

Investing in the Walkable City



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Why invest in Walkability ?

Summary of health effects associated with physical activity

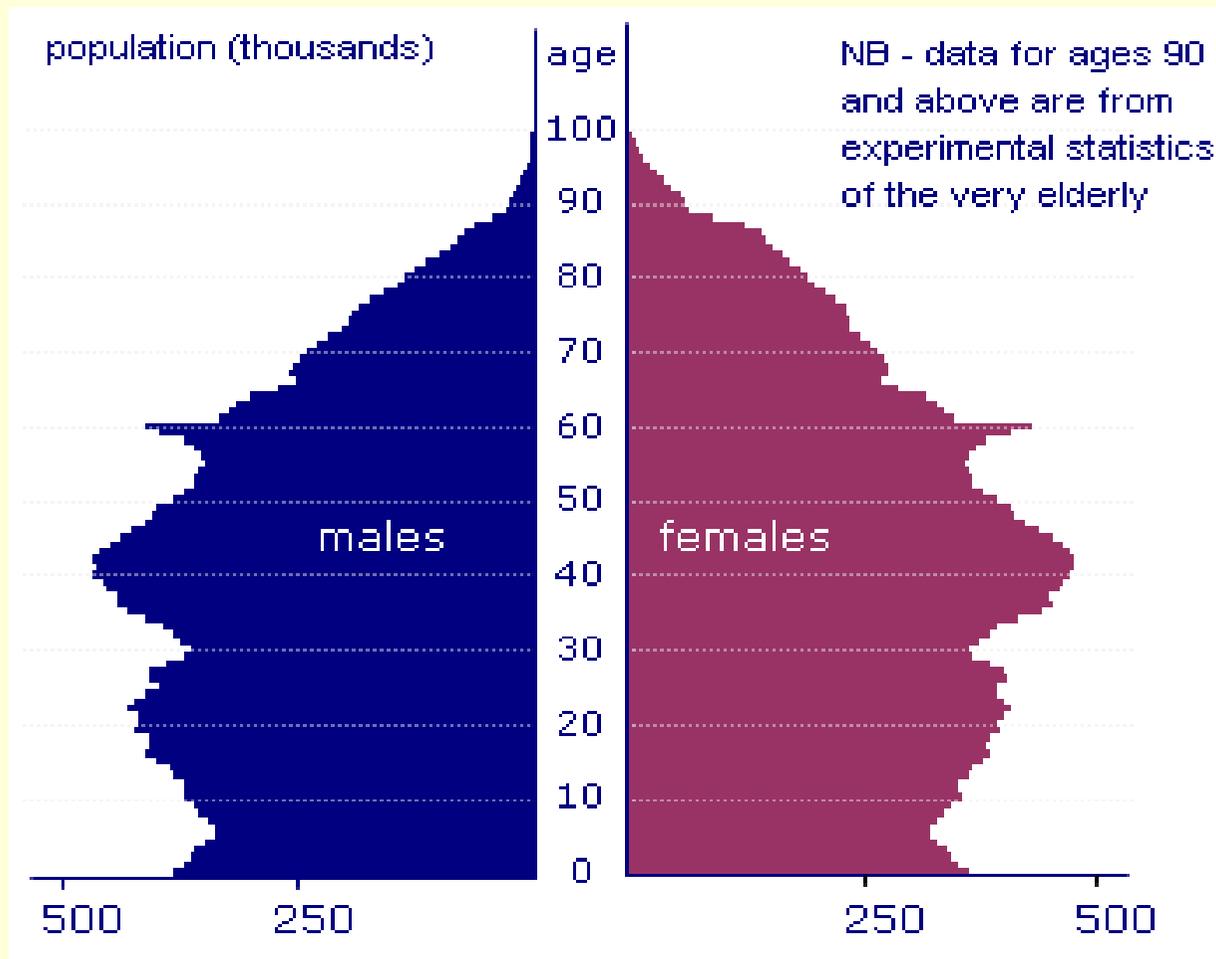
Source: Cavill et al, 2007

Condition	Effect
Heart disease	Reduced risk
Stroke	Reduced risk
Overweight and obesity	Reduced risk
Type 2 diabetes	Reduced risk
Colon cancer	Reduced risk
Breast cancer	Reduced risk
Musculoskeletal health	Improvement
Falls in older people	Reduced risk
Psychological well-being	Improvement
Depression	Reduced risk

There are more people

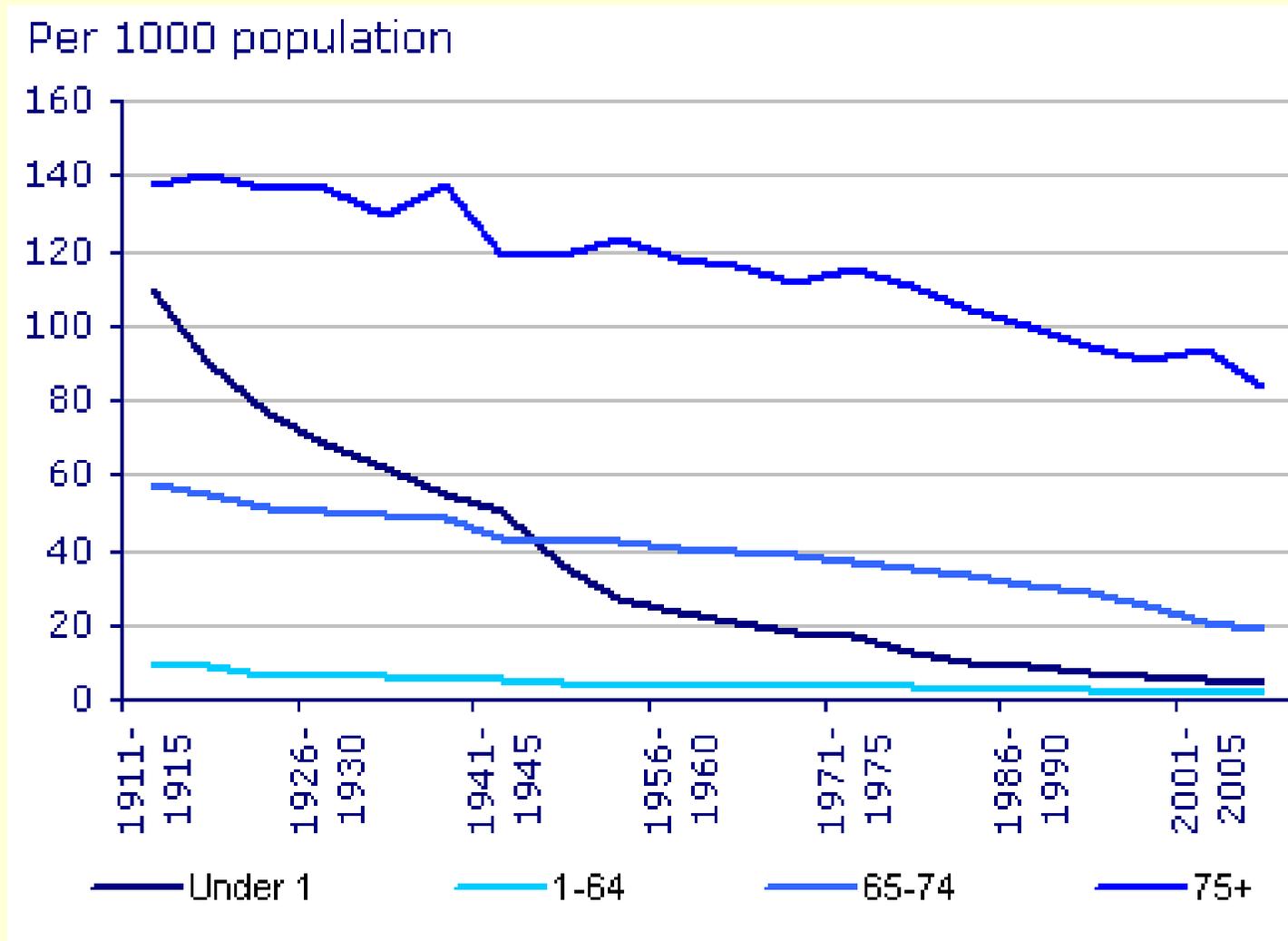
UK population grows to 60,975,000

Population: by gender and age, mid-2007



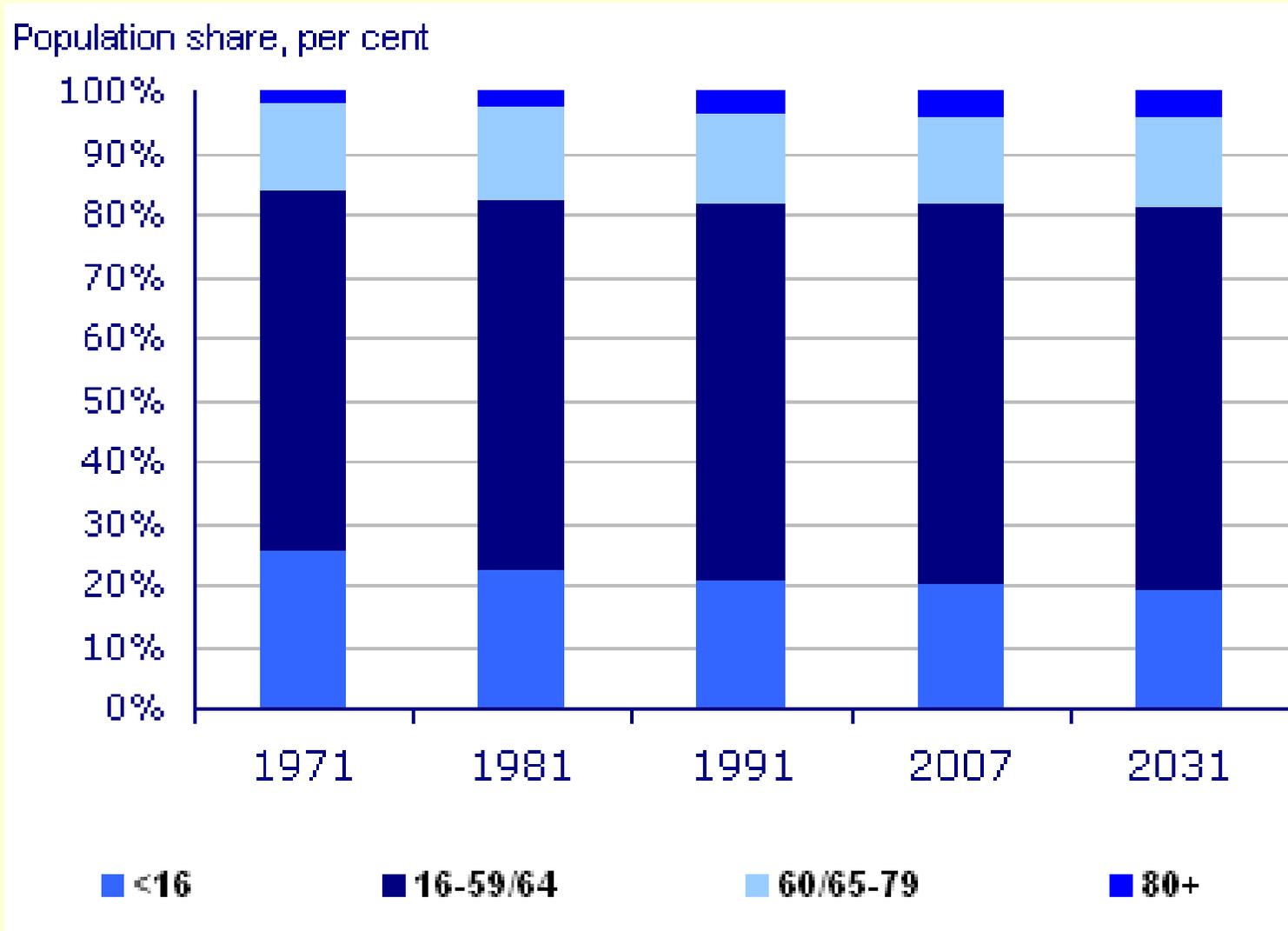
People are dying less often!

Mortality rates in steep decline



Pensioners exceed under 16's

for first time ever



Smaller households, people living alone

Issues:

- Dealing with dementia and other ailments
- Getting out independently
 - Shops
 - Pension
 - Building a walk into the daily routine

Population prediction for 2050

75 million

- Approximately 25% growth over 2008 figures
- Population growth will also be accelerated by increased fertility and longevity
- The average age for Britons is 39 and will be 42 in 2060 - the lowest in Europe except Luxembourg

What does this mean for the near future?

Local Transport Plan 3 2011 – 2016

Oxfordshire wants better walking

	Oxford	Larger Towns	Smaller Towns	Rural Oxfordshire
Improve the condition of local roads, footways and cycleways, including resilience to climate change	Medium	Medium	High	High
Reduce congestion	High	High	High	Low
Reduce casualties and the dangers associated with travel	Low	Low	Low	Medium
Improve accessibility to work, education and services	Low	Low	Medium	High
Secure infrastructure and services to support development	Medium	Medium	Medium	Medium
Reduce carbon emissions from transport	Medium	Medium	Medium	Medium
Improve air quality, reduce other environmental impacts and enhance the street environment	Medium	Medium	Low	Low
Develop and increase the use of high quality, welcoming public transport	High	High	Medium	Medium
Develop and increase cycling and walking for local journeys, recreation and health	High	High	High	High

What's new ?



“Reducing urban transport’s **carbon** will require behaviour change”

Philip Hammond, Secretary
of State for Transport

September 2010

**This will mean –
More people walking
and more people wanting to walk**



Which in turn means More attention to quality factors



Pedestrians' main 5 infrastructure objectives

'The Five Cs'

- Connectivity
- Conspicuity
- Convenience
- Comfort and
- Conviviality

Factors and issues that are most important to pedestrians

- quality of the walking environment
- suitability for all types of pedestrian
- personal security and safety
- signage and information
- condition and width of footways
- obstruction and misuse
- directness of routes

Walking is more than movement

As pedestrians we want to stop at times



and park our butts



And nature's call must be answered



The Street Scene must be managed



Congestion must be reduced



There are quality factors in public transport journeys too



The walk to the bus should be smooth and even



Crossings and bus stops should be close



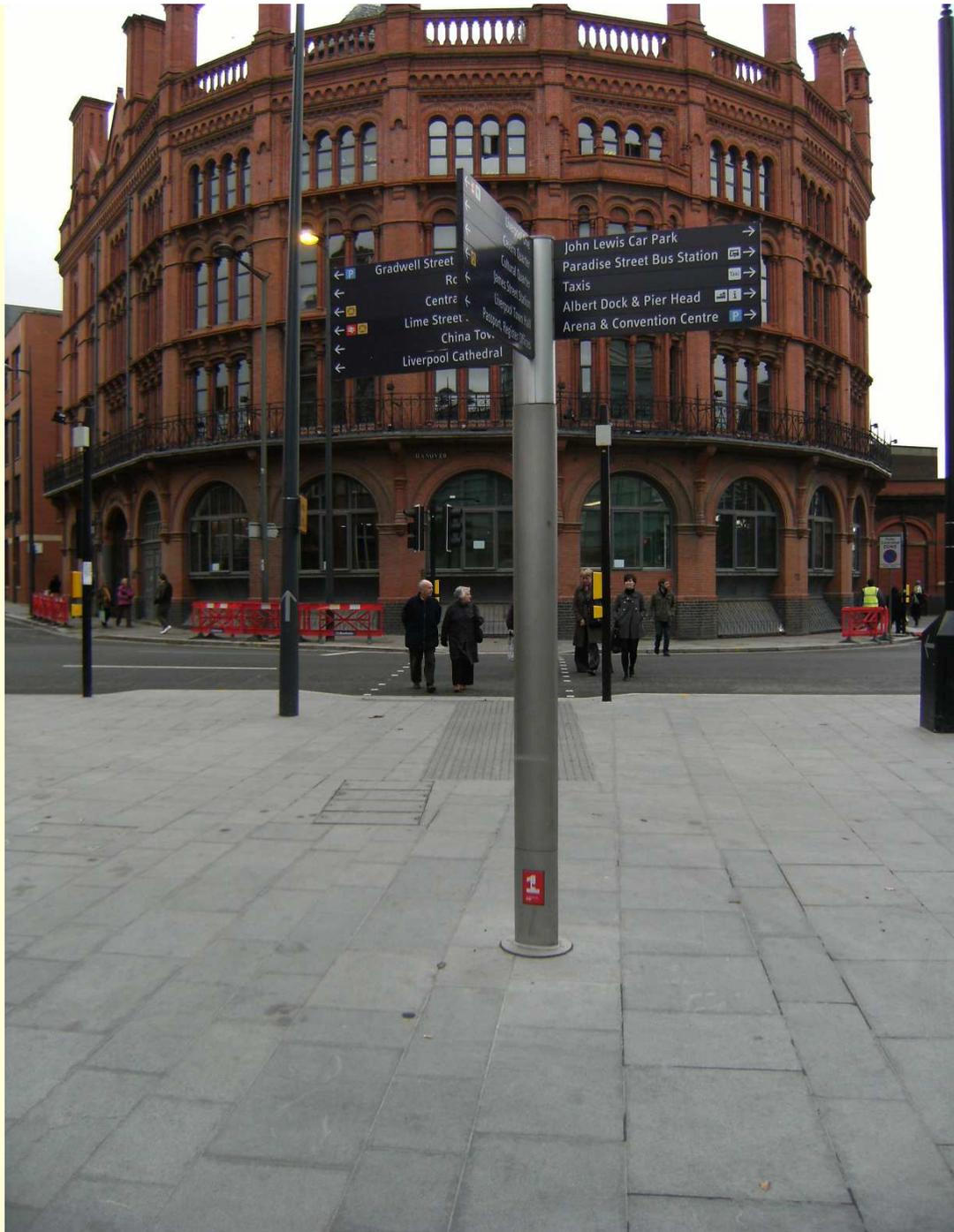


Clear and legible bus stops are needed

Local street maps are needed at Bus Stops



- Bus stops are where strangers to an area become pedestrians
- Bus stops can give a variety of information
- Legible route/time data at a height all can read or use



And in the
street –

Navigability
matters

As does street naming



Cyclists' Needs and Pedestrians' Needs differ

Cyclists:

- Coherence
- Directness
- Attractiveness
- Comfort
- Safety

Pedestrians:

- Connectivity
- Convenience
- Conviviality
- Comfort
- Conspicuity

Can they co-exist in the Walkable City?



Streets need to be safe
Bus routes should be 20mph
and 20 mph must be enforced



Streets are places first and foremost



We need to create neighbourhoods for life



Where are we now?

- Winning the policy debate
- But the devil is in the design



In summary...

Plenty to do

Plenty for
OxPA to do



Thank you