Scotland's centre of expertise connecting climate change research and policy

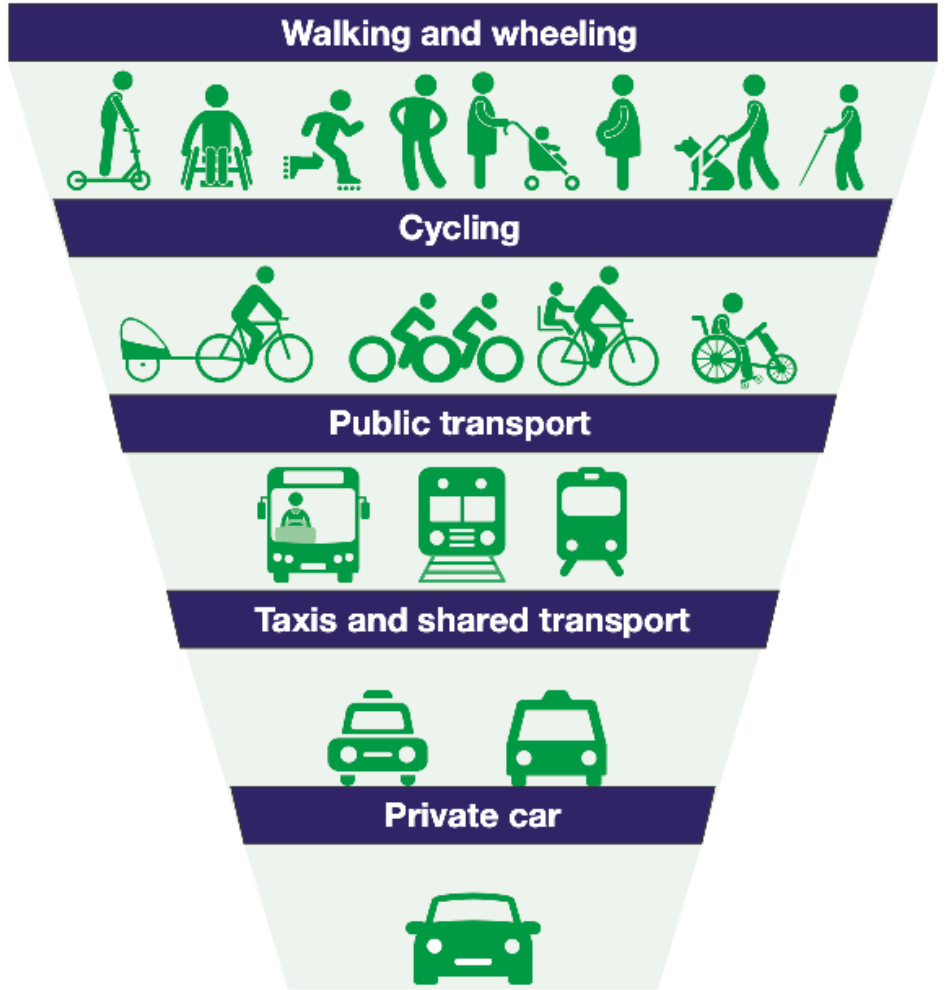
Placemaking and a just transition

Anne Marte Bergseng, ClimateXChange
James Burns, Ansons
Kathryn Colley, James Hutton Institute

The challenge: 20 percent reduction in car km by 2030

Sustainable travel behaviours:
1. Reducing the need to travel
2. Living well locally
3. Switching modes to walk, wheel, cycle or public transport
4. Combining trips or sharing journeys

Gather evidence on what works and how interventions impact different groups.



climate change

The environmental, social and economic benefits of sustainable travel to local high streets and town centres.

cenex

High streets and town centres for people, business and the environment

Sustainable travel is one way to help us do this. When people walk, cycle and use public transport it reduces the number of cars on our high streets.

Less cars frees up space for living, it reduces congestion, frees up parking spaces and makes more space for people walking and cycling.

Cycling uses 12% of the space that cars need for parking.

Better environment for everyone

Sustainable travel results in better air quality. Every year, 38 tonnes of pollutants that are harmful to our health are **saved by cycling instead of driving**.

Better access for everyone

A survey of disabled cyclists found that 83% cycled **for leisure**, 74% **for exercise**, and 58% **for general transport**. 31% **commute to work by cycle**.

Better access to opportunities for everyone

In the UK the estimated net **annual economic benefit** for individuals and society from all walking and wheeling trips is **£5.4 billion**.

Safer streets for everyone

Edinburgh saw 40% **fewer collisions** with 39% **fewer casualties** and a 23% **reduction in fatalities** in one year due to 20mph speed limits.

Places valued by everyone

A study across European cities has shown consumers' preference for **green streets for cycling** and favoured detours to avoid grey streets.

Busier businesses for everyone

Improvements in walking and cycling can **increase local spend by up to 30%**. London high streets saw a **216% rise in socialising** with improvements.

Healthier streets for everyone

Cycling and walking in Mini-Holland, Waltham Forest **increases life expectancy** by 7 months.

climate change

YOUR LOGO HERE

climateXchange

Scotland's centre of expertise connecting climate change research and policy

www.climatexchange.org.uk

@climatexchange_

ClimateXChange

annemarte.bergseng@ed.ac.uk

@annemarteb

Annemartebergseng

climatexchange

Scotland's centre of expertise connecting climate change research and policy

Reducing car use through parking policies: an evidence review

Ansons Consulting, November 2023

The Research

- An evidence review on the effectiveness of different parking measures in reducing car use.
- The findings will inform the development of parking policies which support the Scottish Government's goal of reducing car kilometres by 20% by 2030.
- Covered 14 different types of parking intervention.
- Included 139 papers.

climatexchange

The Results

Five different intervention types were found to have an impact on one or more of: car kilometres travelled, modal split and car ownership.

The intervention types were:

- parking standards, off-site or non-adjacent provision of residential parking;
- on- and off-street parking pricing;
- workplace parking levies;
- park and ride; and
- parking capacity reductions at city or neighbourhood level.

Evidence on the social impact of different measures was very limited.

The reviewed papers reported on research conducted in urban contexts.

climate change

Implications for a Just Transition I

Parking pricing has been linked to city-wide reductions in traffic volumes, helping to improve air quality in urban areas.

This aligns with goals to reduce the impacts of air and noise pollution, which disproportionately affect those who are already more vulnerable or disadvantaged.

climatexchange

Implications for a Just Transition II

Parking capacity reductions at city and neighbourhood levels were linked to reductions in car kilometres travelled and positive changes in modal split.

This aligns with goals to facilitate cycling, walking and wheeling by creating potential for street space reallocation.

climatexchange

Implications for a Just Transition III

Workplace parking levies (WPLs) were found to have a positive influence on modal split, contributing to decreases in car use and increases in public transport use.

The success of WPL schemes in contributing to modal shift has been partially attributed to parallel improvements in public transport, in part funded by the levies.

As sources of revenue, WPLs align with efforts to support local authorities in raising revenue for investment in public transport.

climatexchange

The Report

- The report, ‘Reducing car use through parking policies: an evidence review’, will be available shortly on the ClimateXChange website.

climateXchange
Scotland’s centre of expertise connecting climate change research and policy

Reducing car use through parking policies: an evidence review

Tom Rye, James Burns, Abi Whitefield, Kim Oxley-Glenister, John Pinkard, Ansons Consulting Ltd
August 2023
DOI: http://dx.doi.org/10.7488/era/3776

1 Executive summary

1.1 Aims

The Scottish Government aims to reduce car kilometres by 20% by 2030 from a 2019 baseline. Parking policy has been acknowledged as having the potential to play an important role in supporting this reduction target. In response to this, ClimateXChange commissioned an evidence review of the impact of parking policies on car use. This report contains the results of that review.

This research has gathered evidence on the effectiveness of different parking management interventions in reducing car use. Its purpose is to inform the development of parking policies which support the joint commitment by Scottish Government and the Convention of Scottish Local Authorities (COSLA) to reduce car use by 20% by 2030.

1.2 Findings

The analysis of the literature led to the following key findings.

Impact on car use

Five parking intervention types were identified as having an impact on one or more of the following elements: car kilometre reduction, modal split and car ownership.

	Impact		
Intervention type	Car km	Modal split	Car ownership
1. Parking standards, off-site or non-adjacent provision of residential parking, low-car and car-free housing	Decrease	Positive	Decrease
2. Parking pricing, on- and off-street	Decrease	Positive	Decrease
3. Parking levies	Decrease	Positive	No evidence found
4. Park and ride	Increase	Negative	No evidence found
5. Parking capacity reductions at city or neighbourhood level	Decrease	Positive	No evidence found

climateXchange

climatexchange

Scotland's centre of expertise connecting climate change research and policy

Thank you

The James Hutton Institute

climatexchange

Scotland's centre of expertise connecting climate change research and policy

HERIOT WATT UNIVERSITY

Encouraging sustainable travel behaviour in children, young people and their families

Kathryn Colley[1], Caroline Brown[2], Hebe Nicholson[1], Anna Conniff[1] and Ben Hinder[2]

[1] Social, Economic and Geographical Sciences Department, The James Hutton Institute

[2] The Urban Institute, Heriot-Watt University

What can we do to increase sustainable travel amongst Scotland's children, young people and their families?

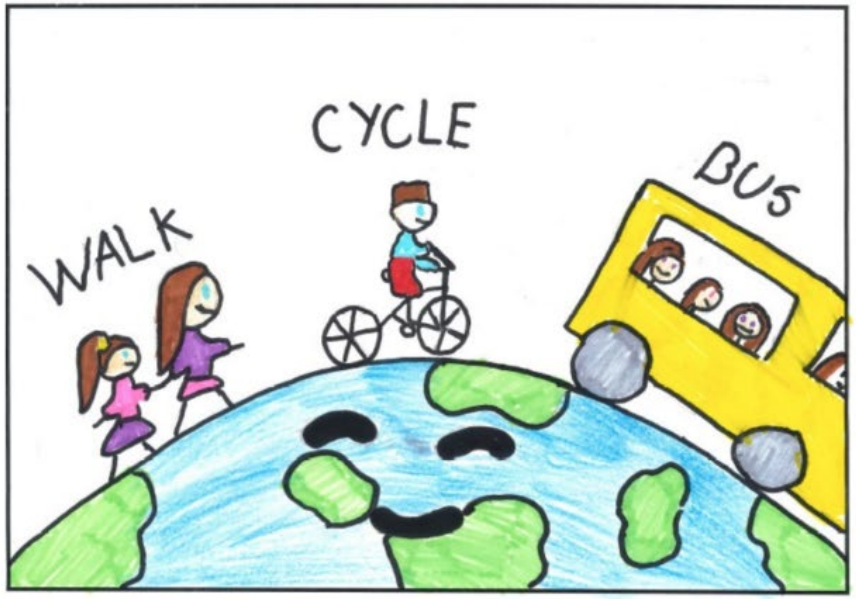
- Policy and research on CYP travel focuses on the school commute – what about other journeys?
- What policy actions are currently being undertaken in Scotland?
- What policy interventions have been effective internationally?
- How does Scotland's policy compare to elsewhere?

transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Reducing car use for a healthier, fairer and greener Scotland

A route map to achieve a 20 per cent reduction in car kilometres by 2030



Picture by Sarah Tokou (P7), from St Mary's Primary School in Largs.

COSLA

Scottish Government
Riaghaltas na h-Alba

Methods

- Rapid evidence assessment of interventions
  - academic and grey literature
- Policy review
  - National and local policy
  - Transport-related policy, child-focused policy, other
- Comparator country policy case studies – Wales and Denmark

Implications for Just Transition

1) Opportunities for policy (across sectors) to be more inclusive of children and young people's mobility:

- Considering CYP more holistically - shift the default language
- Children's right to space and to move about in their communities
- Prioritising environments and infrastructure to promote independent movement from around age 12
- Targeting interventions to meet the needs of different groups e.g. disabled CYP.

Implications for Just Transition

2) Benefits of more inclusive sustainable travel policy for children

- Increasing physical activity
- Improving road safety
- Providing opportunities for play, independence and wellbeing
- Addressing transport poverty

3) Opportunities to engage children of different ages, backgrounds and abilities to design interventions and consult on policies