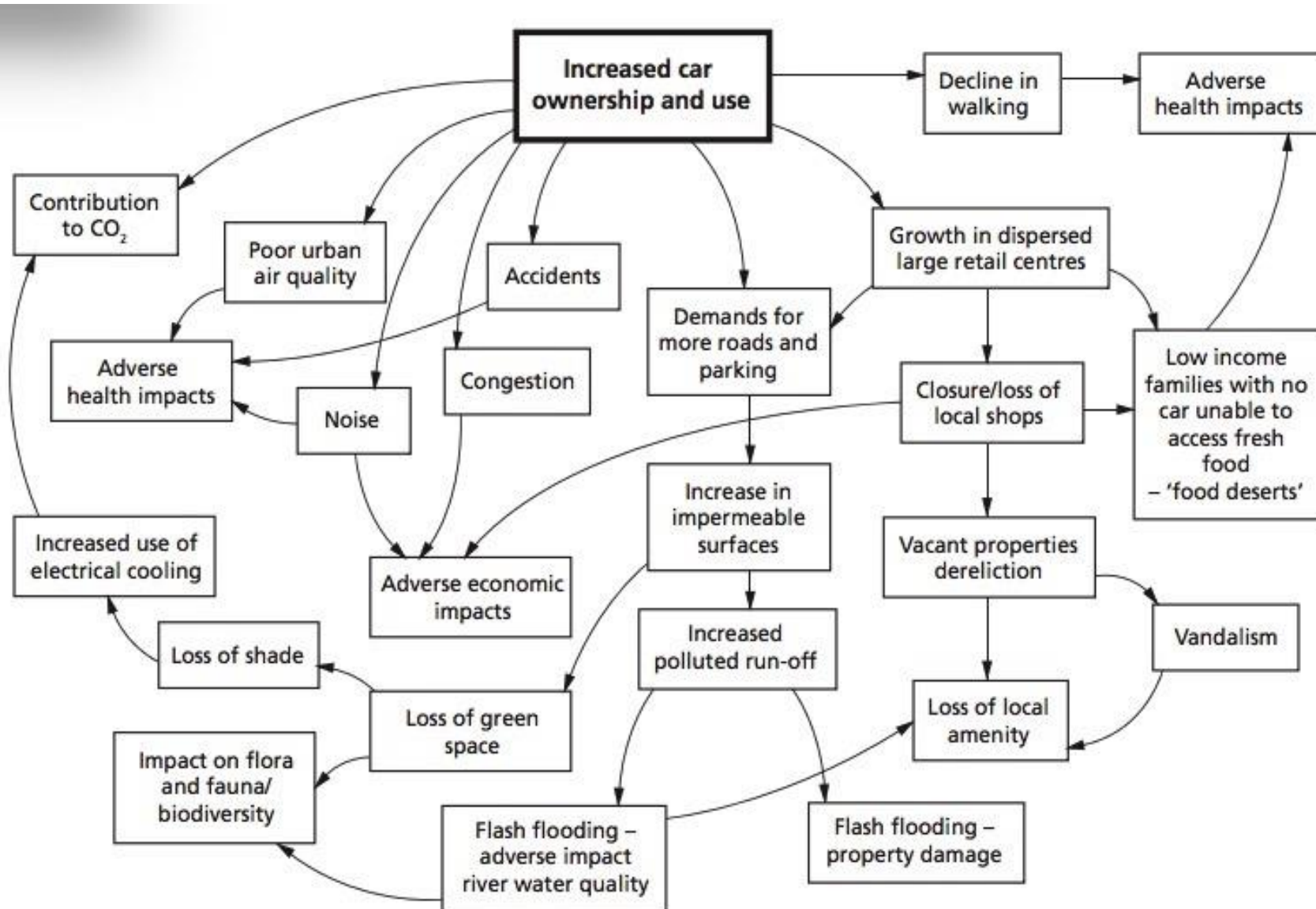
THE VOICE OF PEOPLE ON FOOT



"In view of the serious danger of motor traffic today an Association be formed for the defence of public rights, especially of pedestrians."

The purpose of the Pedestrians Association, as outlined in August 1929

Why low car neighbourhoods?



We are shaped by our environment

CITYLAB

DESIGN / TRANSPORTATION / ENVIRONMENT



Houses in the still relatively dense London suburb of Willesden. // Suzanne Plunkett/Reuters

Obesity Thrives in the Suburbs

FEARGUS O'SULLIVAN OCT 11, 2017

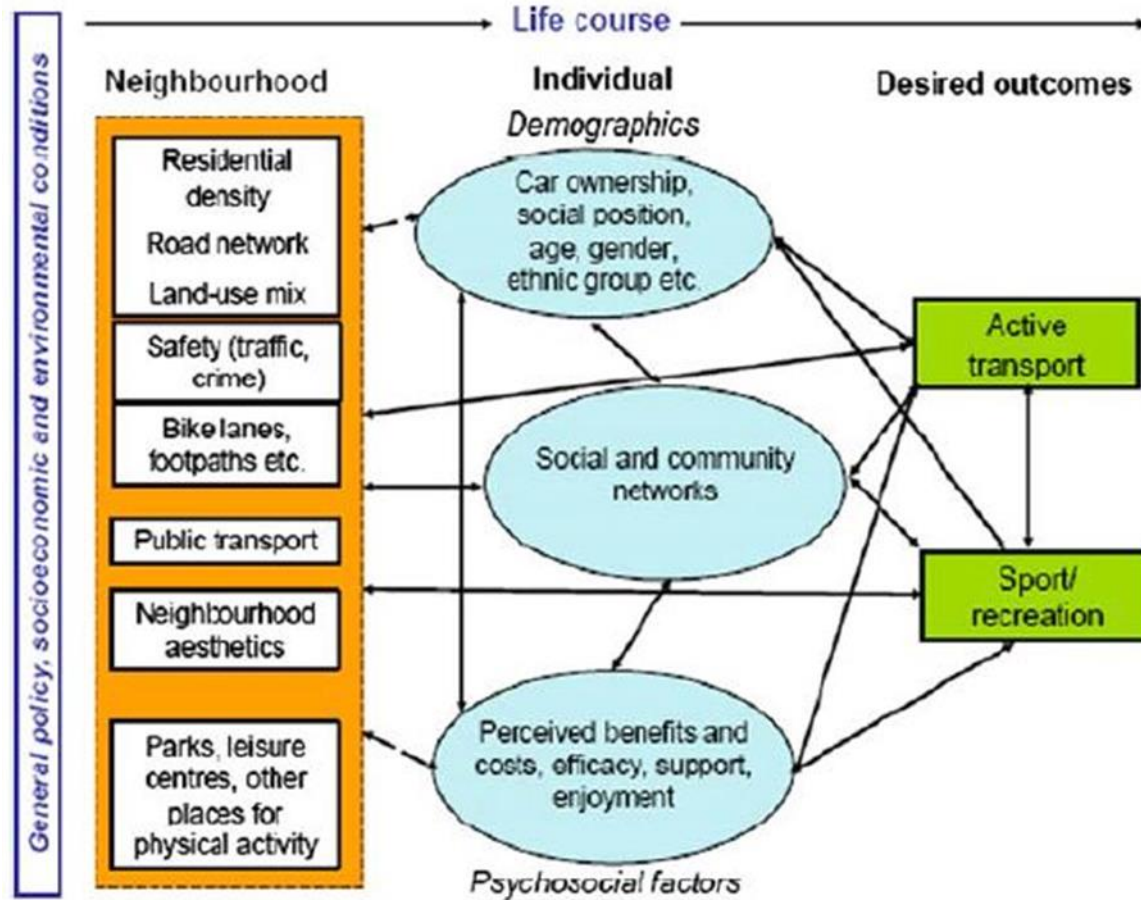


Fig. 1. Evidence informed model of potential determinants of sport/physical activity (Foster et al., 2005).

Policies for place over movement are becoming more important

Place Standard Tool



A tool to assist communities and professionals to assess the quality of places

2016

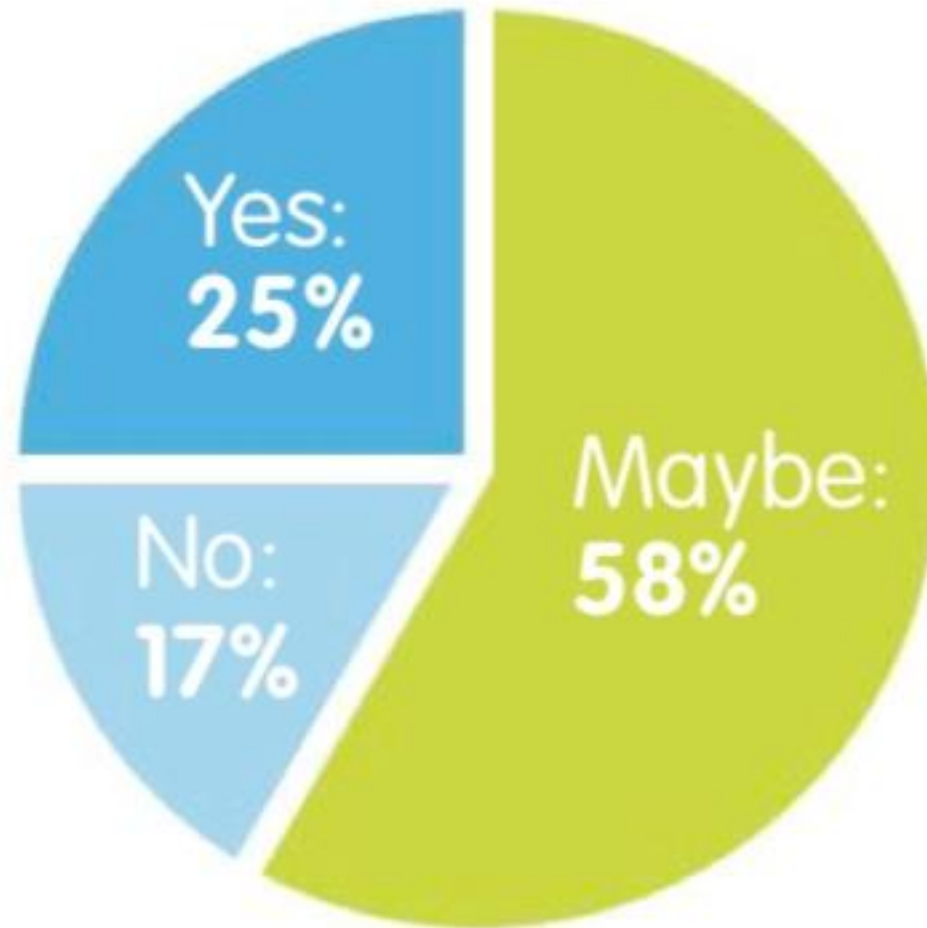
2011



2008



Does Scottish planning policy promote sustainable travel choices?



Practice beyond policy?

Commissioned by Carplus Bikeplus and Living Streets Scotland and funded by Transport Scotland

First phase – desk-based research project, May 2017 *'Low car neighbourhoods in Scotland'*

Second phase – case studies, March 2018 *'Progress on low car neighbourhoods in Scotland'*





5 locations, post
2011

Mix of size, density,
tenure type, phase
of development

*Post-Designing
Streets*

Award winners

Not urban infill

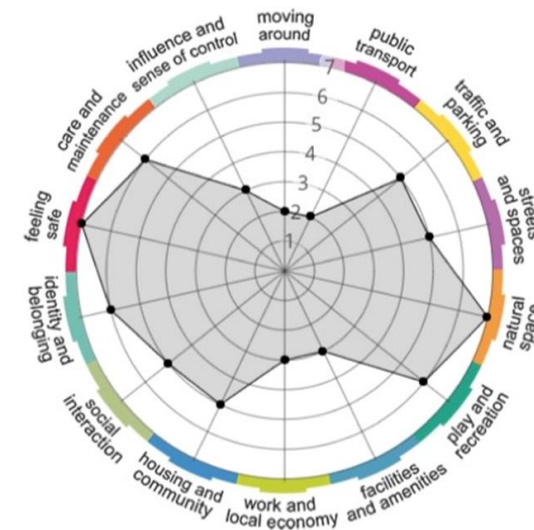
Are we delivering healthy communities?

Surveys – post, online & door-to-door

Street audits

The Place Standard Tool

Brief survey of planners



What do residents want?

Home size was the most important attribute.

Parking and transport are only one factor amongst many in terms of importance for home buyers



Aggregated percentages from 5 case study neighbourhoods	Very Important/ Important
Size of home	99%
Good pavements/footpaths	99%
A garden/park nearby	98%
Close to shops, pubs, doctors	97%
Easy to get to work or education	96%
Useful bus routes	96%
Parking for visitors	93%
Space to park my car(s)	91%
Quiet roads	86%
Good cycle paths	84%
Children can walk to school	83%
Children can play near the house	87%
Bike/scooter storage	65%*

*Bike/scooter storage reflects lower household ownership levels

Getting it right?

Neighbourhoods recording over 30% very dissatisfied/dissatisfied*	West Pilton Crescent	Winchburgh	Athletes' Village
Close to shops, pubs, services		•	•
Children can walk to school	•		
A garden/ park nearby	•		
Space to park my car(s)	•		
Parking for visitors	•	•	
Bike/scooter storage		•	
Cycle paths		•	
Pavements/footpaths	•	•	
Useful bus routes		•	

Do new developments meet residents expectations?

Poor condition of local pavements and footpaths

Parking arrangements for visitors are deemed inadequate

Not let safe for children to play in the street or walk to school



West Pilton, Edinburgh

Traffic
dominance
and lack of
safe
crossings



Whitfield, Dundee

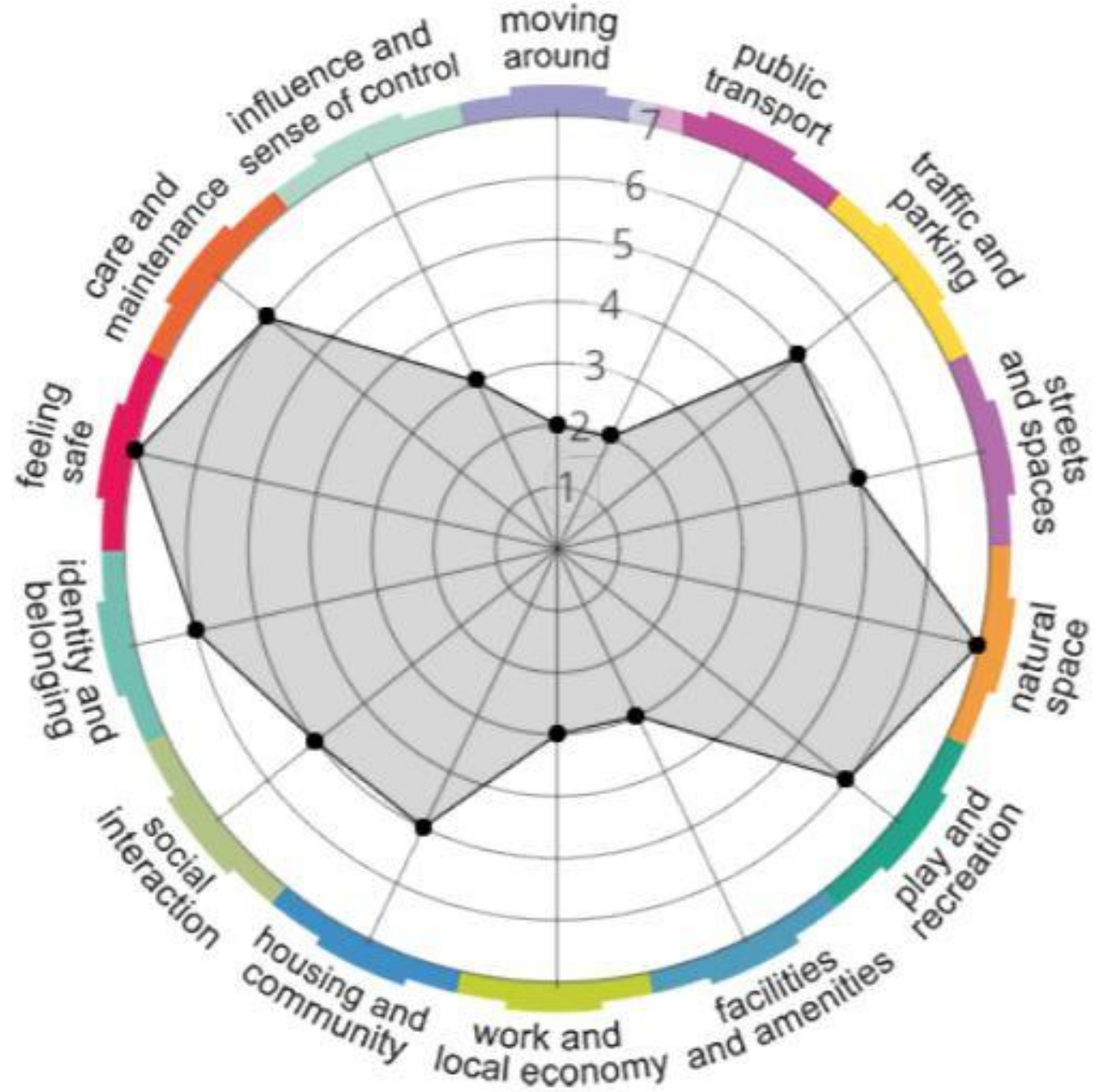
"I walk my daughter to school but it's dangerous down there due to the sheer volume of cars in an area not designed for a) the levels of cars and b) the number of kids now at the school." "no pedestrian crossings in the area."

Roads and
parking in a
residential
monoculture



Winchburgh, West Lothian

Winchburgh a
balanced
community?



Communities for everyone?

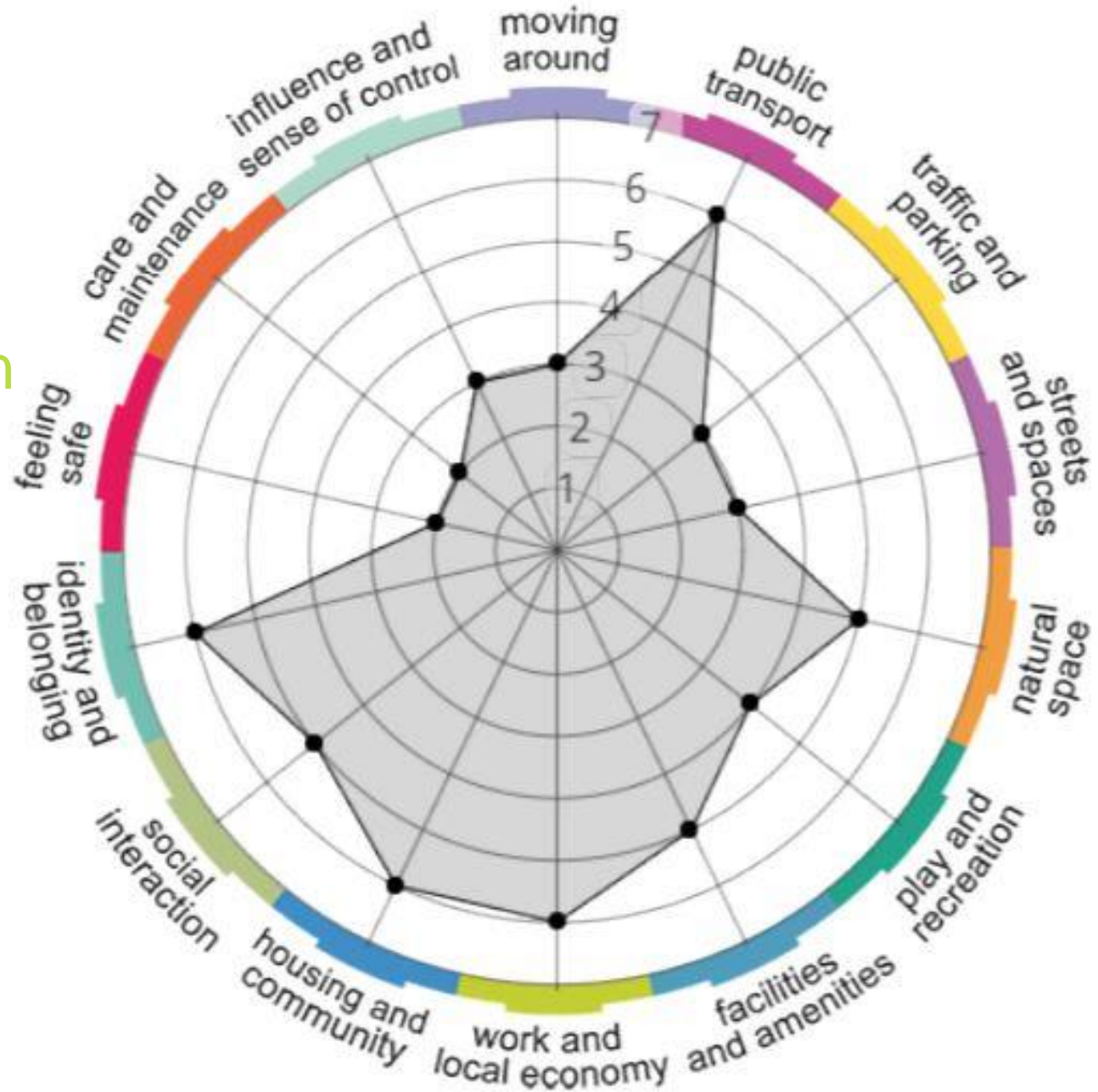


“I sometimes use my wheelchair to go across the road to the shops.

If I use the crossing I end up on a section of road, a junction, without a pavement. It’s not great.”

West Pilton, Edinburgh

Pilton: New
development,
good location
poor
implementation



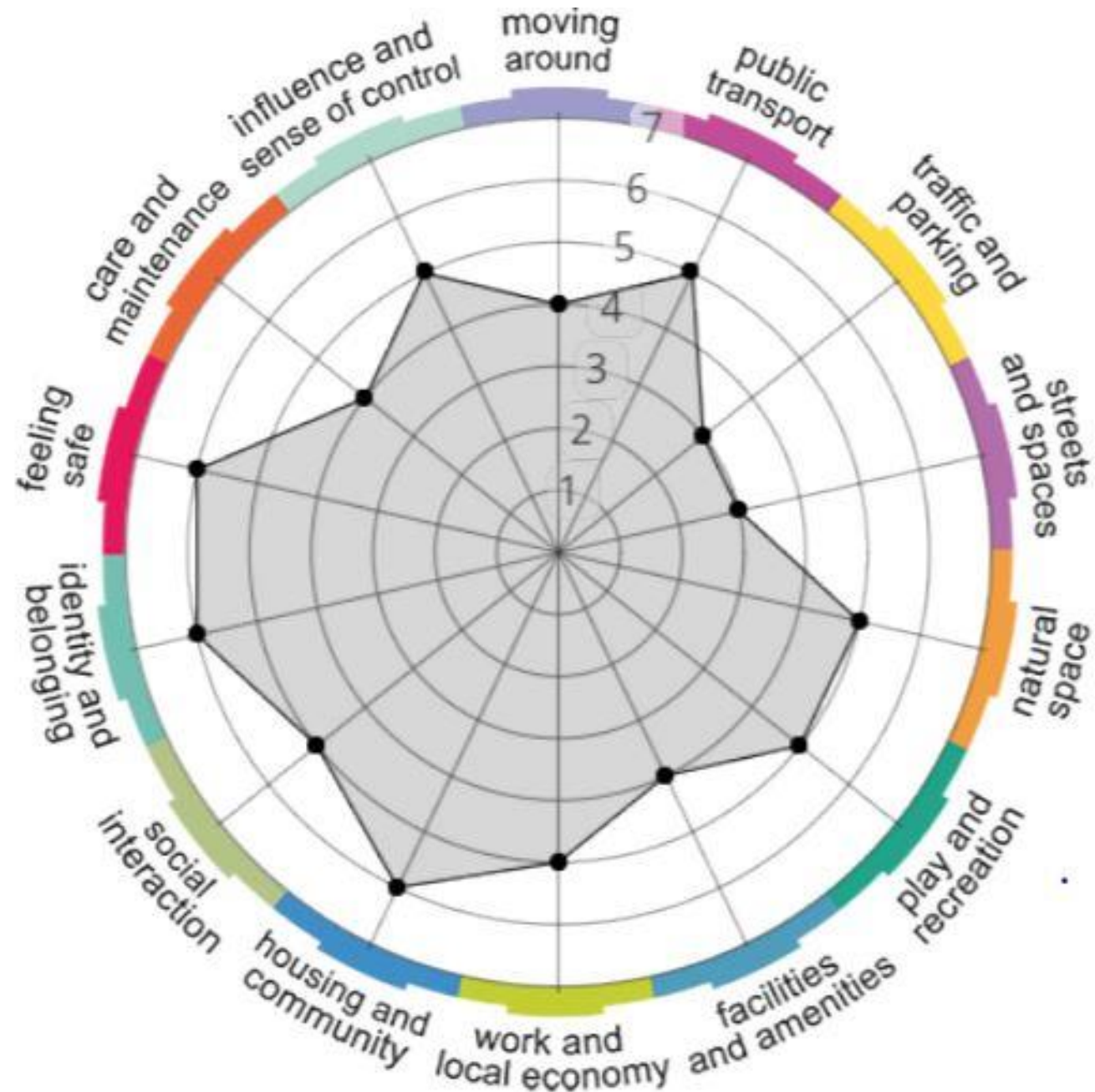
Communities for all ages



“even with school crossing patrols cars will still try to sneak round.”

Whitfield, Dundee

Whitfield: car dominance at a lack of safe well maintained streets

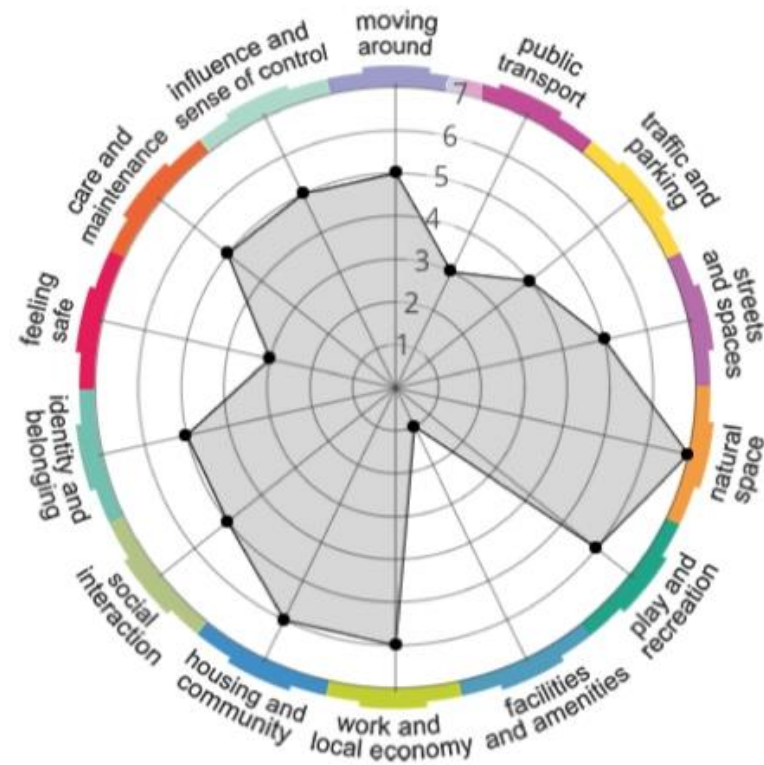


Facilities to support sustainable travel choices



**Athletes' Village,
Dalmarnock**

"...needing shops as ice cream van doesn't sell everything and Tesco is too much of a walk for disabled and elderly"



Promoting sustainable choices?

Winchburgh

“Winchburgh Village is ideally located for those commuting to work with Edinburgh Park and Livingston, Edinburgh City centre only **an 8 mile drive** 14 miles away and **Falkirk 15 miles up the road**. For those international jet setters or London commuters Edinburgh Airport is only 7 miles away.

But for those commuting, as the song goes, things can only get better – Winchburgh Village has conditional planning permission for a rail station, park and ride and **dual Motorway junctions** allowing you to readily head east or west.”

Chapelton

“Designed to be **pedestrian friendly** with an open sign free environment and with garages to the rear, there is nevertheless great road links into Aberdeen and to the south. Set between the A90 to the East and the AWPR Fastlink to the West there is **a regular bus service**. Aberdeen and Dundee buses stop at Chapelton’s **Park and Choose** and residents can take advantage of **a free Dial-a-Ride service**.

We are developing an **integrated public transport** operation for residents. **A Park and Choose** facility will provide early residents of Chapelton, as well as those living in neighbouring communities, with regular **sustainable transport** by **bus to Aberdeen and Stonehaven**.”

The good practice bit!

People space

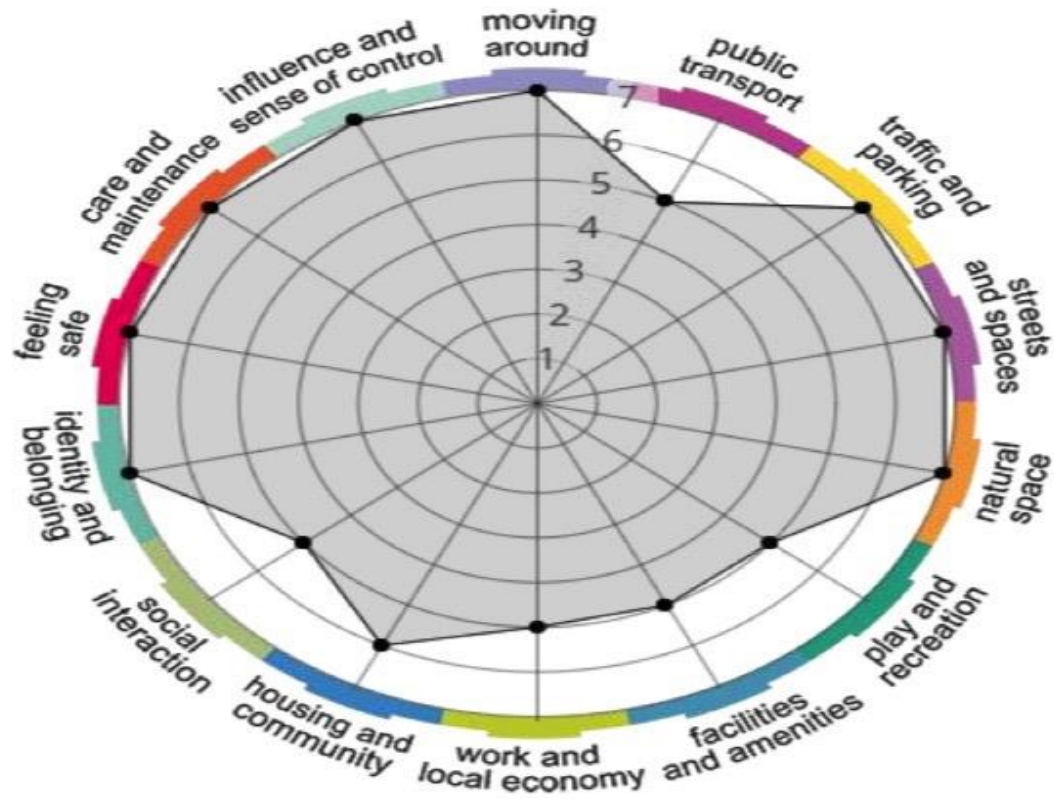


Not traffic space

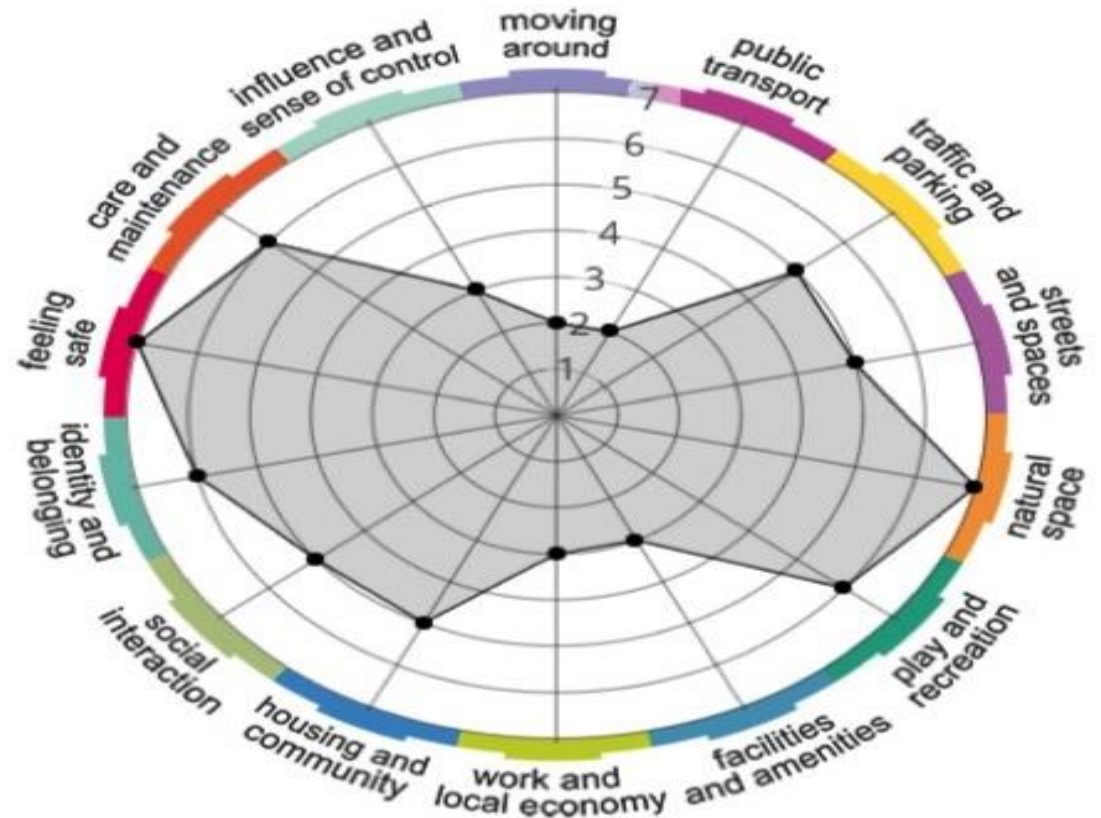


Chapelton vs. Winchburgh

Chapelton



Winchburgh



	West Pilton Crescent	Whitfield	Winchburgh*	Athletes' Village	Chapelton*
Public Realm Walkability	<ul style="list-style-type: none"> + shops, services, schools within 5 min walk - missing pavements 	<ul style="list-style-type: none"> + public realm improvements - limited shops, services 	<ul style="list-style-type: none"> + shop, services, school within walking distance (but limited) - no crossing points - no controlled crossing points - missing pavements (one side of entire main path to village/ access to park) 	<ul style="list-style-type: none"> - no local shop within walking distance. Reliance on visiting ice cream van 	<ul style="list-style-type: none"> + Café, hairdressers within 5 min walk. All shops, services including supermarket planned to be within walking distance + high quality public space and paving with consistent use of dropped kerbs, tactile surfaces and walkable streets
Walking & Cycling links	<ul style="list-style-type: none"> + well-known local traffic free paths + National Cycle Network - pavement maintenance - anti-social behaviour on cycle path - maintenance on cycle path 	<ul style="list-style-type: none"> - missing pedestrian & cycling infrastructure - traffic free path maintenance - information on local walking/ cycling routes 	<ul style="list-style-type: none"> + National Cycle Network - missing pedestrian infrastructure - no cycle links/ signage from new development to NCN 	<ul style="list-style-type: none"> + high quality cycle & pedestrian paths to river and woods - no lighting on sections of traffic free paths - some missing pedestrian links/ footways 	<ul style="list-style-type: none"> + high quality traffic free paths and marked routes + first walking trail leaflet already published

Best for sustainable transport choice?

	West Pilton Crescent	Whitfield	Winchburgh*	Athletes' Village	Chapelton*
Bus/Train Access	<ul style="list-style-type: none"> + bus routes/bus frequency incl. night bus and airport bus + bus and cycle links to train station and transport interchange 	<ul style="list-style-type: none"> + bus routes/frequency - no night bus/direct link to train station or countryside. 	<ul style="list-style-type: none"> - bus routes/timetable/frequency do not meet local needs - cost of bus travel 	<ul style="list-style-type: none"> - limited access to city centre/shops by bus given high density urban location + train station with frequent services & bike share/rental 	<ul style="list-style-type: none"> + park and choose established beside development + clear travel plans for supporting public transport provision as development grows (e.g. electric town bus)
Car Club Access	<ul style="list-style-type: none"> + car club vehicles within walking distance + plans to increase availability with another local car club bay 	<ul style="list-style-type: none"> - no car club 	<ul style="list-style-type: none"> - no car club - car club not referenced in travel planning or design documents 	<ul style="list-style-type: none"> - no car club - car club not referenced in travel planning or design documents 	<ul style="list-style-type: none"> - no car club - car club not referenced in travel planning or design documents

Barriers to travel choice

Lack of local shops in walking distance (Athletes' Village)

Basic maintenance (West Pilton Crescent, Whitfield)

Limited bus services (Athletes' Village, Winchburgh)

Missing cycling/pedestrian infrastructure (West Pilton Crescent, Winchburgh, Whitfield)

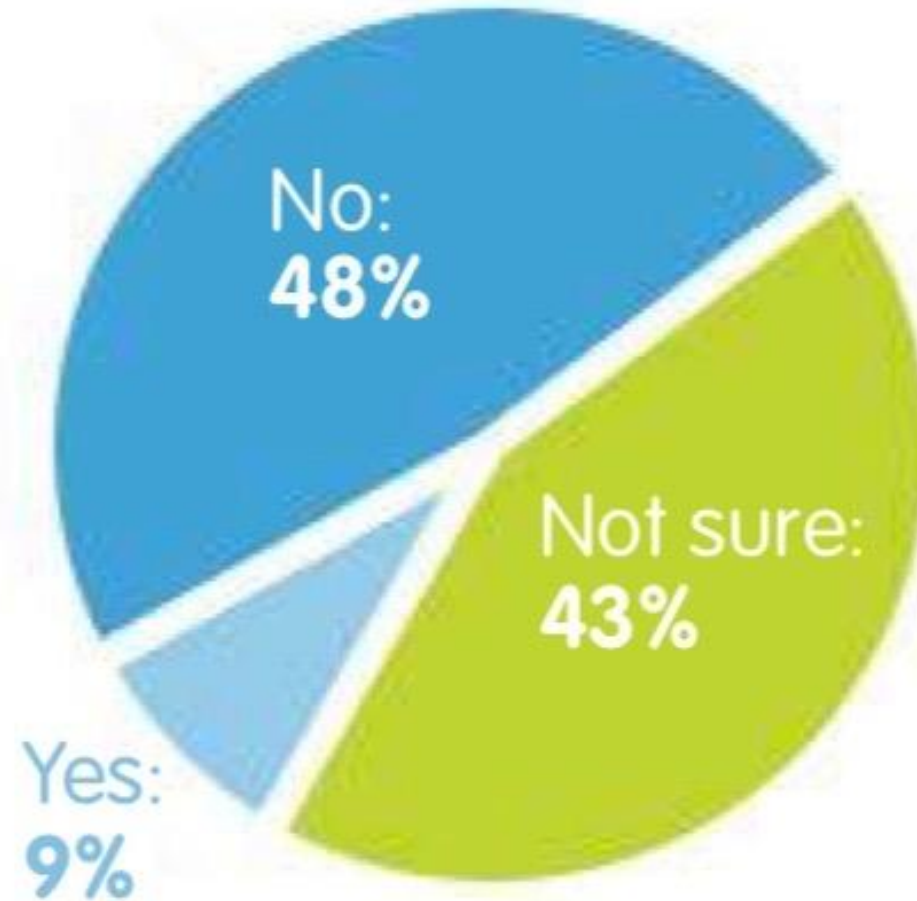
No car club (Athletes' Village, Winchburgh, Whitfield, Chapelton)

Information about walking/cycling routes and shared transport (Winchburgh, Whitfield)

Car culture / ownership – (Chapelton)

Learning from mistakes?

Does your council evaluate or monitor planning consents post build?



1974 – 2018 Limited evolution?



1970s or 2010s Infrastructure



Beyond communities by spreadsheet

Most developers won't give an ***(1) or a ***(2) about the Place Standard if they have paid too much for the land (and they almost always do!)

$$IRR = \sum_{t=1}^t \frac{C_t}{(1+r)^t} - C_o$$

Where:

C_t = Net Cash Inflow During the Period t

r = Discount Rate

t = Number of Time Periods

C_o = Total Initial Investment Cost

(1) IRR (Internal Rate of Return)

(2) NPV (Net Present Value)

Best practice on travel choice

1. Households with access to **good bus routes** are less likely to need/own more than one car
3. The majority of people would use their car less **if public transport, walking and cycling infrastructure improved**
3. **Basic infrastructure** - from shops to pavements and crossings - are missing in major developments. This impacts travel behaviour and quality of life
4. Plan neighbourhoods so **car clubs are viable via** balanced mobility profiles
5. Provide or build **near local shops**

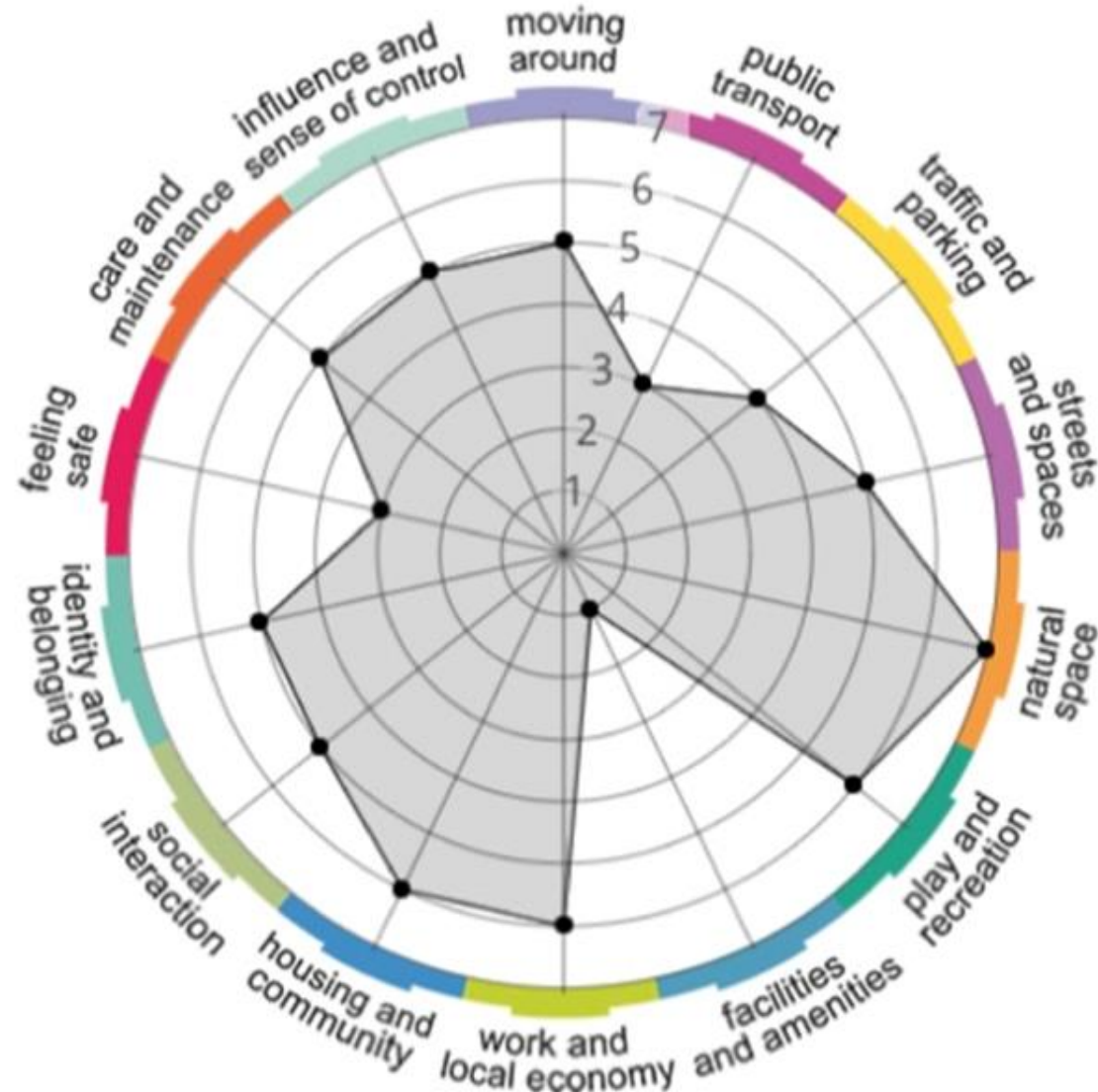
Best practice on policy

1. Move from 'must' rather than 'should' on supporting active travel choices
2. Set specific mode share targets / car ownership
3. Mandate car club bays in developments over a specific size
4. Tariff schedule for developer contributions for infrastructure
5. Use the place standard to understand context and facilities
6. Revisit and learn from residents experiences (repeat place standard ?)

Towards a new era?

“The quantity of shops, although gradually increasing over the years, never reflected the size of the populations they were meant to serve ... The infrequent and relatively expensive bus services from each estate to the city centre failed to service their needs.”

Paice, L. (2008), 'Overspill Policy and the Glasgow Slum Clearance Project in the Twentieth Century: From One Nightmare to Another?', *Reinvention: a Journal of Undergraduate Research*, Volume 1, Issue 1, <http://www2.warwick.ac.uk/go/reinventionjournal/volume1issue1/paice>



Take the 15 Minute Sustainability Test



This is Scotland, there is hope!



Progress on low car neighbourhoods in Scotland

Carplus and Bikeplus
www.carplusbikeplus.org.uk
Scotland@carplus.org.uk
@carplustrust /@bikeplusbike
www.facebook.com/carplus.trust

Living Streets Scotland
www.livingstreets.org.uk/scotland
@LStreetsScot
Tel 0131 243 2646
www.facebook.com/livingstreetsscotland

<https://www.livingstreets.org.uk/media/3750/progress-on-low-car-neighbourhoods-in-scotland-phase-two-finalcompressed.pdf>

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