

What have we learned?

A synthesis of GCPH work
on active travel

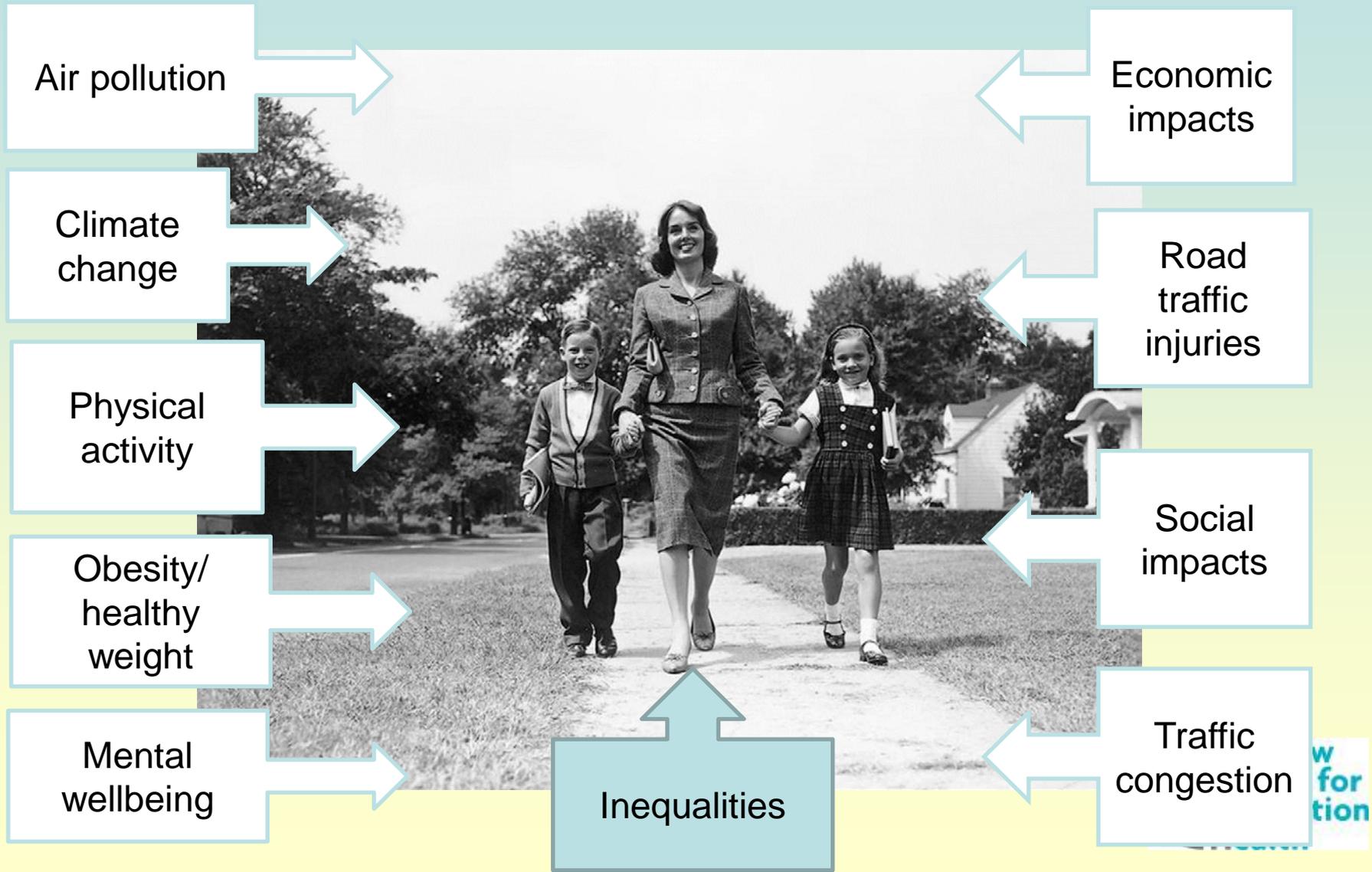
Jill Muirie

Glasgow Centre for Population Health

‘Liveable’?

- “suitable or good for living in.” (Cambridge)
- “fit to live in” (Oxford)
- “worth living; tolerable” (Collins)
- A city that is
“walkable, human-scale, [with] ecologically sustainable urban fabric that respects nature and encourages communities to flourish.”

Transport and public health



‘Active Travel’

- Using active means for the purpose of functional (rather than leisure) travel
- Many benefits for population health.



Policy

Vision: A More Active Scotland

Physical activity is about getting people moving. Daily walking, playing in a park, going to a gym, training with a team or aspiring to win a gold medal - it really doesn't matter how people get active, it just matters that we do.

Being physically active contributes to our personal, community and national wellbeing. Our vision is of a Scotland where more people are more active, more often.



comes

employment Research and Innovation Young People

A MORE ACTIVE SCOTLAND

Building a Legacy from the Commonwealth Games

CYCLING ACTION PLAN FOR SCOTLAND

Let's Go Scotland The National



CLEANER AIR FOR SCOTLAND THE ROAD TO A HEALTHIER FUTURE

November 2015

Climate Change (Scotland) Act 2009 (page 11)



Climate Change (Scotland) Act 2009

2009 asp 12

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Glasgow's Strategic Plan for Cycling 2016 - 2025

sustrans



The Scottish Government

Centre for Population Health

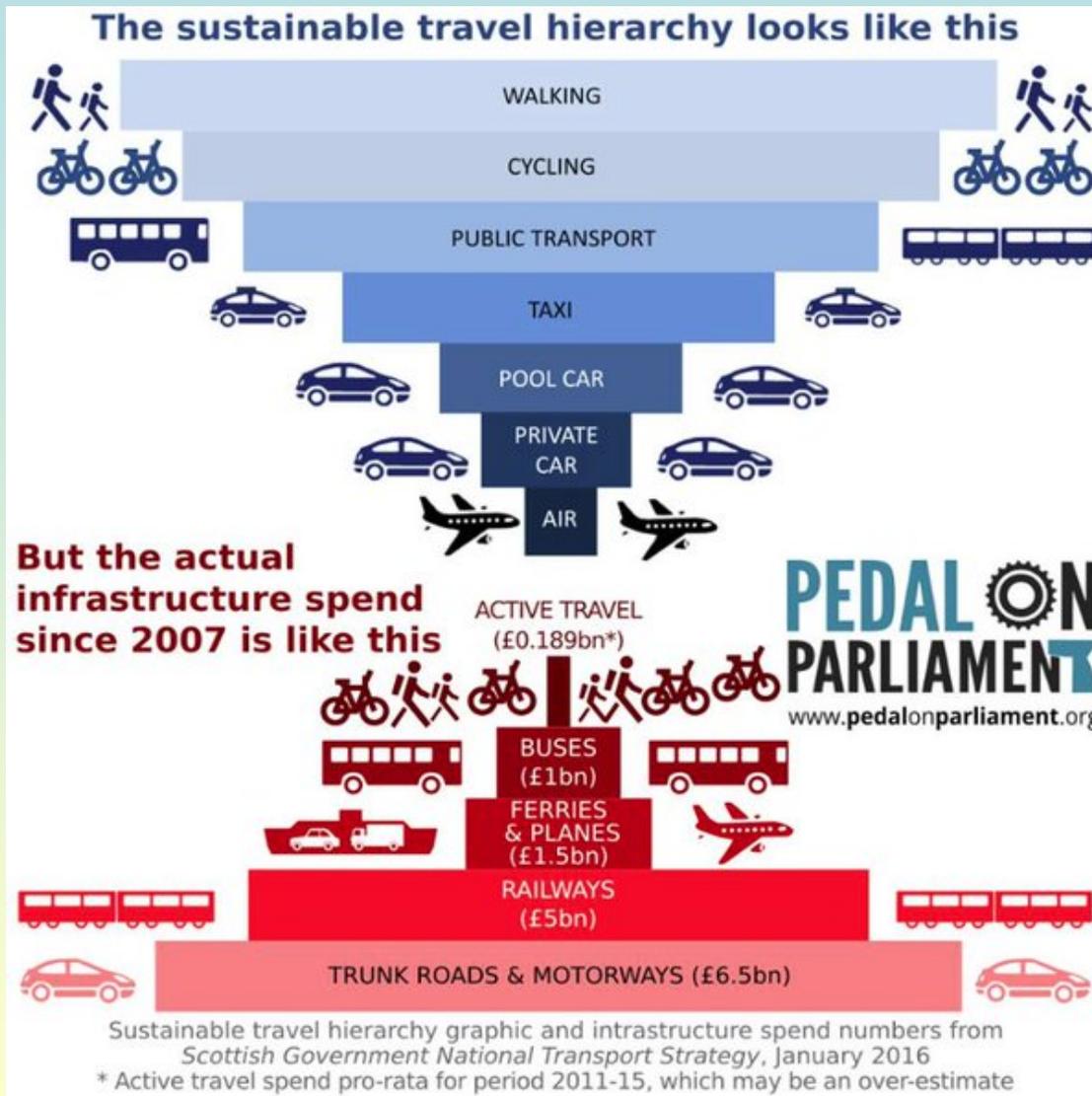
Funding

Scottish Government Spend in Real Terms	12/13	13/14	14/15	15/16
Total				,108
cy				39.5
% of				.9%
% of on				8%

Still short of the 10% of transport budget that experts recommend should be invested in walking and cycling

12.9% walked;
2.6% cycled

19.9% walked;
11.8% cycled



Infographic by Pedal on Parliament

Travel-related trends

In general, going the wrong way:



- Walking and public transport use
- Physical activity
- Road traffic injuries but...inequalities persist



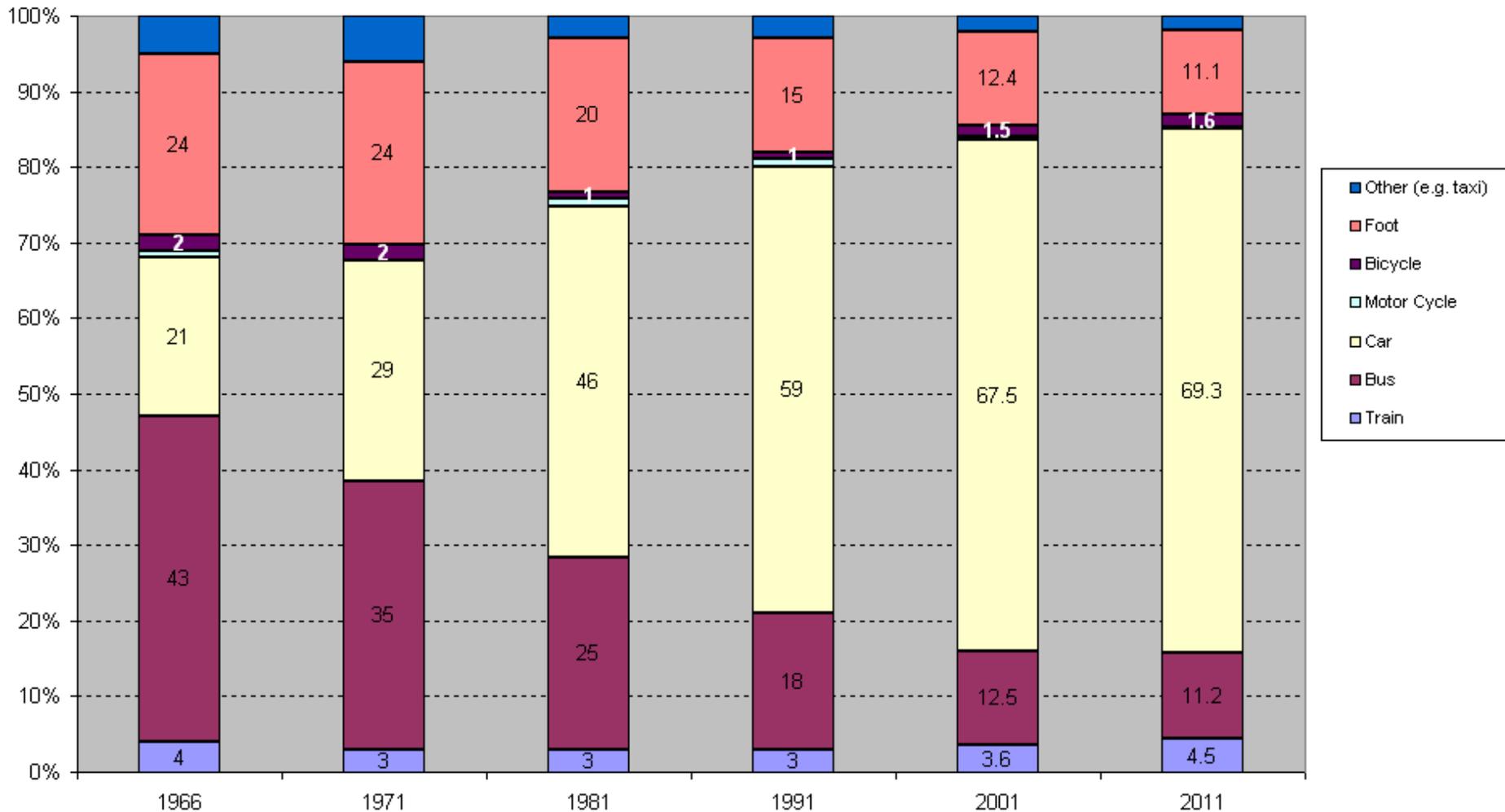
- Slight increase in cycling, but...
- Adult cycling casualties
- Car ownership - at its highest (but inequalities)
- Obesity

But there are some reasons to be cheerful.

Travel to work trends, 1966 - 2011

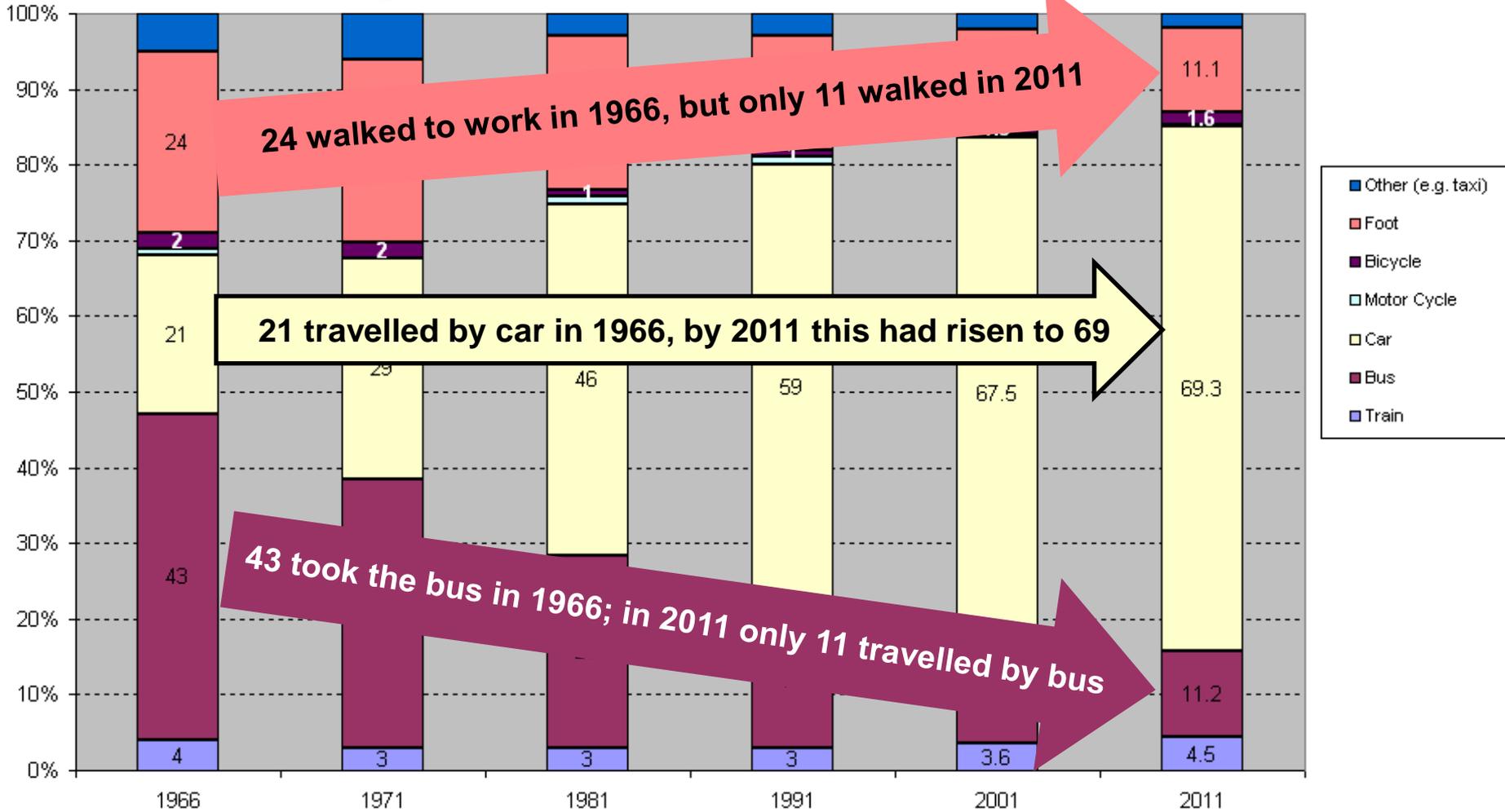
Usual mode of travel to work in Scotland, 1966-2011

Source: Census



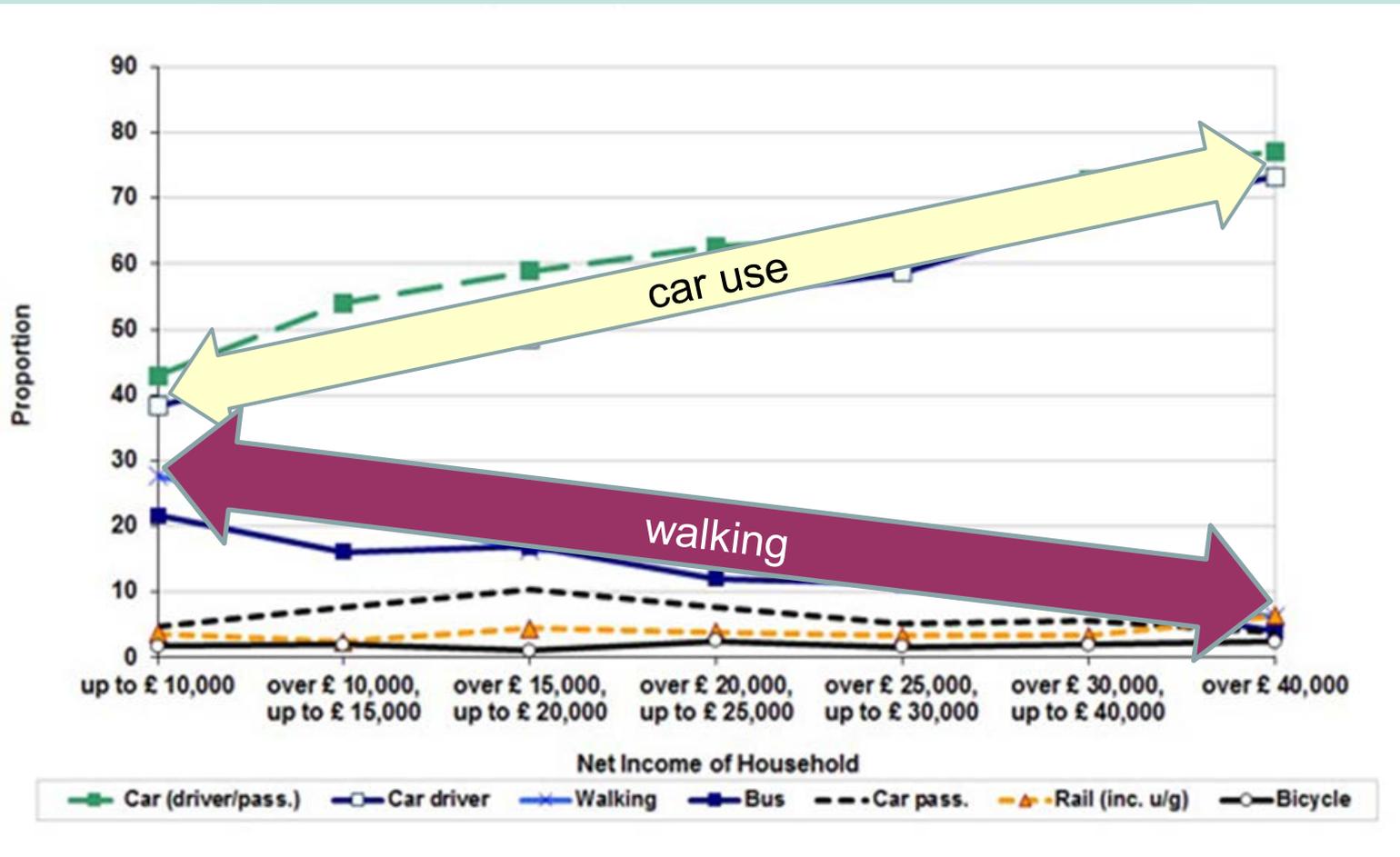
Out of 100 commuters...

Source: Census



Travel to work (excl. those who work at/from home) shown by annual net income of household, 2012.

Source: Scottish Household Survey



Factors that influence travel choices?

- Real and perceived safety
- Traffic speed
- Infrastructure and urban design
- Convenience, time efficiency and cost
- Culture and social norms

Real & perceived safety concerns

- ...discourage walking and cycling.
- Safety concerns:
 - road traffic, unsafe routes, poorly maintained routes, darkness, potholes, broken glass...
- Associated with levels of active travel to school.



Safe routes to school?

we don't think so!

children should be kept away from this busy junction,
not forced to use it to get to class



Safe routes to school?

we don't think so!

600 primary school children, thousands of students
and no pavement space



Safe routes to school?

we don't think so!

walking home after school: unlit and unsafe



Safe routes to school?

we don't think so!

just one pram blocks the pavement- but hundreds of
children will need to cross here every day

Kelvingrove – Anderston route



Elderslie Street, Kelvingrove section of the route

Traffic speed



- Slower road vehicles:
 - reduce road traffic accidents
 - improve perceptions of safety
 - more people walk, cycle and play outside



Infrastructure & urban design

“The built environment we create determines the opportunities for active travel”.

- Those in deprived areas are often relatively cut off from amenities.
- Well-connected, attractive places, with local amenities and safe routes encourage walking and cycling.

Convenience, time efficiency & cost

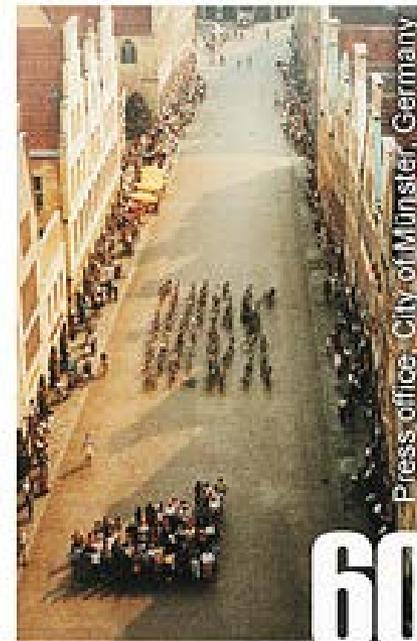
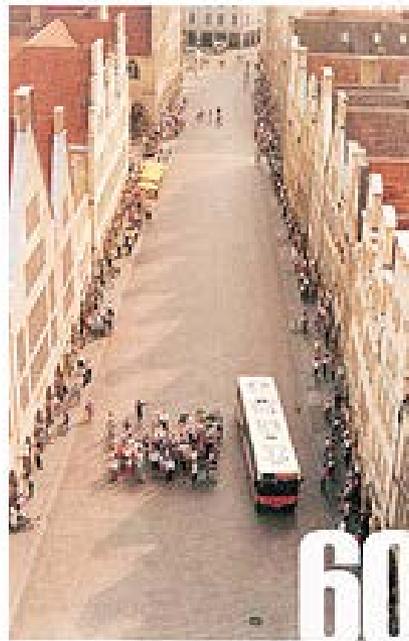
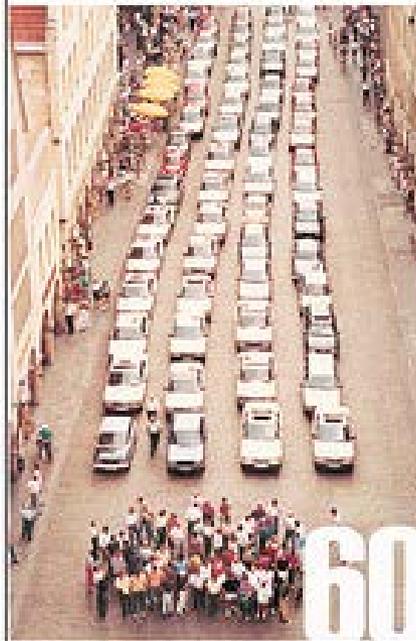
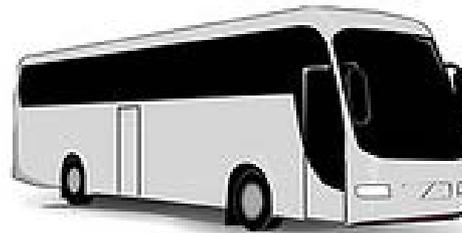
- Active travel more appealing when car travel was less convenient/more expensive.
- Inadequate public and active travel infrastructure can be a barrier to employment and other connections.
- “car use is essential”

Culture and social norms

- Individual's choices influenced by what is 'normal'.
- For most, cycling is not considered a transport option.
- Freedom and independence are important and associated with cars.

Freedom and independence?

STREET SPACE FOR 60 PEOPLE



Press office, City of Münster, Germany

How to increase active travel?

- Strong leadership and investment
- Culture and behaviour change
- Urban planning and infrastructure
 - Neighbourhood design
 - Integrated infrastructure

Strong leadership & investment

“Strong political leadership and commitment is needed ... that positively discriminates in favour of walking, cycling and public transport use over the car” (GCPH, 2010)

- Good developments in Glasgow
 - nextbike, new cycle routes, 20mph zones
- But need stronger vision & adequate resources
- Sensitive to inequalities



Culture & behaviour change



- The car is dominant.
- If we want more balance, need to:
 - make other modes of travel more convenient
 - make walking and cycling and public transport more acceptable
 - improve skills and knowledge of all road users
- Soft measures can help...
- ...but **MUST** be alongside supportive leadership, policy, investment and infrastructure developments

Neighbourhood design



- Include high quality local amenities.
- Prioritise walking, cycling & outdoor play.
- Consider traffic speed and safety.
- Connectivity.
- Safe travel to school.



Integrated infrastructure

- New infrastructure associated with increased commuting by foot and bike.
- Bike hire scheme is well used and attracting more women.
- Maintenance is important.



Integrated infrastructure

Appropriate, convenient, safe, connected and integrated active and public transport system and reduced road speeds can shift travel behaviour towards more active modes.

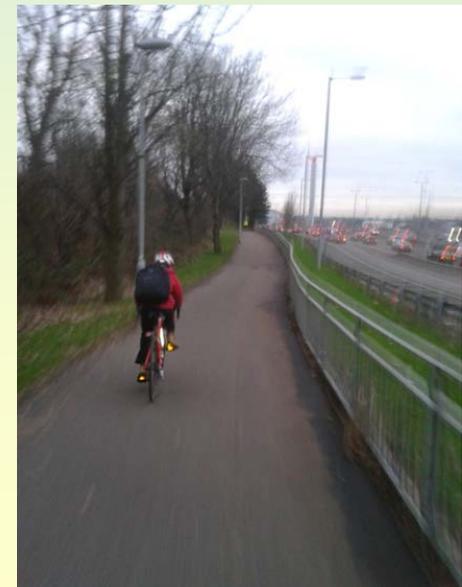


Contribution of active travel to a liveable city?

- Cleaner air.
- Children play safely and walk/cycle to school.
- People spend less on transport.
- Stronger neighbourhoods with attractive local shopping streets & amenities.
- Easier to get to where you need to be.
- People are more active and, thus, healthier.
- Fewer pedestrians and cyclists are injured.

“... The solid facts are that walking and cycling benefit health while motor vehicles damage health. Walking and cycling need to be prioritised in transport planning; compact cities that minimise vehicle journeys need to be prioritised in economic and land-use planning; public transport must be significantly improved, while car travel is reduced; and leadership is needed from politicians, industry and ‘civil society.’”

Social Determinants of Health, 1999





Thank you.

Jill Muirie - Jill.Muirie@glasgow.ac.uk
Glasgow Centre for Population Health
– www.gcph.co.uk