

Are we moving in the right direction?

Findings from data analyses and policy review



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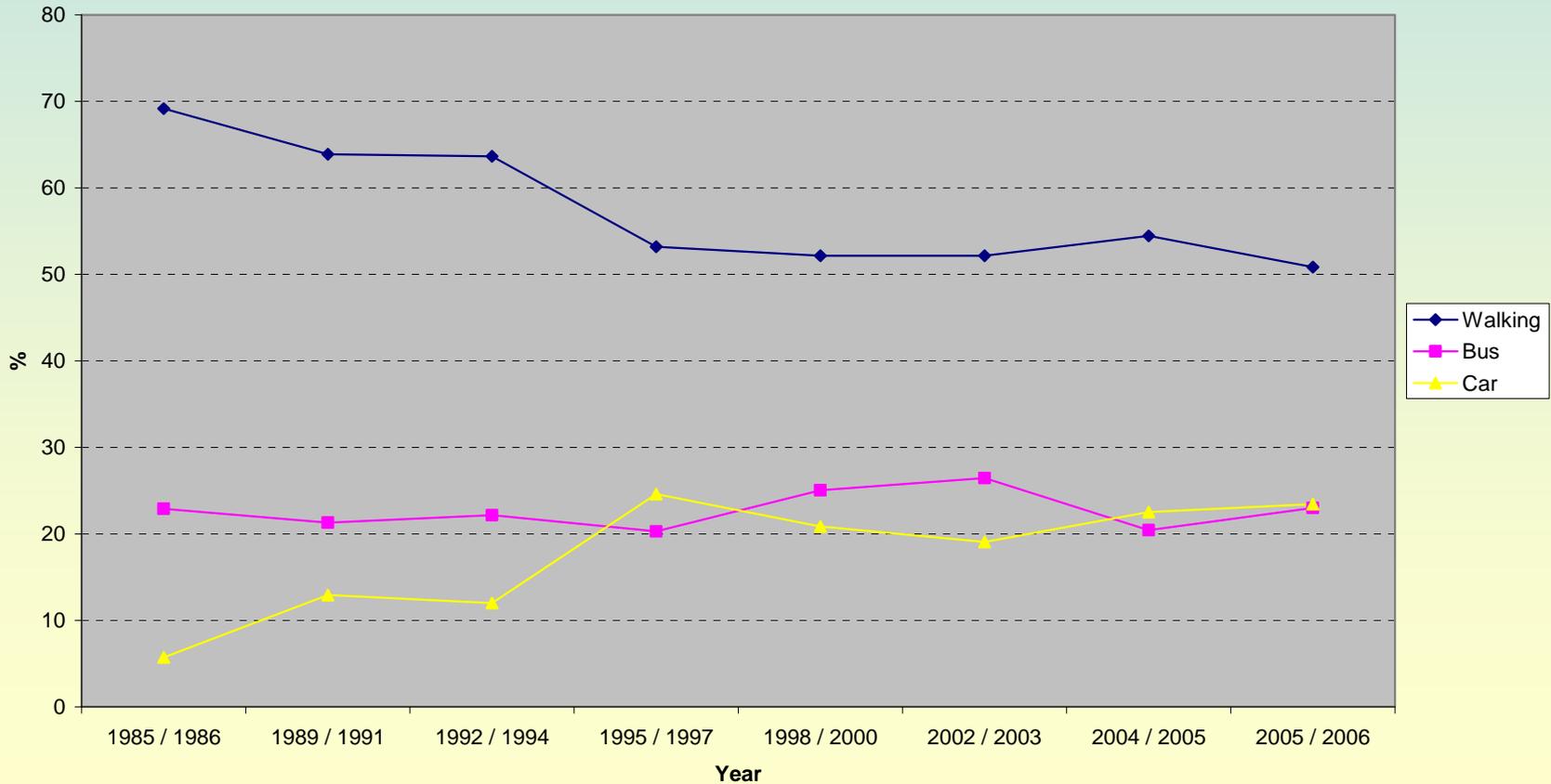
Children's travel – a brief summary



National trends in children's travel to school

Scottish trends for travel to and from school (pupils aged 5 to 16) 1985-2006

Source : National Travel Survey

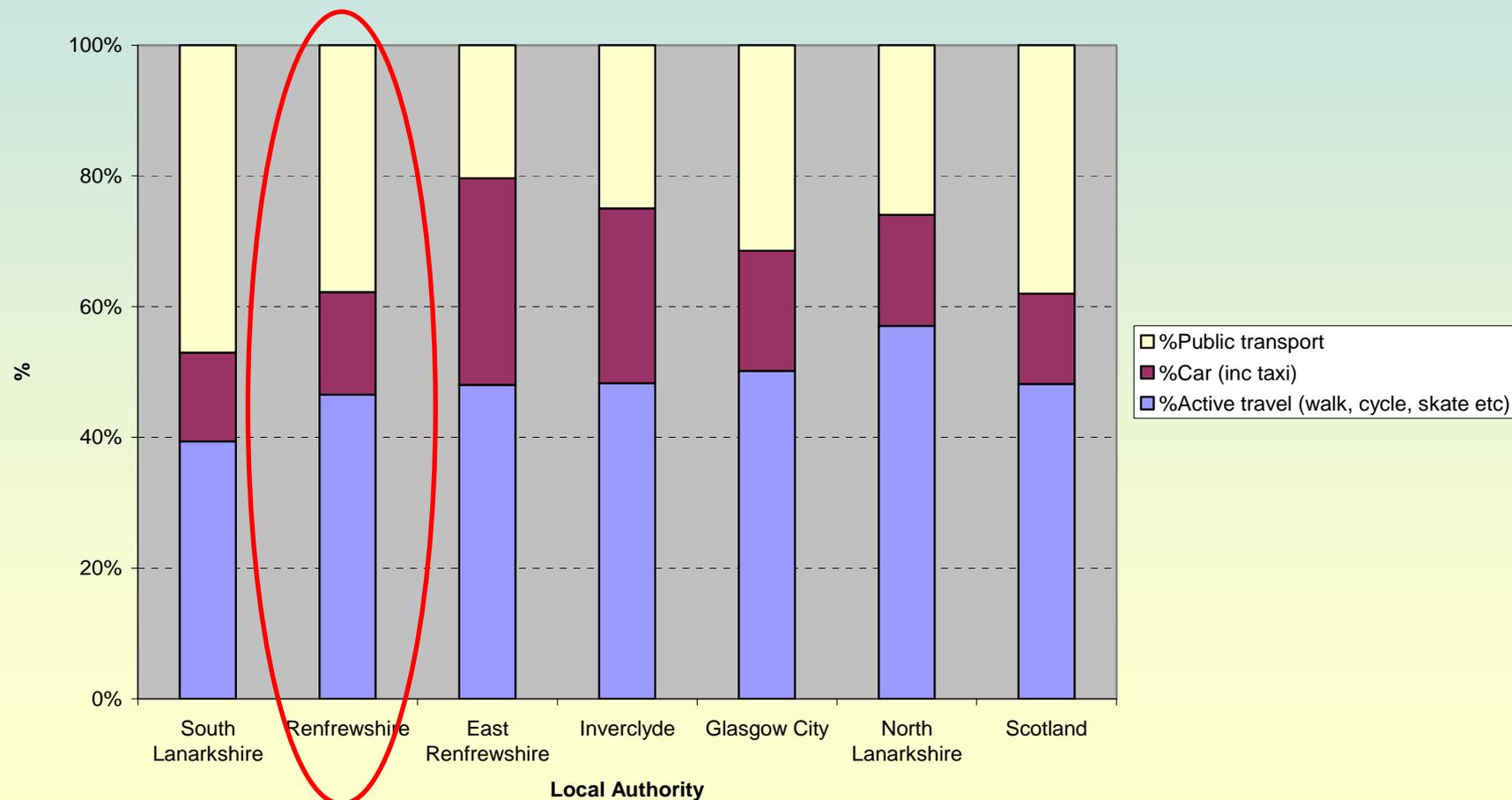


Comparisons by Local Authority

Hands Up (2008) Sustrans

Mode of travel to secondary school by local authority, Glasgow and Clyde Valley

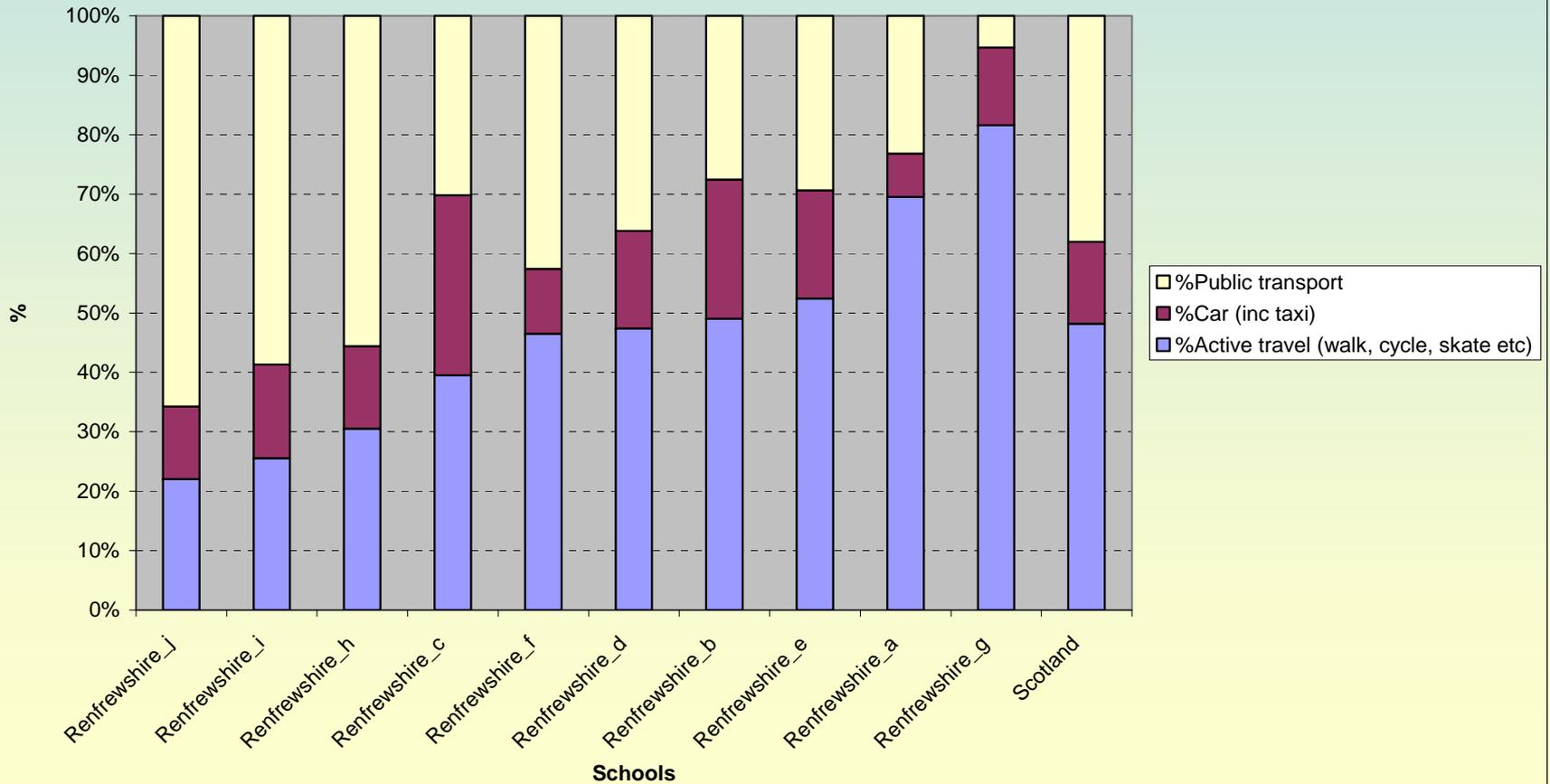
Source: Hands Up Survey, 2008



Comparisons by School

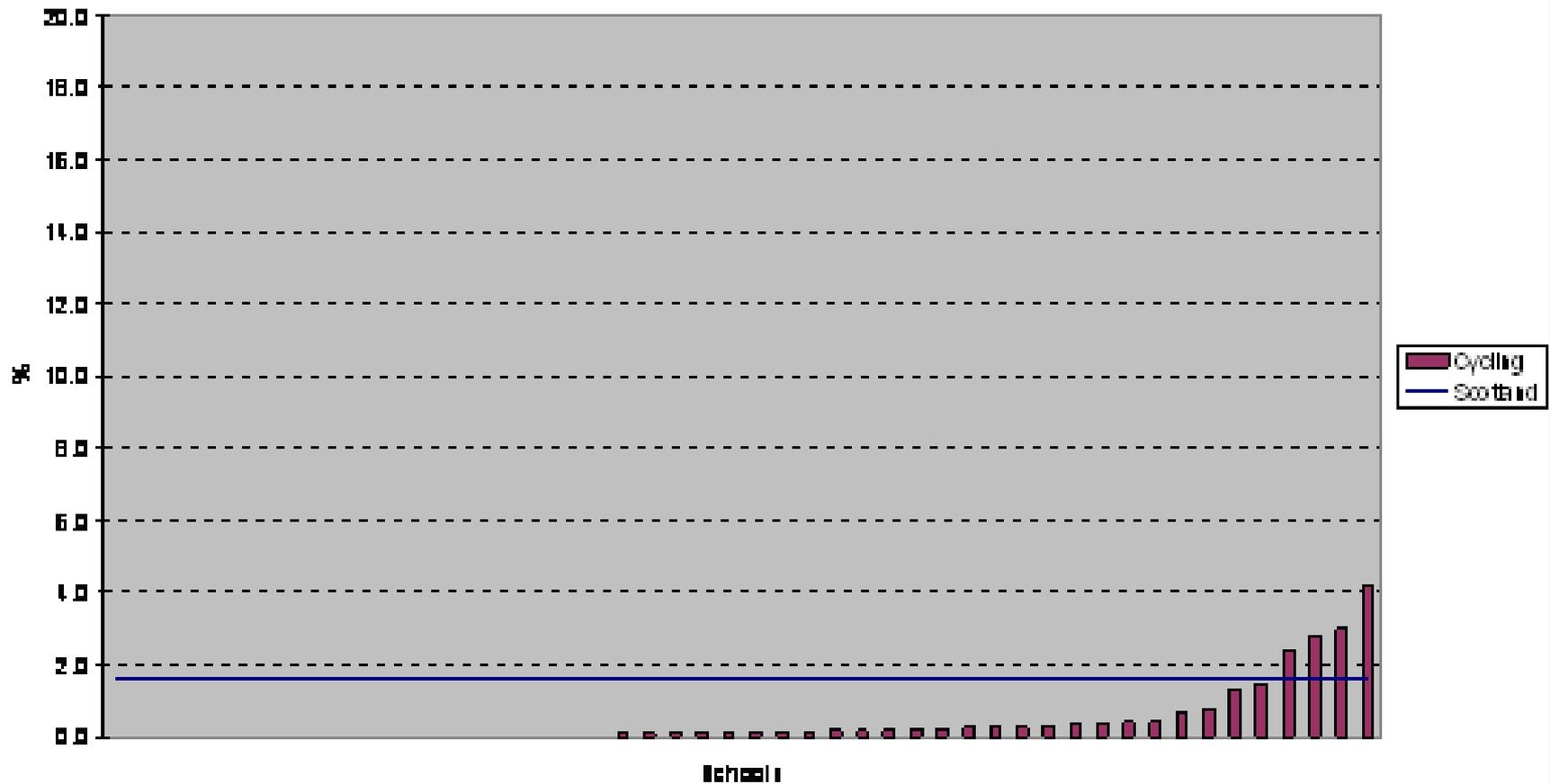
Mode of travel to secondary school in Renfrewshire

Source: Hands up Survey, 2008



Active travel across schools in Glasgow & Clyde Valley

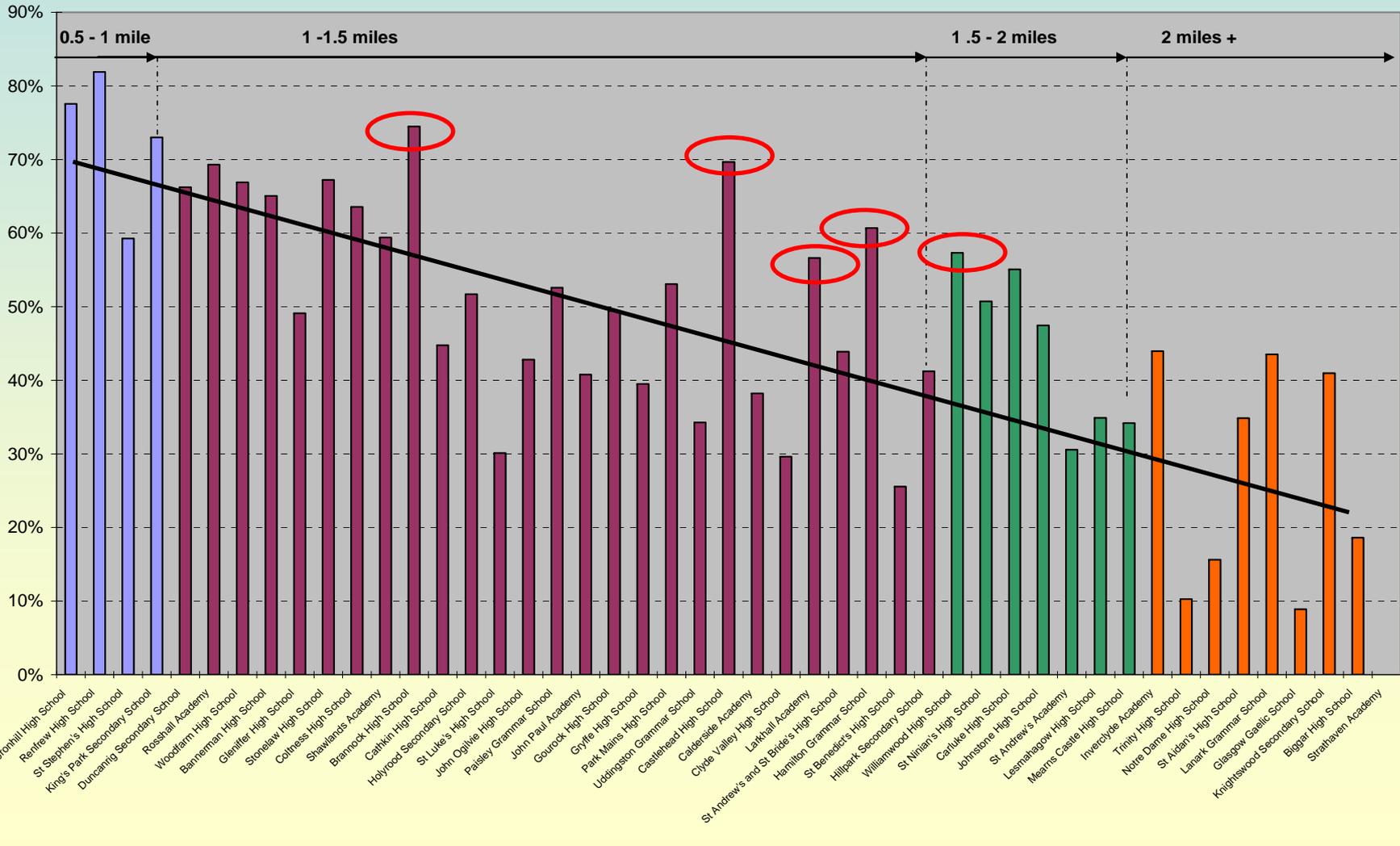
Cycling to secondary school, Glasgow Clyde Valley
Source: Hamds Up Survey, 2008



Is it all down to distance?

Active travel by secondary school ordered by distance to school, Glasgow and Clyde Valley (excluding E & W Dunbartonshire)

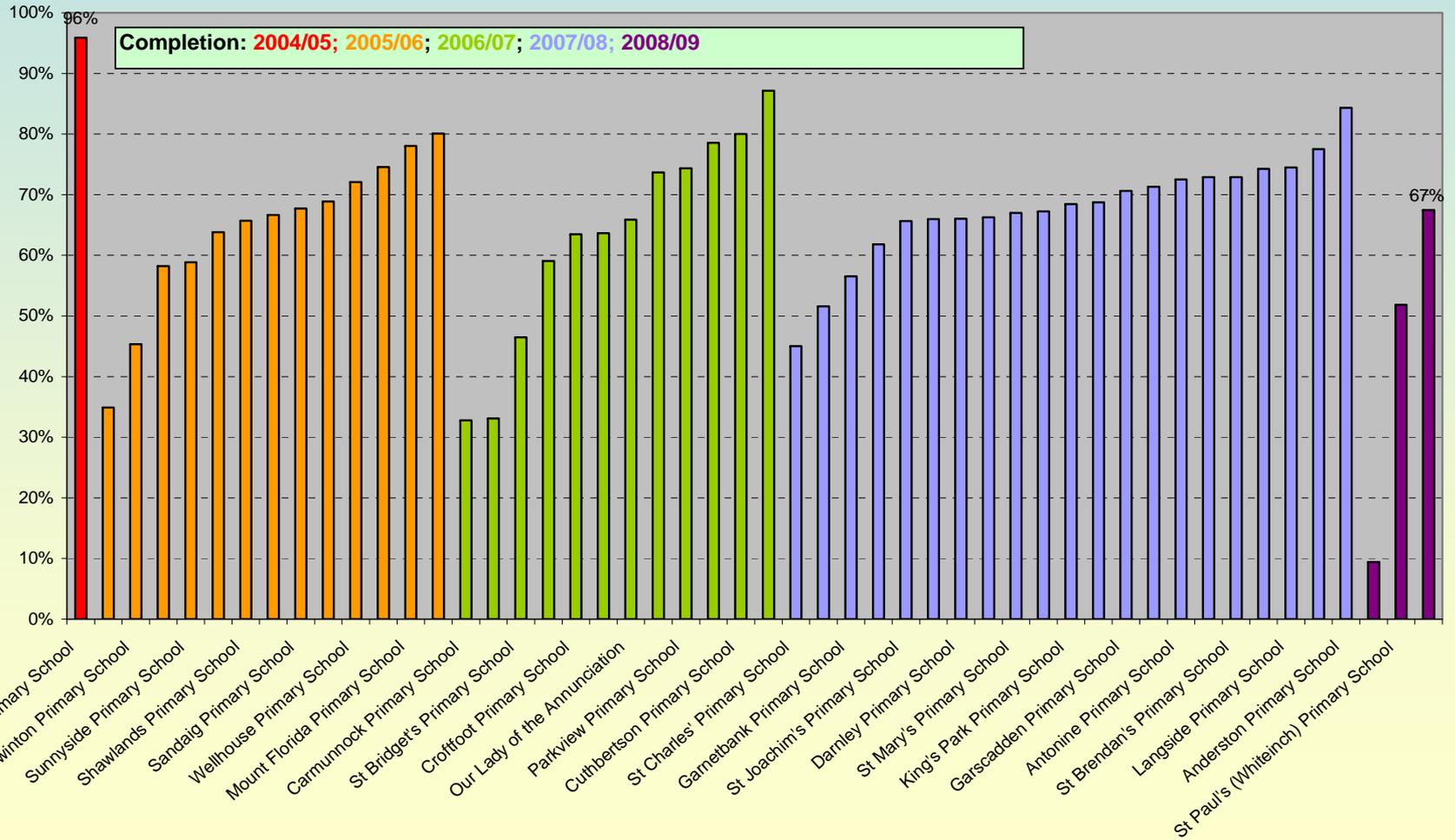
Source: Hands Up Survey, 2008



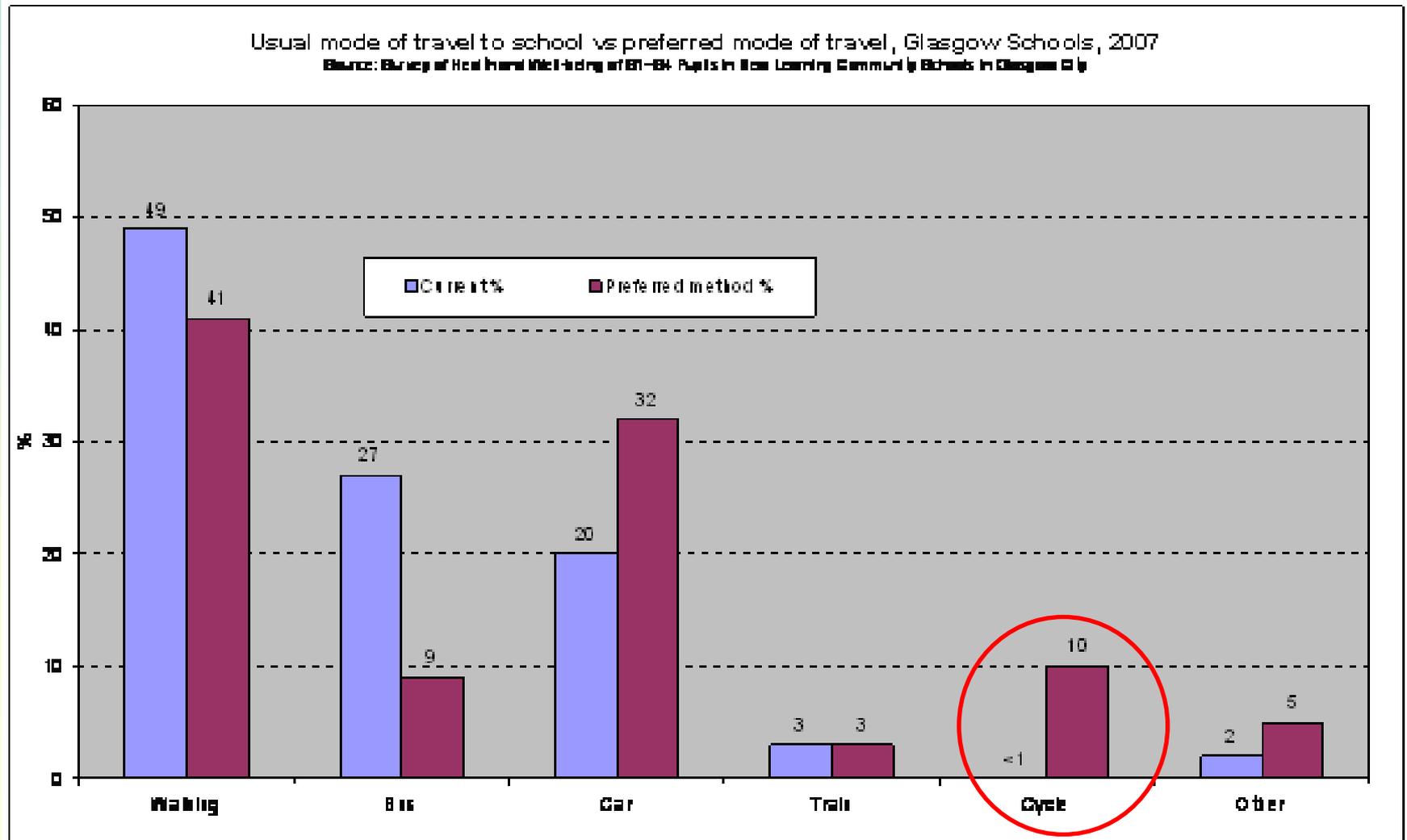
Do travel plans make a difference?

Travel mode to Primary School for Glasgow schools with a completed travel plan

Source: Hands Up Survey, 2008



How would children prefer to travel to school?

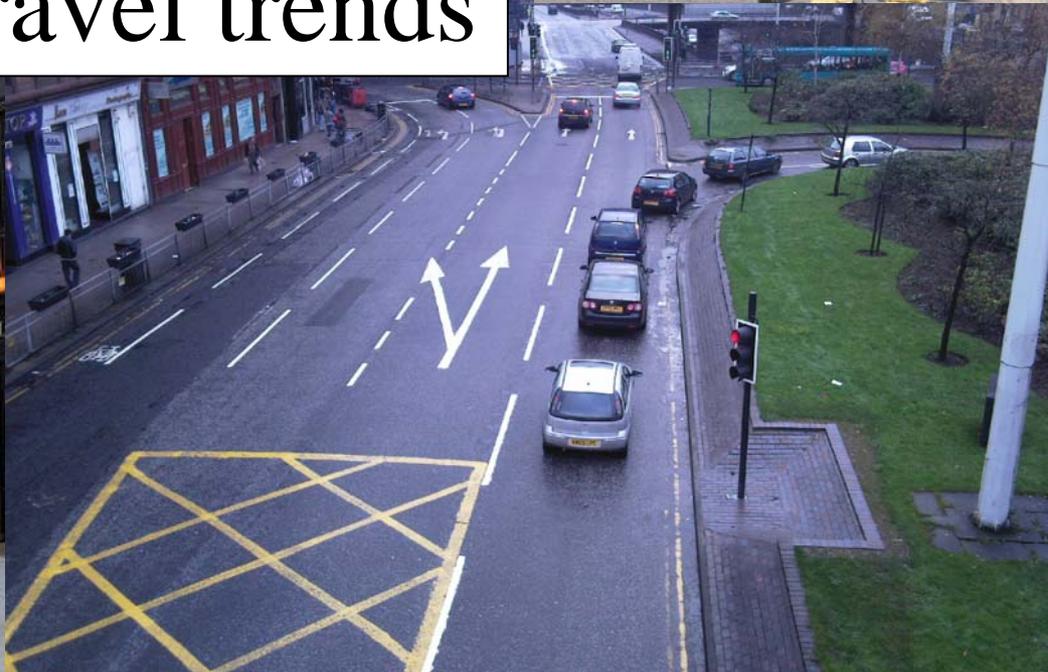


In summary

- While levels of walking to school remain high, particularly in primary schools, the **trend** over the last 20 years has been **toward greater car use and less walking**.
- **Local data** on active travel among children is relatively scarce so the 'Hands Up' survey is a valuable new resource
- ...and provides an illuminating insight into the **marked variations** in levels of active travel to school between schools.
- **Distance** to school, **affluence/deprivation** of school catchment areas, **infrastructure, support** for active travel within schools and **safety** concerns, real and perceived, are all likely to be **important determinants** of whether children travel to school actively.
- There are likely to be **valuable insights** from understanding the factors that underlie **those schools achieving the higher levels of active travel**.



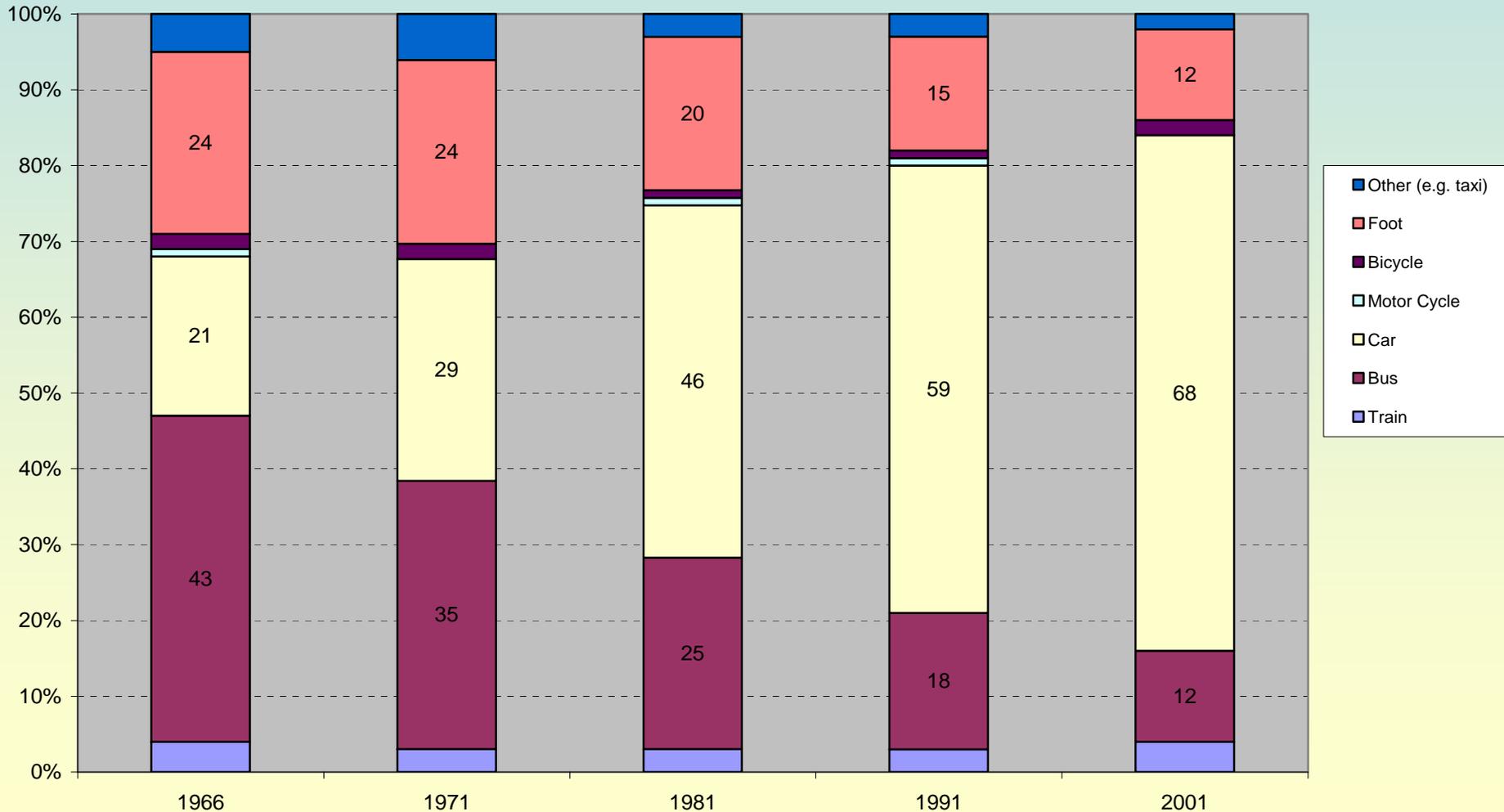
Adult travel trends



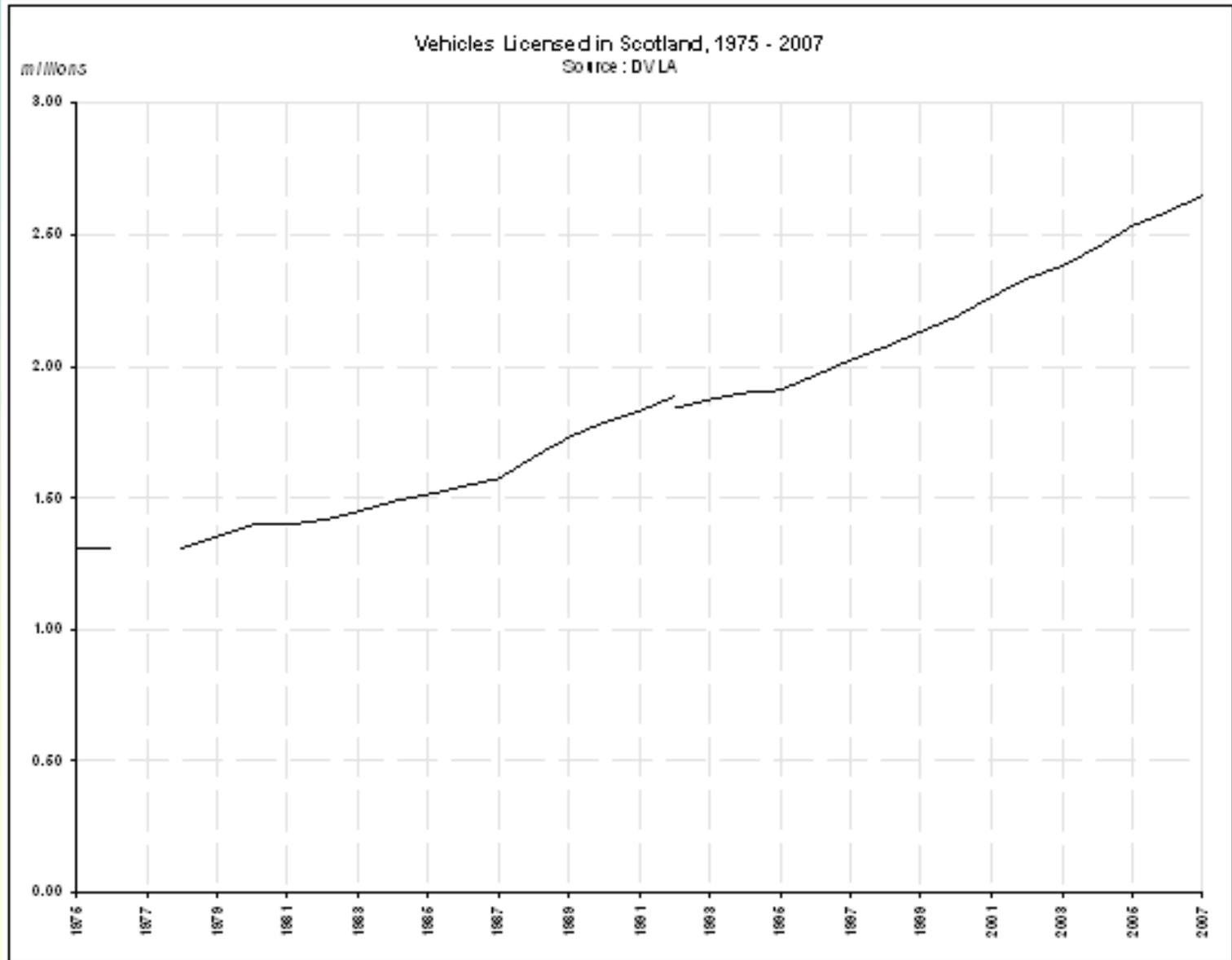
National travel to work trends

Usual means of travel to work in Scotland, 1966-2001

Source: Census



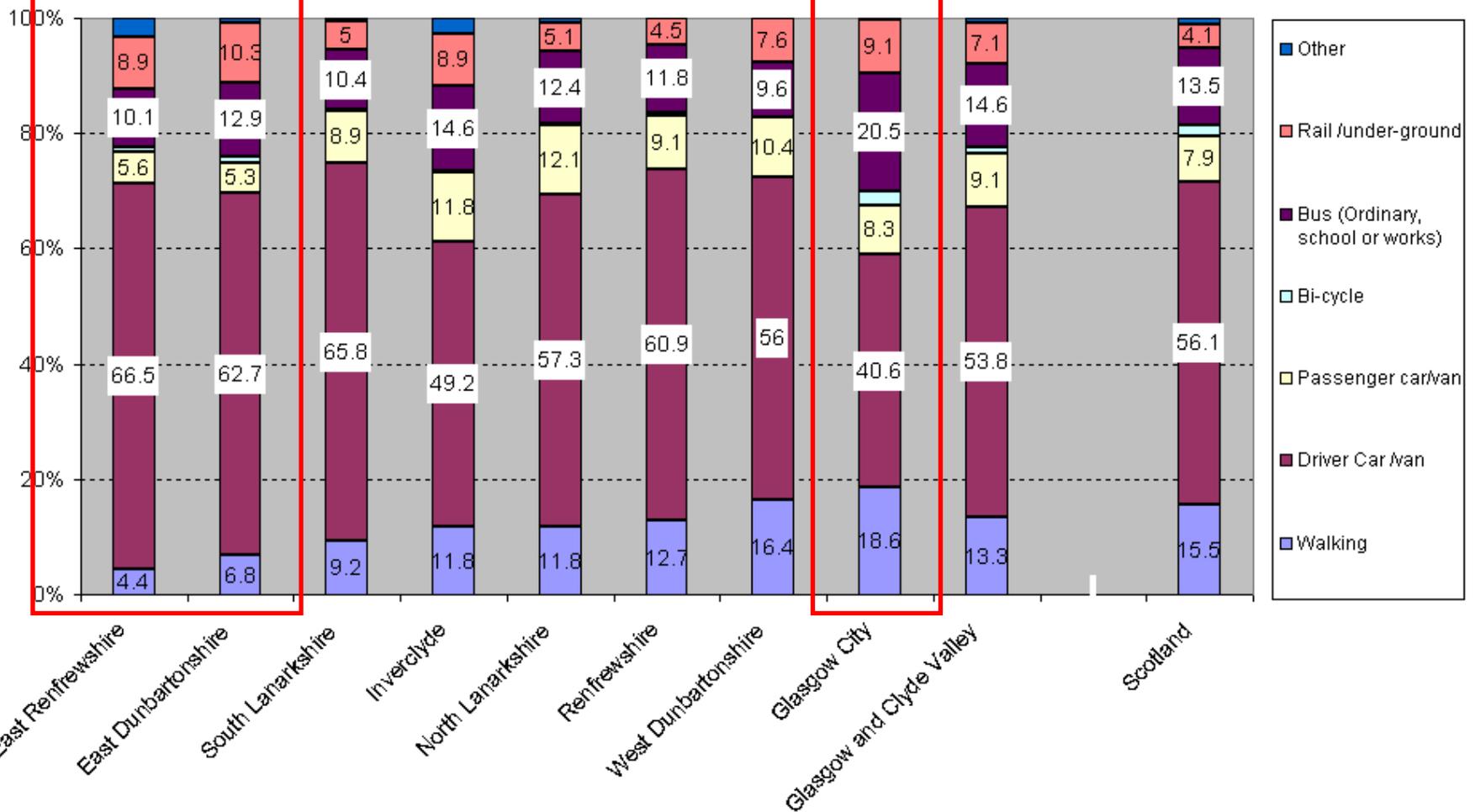
National trends in licensed motor vehicles



Mode of travel to work by Local Authority

Usual mode of travel to work or study by Local Authority, 2005/06

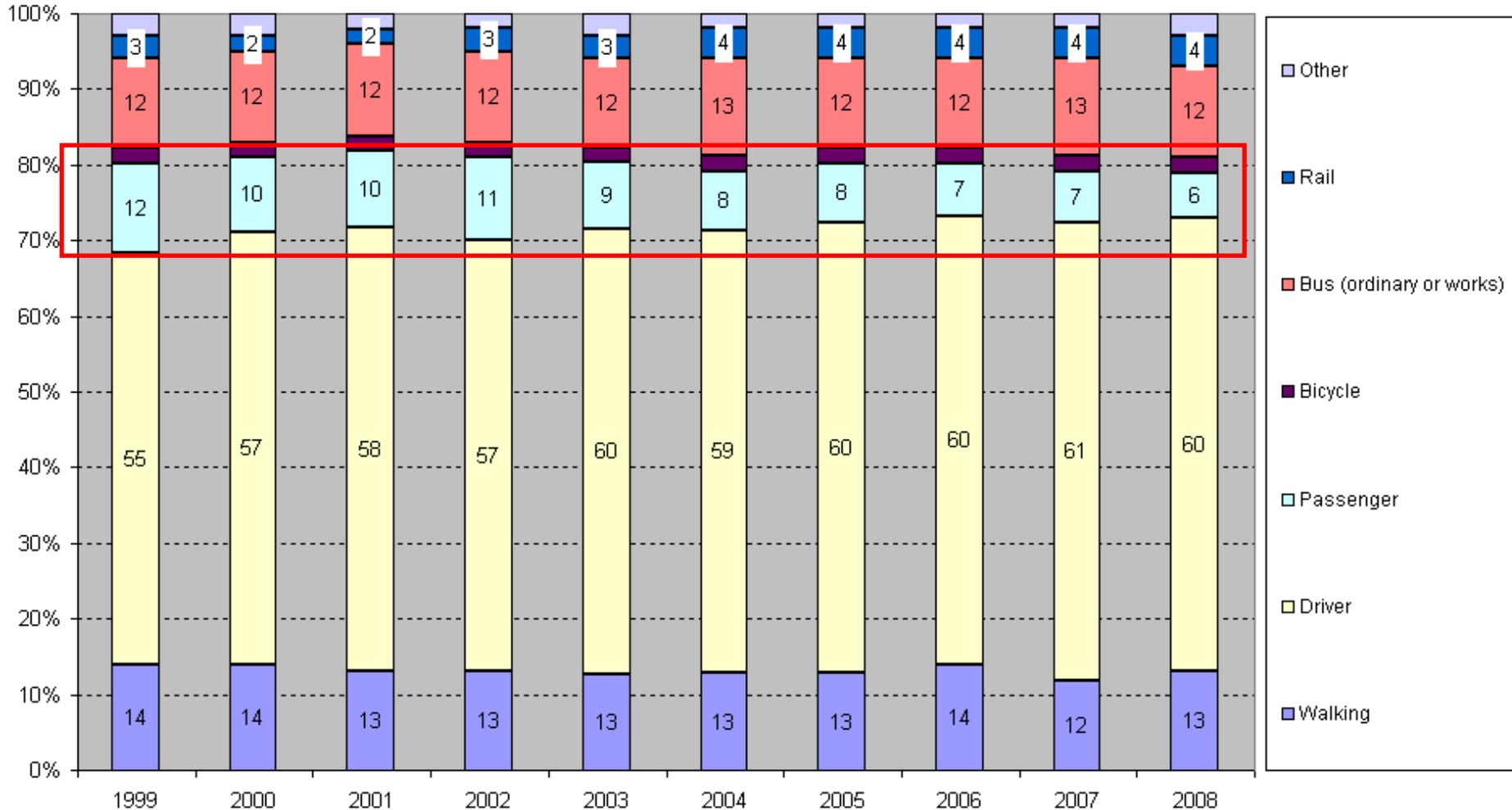
Source: Scottish Household Survey, 2005/06



National trends in mode of travel to work

Trends in usual mode of travel to work, Scotland, 1999 - 2008

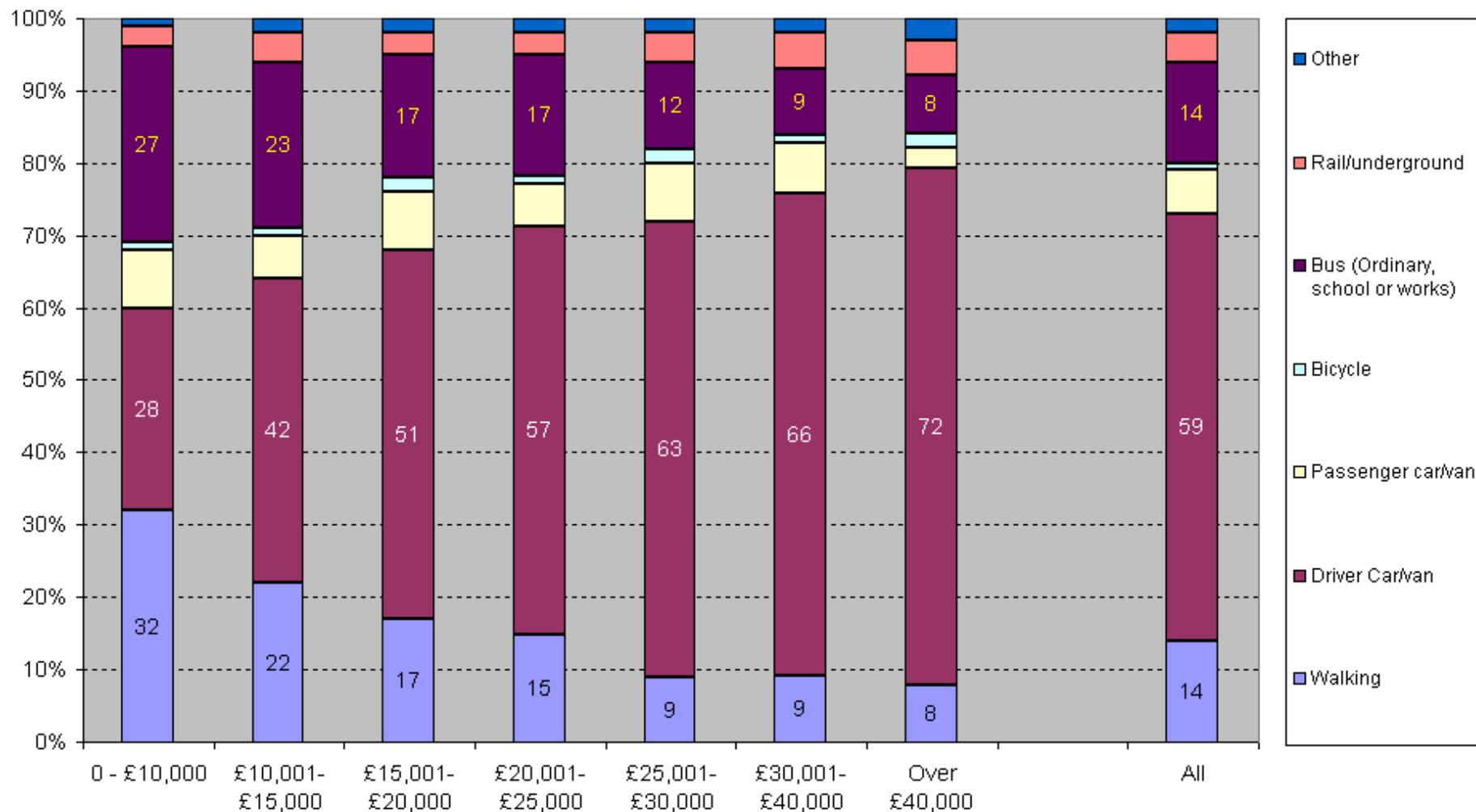
Source: Scottish Household Survey



Mode of travel by income

Mode of travel to work or study by net annual household income, Scotland

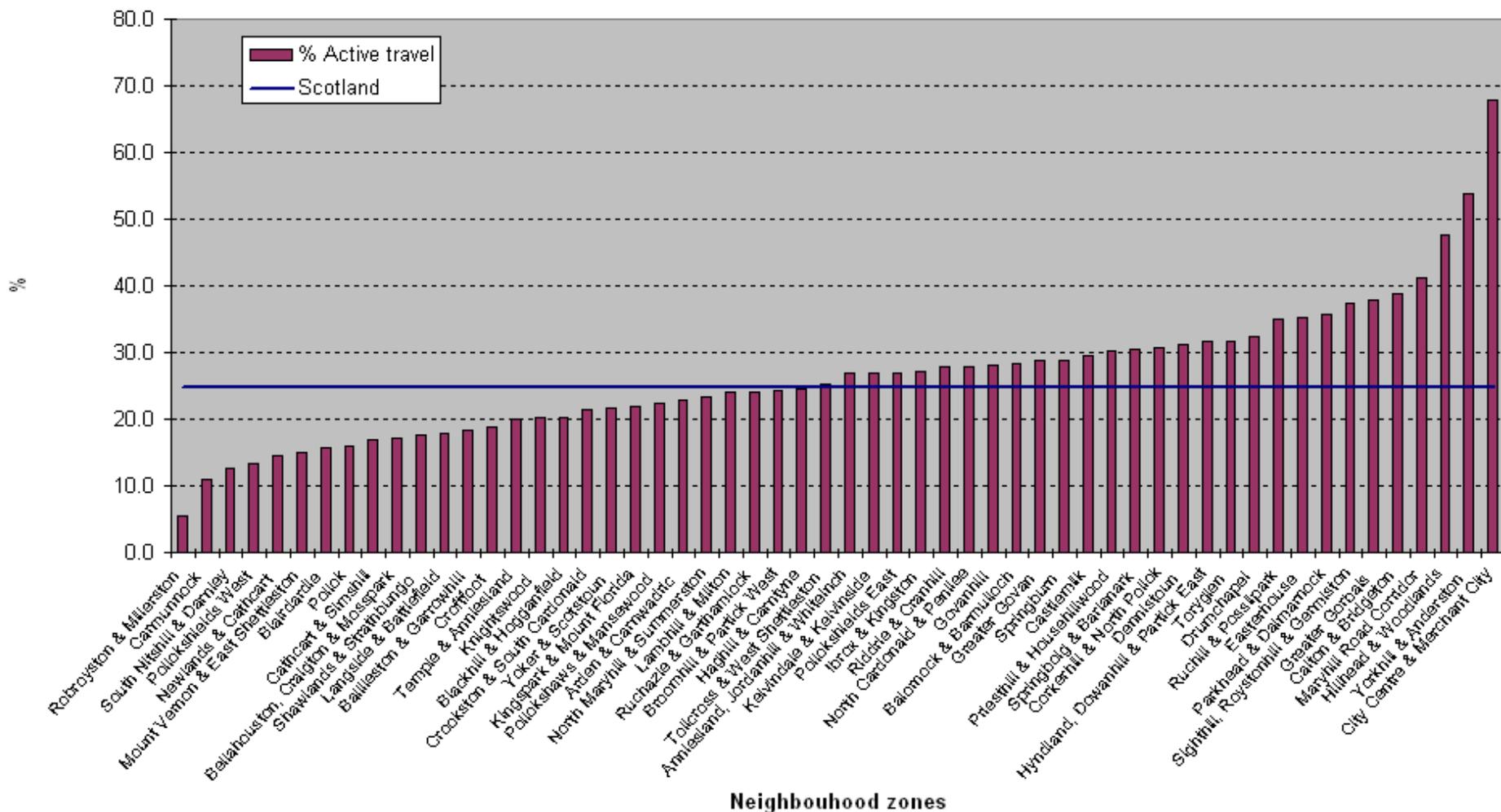
Source: Scottish Household Survey, 2007



Mode of travel to work, Glasgow neighbourhoods, 2001

% Active travel (walking & cycling) to work by neighbourhood within Glasgow City

Source: 2001 census



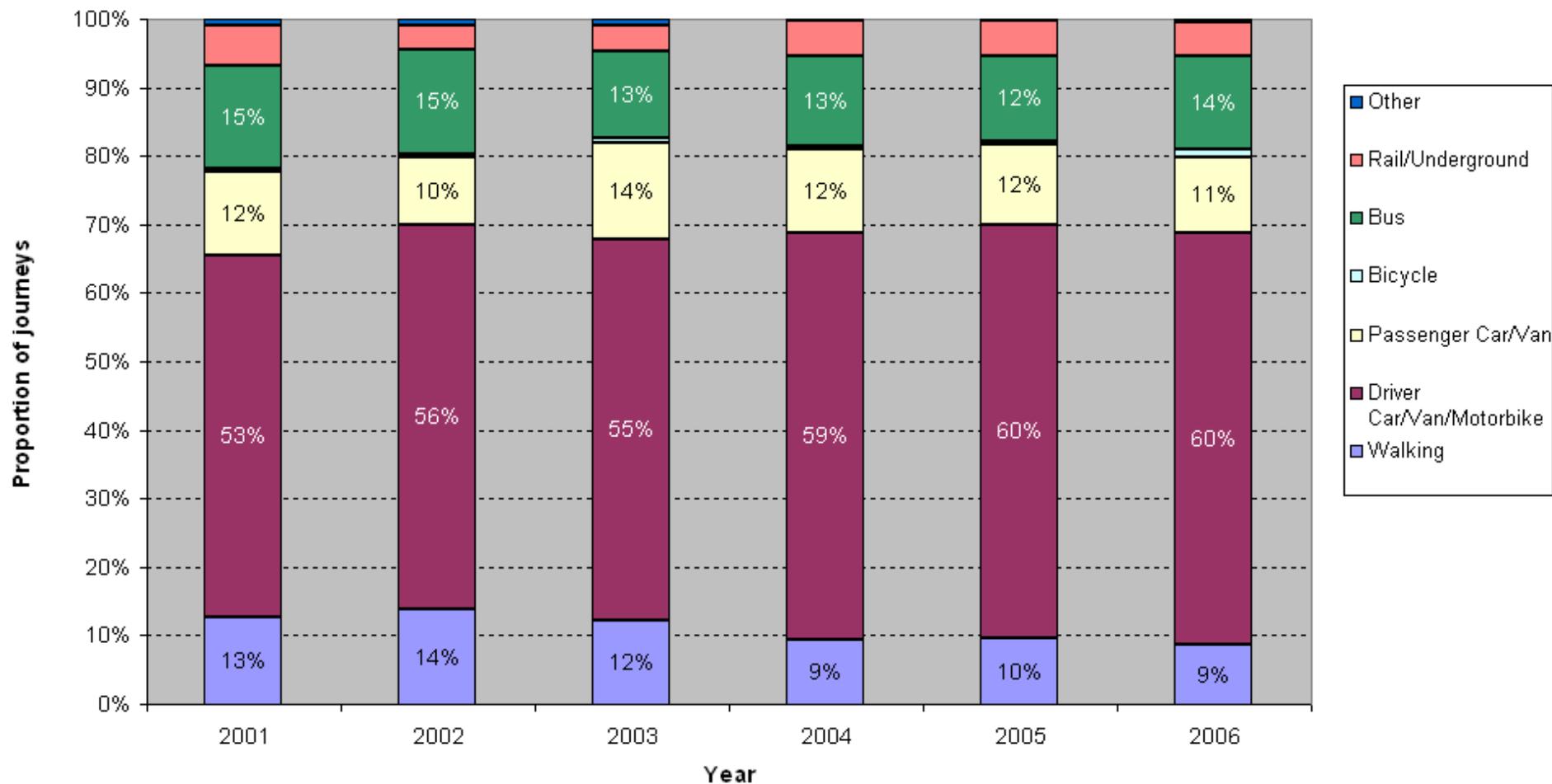
Trends in different types of journey

- Trends in mode of travel (driving, passenger, bus, train, walking, cycling) by type of journey (work/study, leisure, shopping, hospital)
- Data from Scottish Household Survey Travel Diary, 2001-2006 - detailed responses regarding personal travel in the day before interview
- Some caveats, journeys of under a 1/4 of a mile or less than 5 mins on foot are excluded
- Provides a more complete picture of travel than the main SHS travel question

Proportion of journeys to work/study by mode

Proportion of journeys to work or education by mode,
Glasgow & Clyde Valley, 2001-06

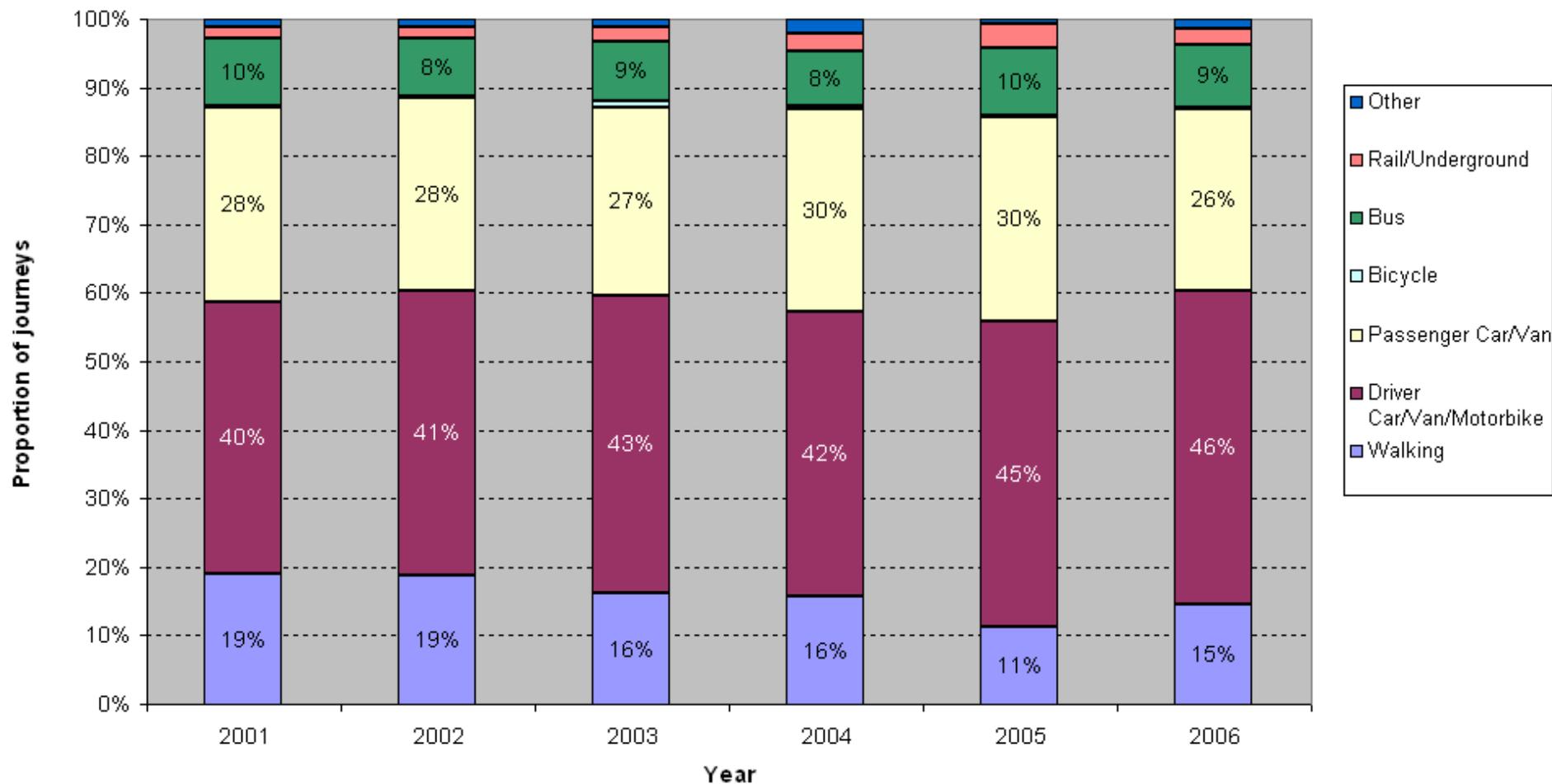
Source: Scottish Household Survey Travel Diary



Proportion of journeys to leisure by mode

Proportion of journeys to leisure by mode,
Glasgow & Clyde Valley, 2001-06

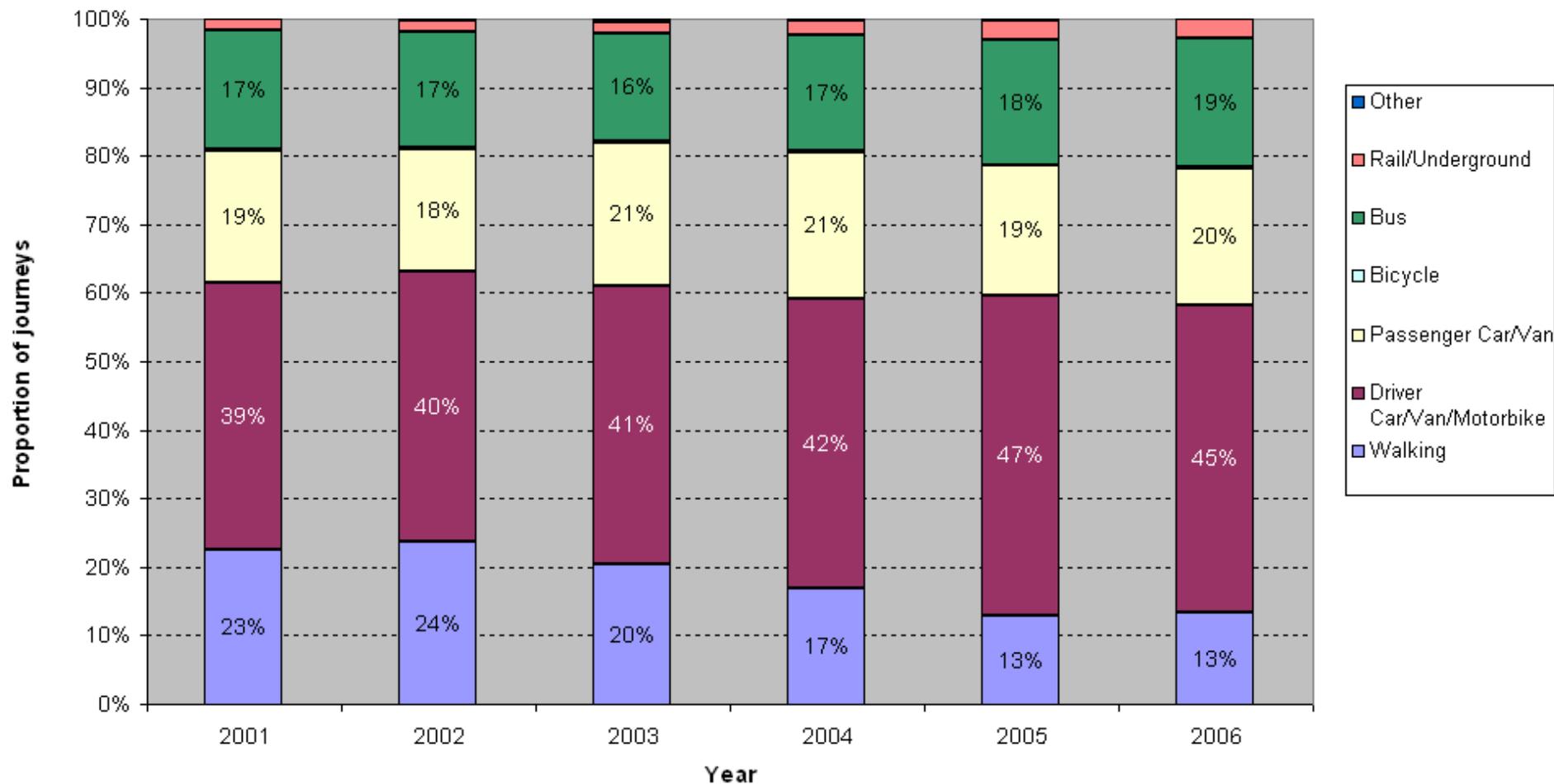
Source: Scottish Household Survey Travel Diary



Proportion of journeys for shopping by mode

Proportion of journeys for shopping by mode,
Glasgow & Clyde Valley, 2001-06

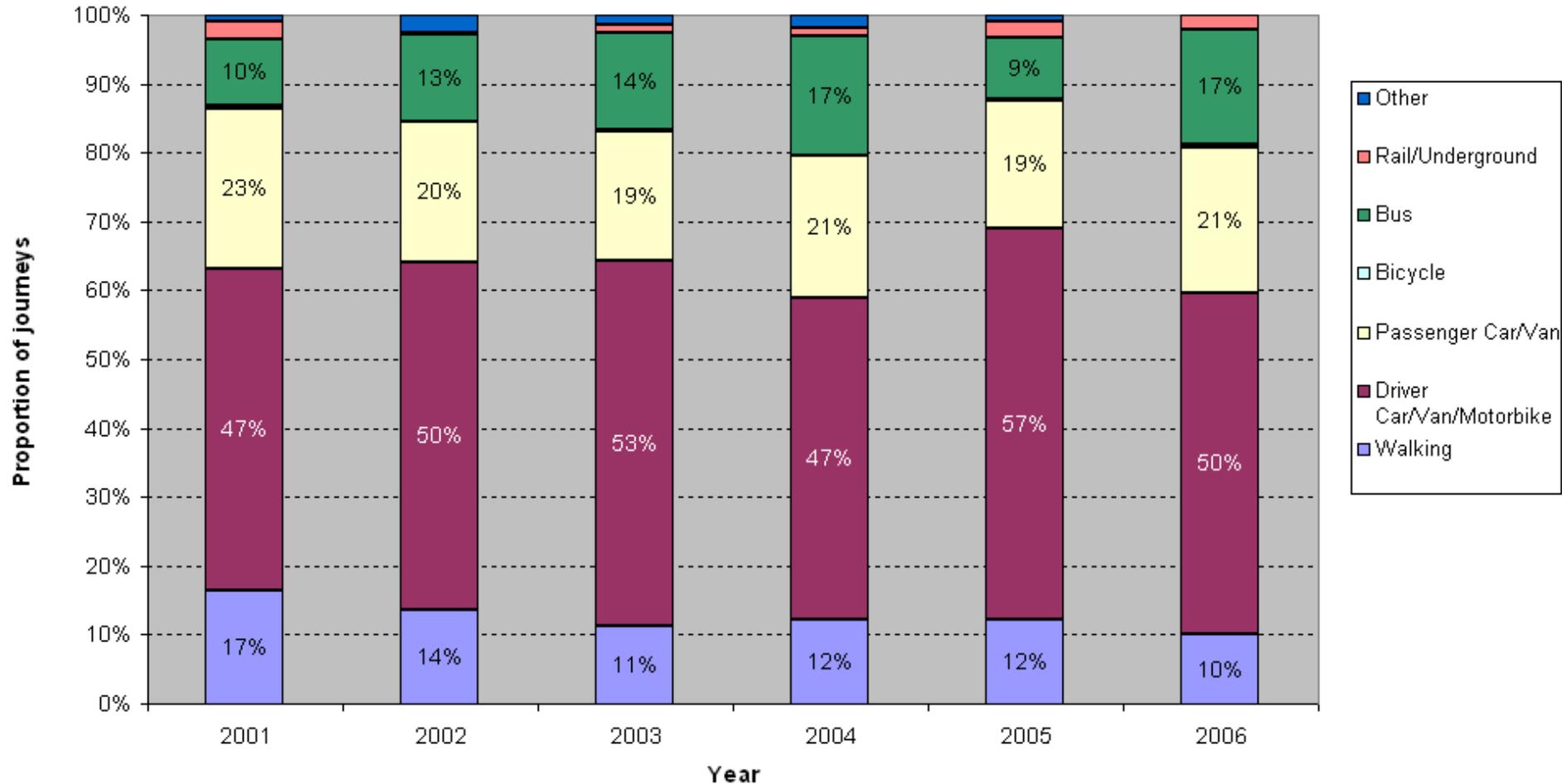
Source: Scottish Household Survey Travel Diary



Proportion of journeys to hospitals by mode

Proportion of journeys to hospital by mode,
Glasgow & Clyde Valley, 2001-06

Source: Scottish Household Survey Travel Diary



A brief summary

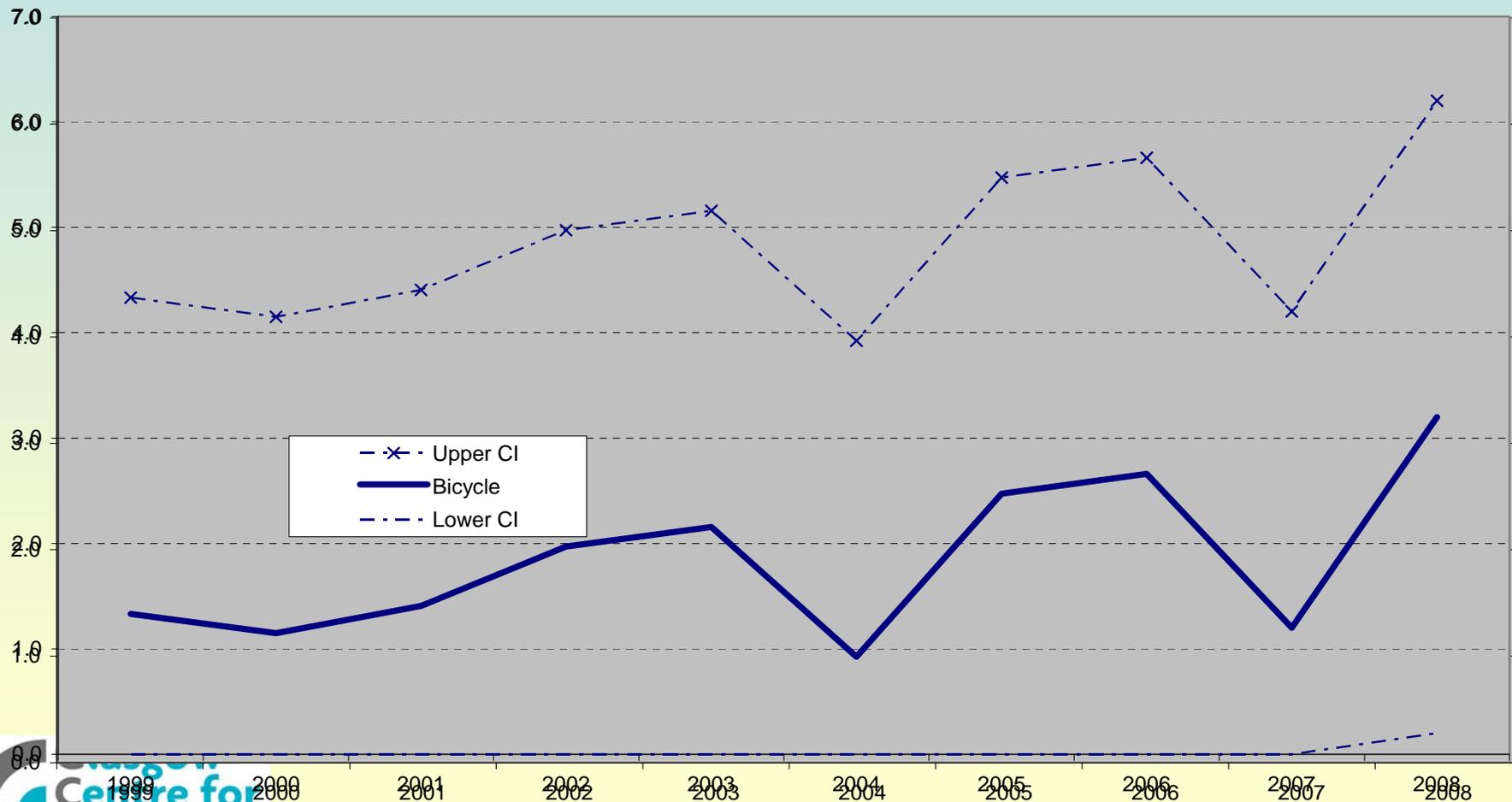
Our analysis of travel diary responses provided by Glasgow and Clyde Valley residents in the period 2001 – 2006 suggests a number of concerning trends:

- Levels of walking have dropped for all types of journey and car use has risen except for trips to hospital;
- For all types of journey, distances travelled on foot, by bus or as a car passenger have reduced while distances travelled as a driver have increased;
- Overall distances travelled by walking have reduced and fewer people are walking for all types of journey, conversely, those who are walking, appear to be walking further.

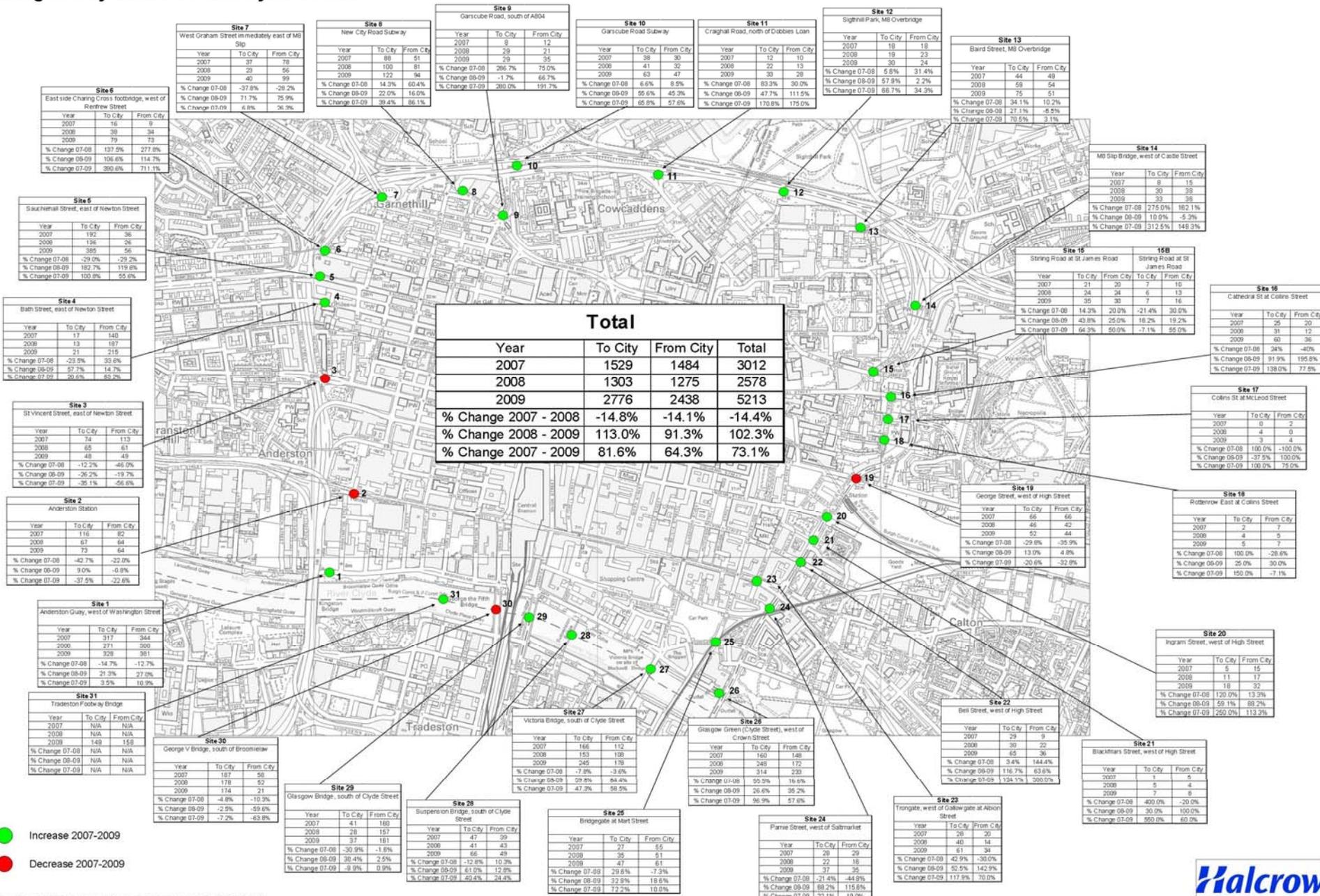


% of population cycling to work in Glasgow, 1999-2008

Source: Scottish Household Survey



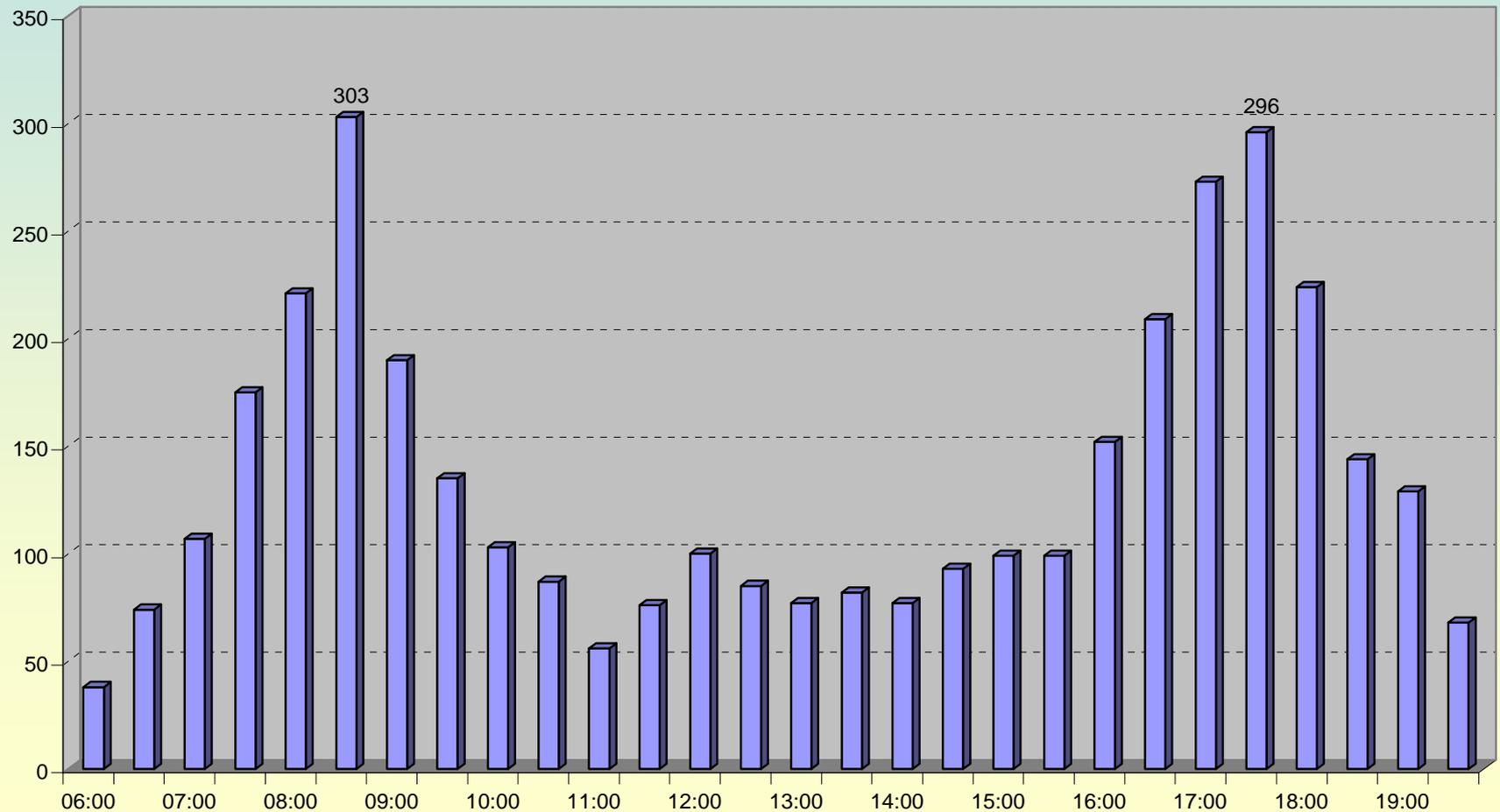
Glasgow City Centre Cordon Cycle Counts



Cycling Counts...

Cycle counts by time of day from 31 sites around Glasgow City Centre on Tuesday 24th June 2008

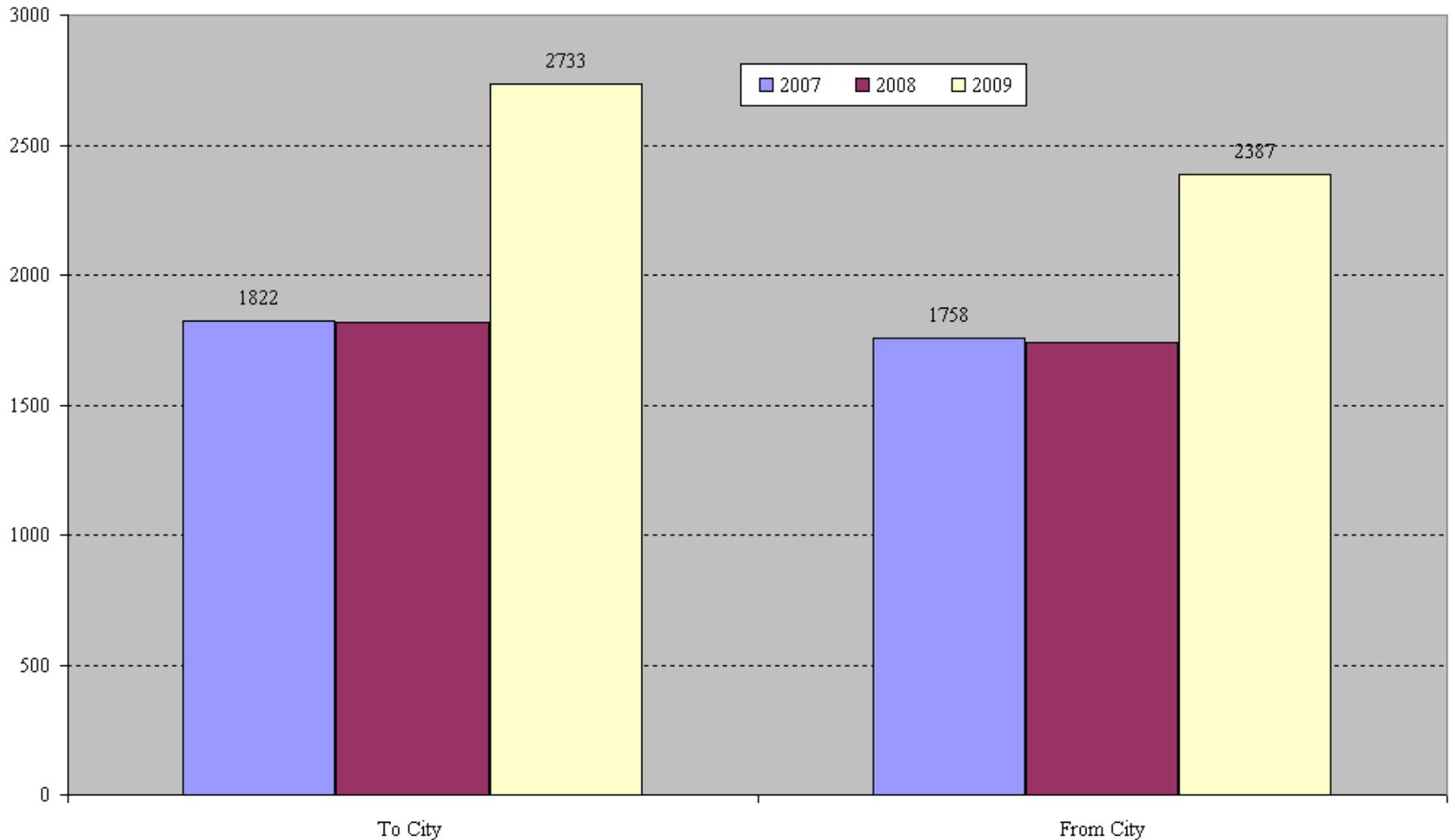
Source: Land & Environmental Services, Glasgow City Council



Cycling Counts...

Glasgow cycle counts at all cordon sites around the city, 2007- 2009

Source: Land & Environmental Services, Glasgow City Council



Road Traffic Casualties

- Road accidents and road traffic casualty rates in the Glasgow and Clyde Valley region, and in Scotland, have fallen considerably over the last 20 years, despite a 20% increase in traffic volume over the period 1993 to 2008.
- Despite adult road traffic casualty rates in the region falling in nearly all deprivation deciles from 1996 to 2007, casualties remain higher in the more deprived locations.
- There is no sign of an overall reduction in adult pedestrian casualties admitted to hospital in Glasgow and Clyde Valley and rates remain three times higher in the most deprived areas compared to the least deprived areas.

In summary

- Adult **commuting trends** have followed a clear trajectory over the last 40 years towards **greater car use** while **bus use** and **walking have reduced**.
- There is also **greater single person car use**, reflecting higher levels of car ownership and that less people are choosing to take lifts and more are choosing to drive.
- **Distance, levels of affluence, car ownership, convenience, time and safety** all clearly influence whether people drive, walk or use public transport in their commute.
- Analysis of the SHS Travel Diary (2001-2006) suggests:
 - levels of **walking** have been **dropping for all types of journey** and **car use** has been **rising** (except to hospital)
 - distances travelled on foot, by bus or as a car passenger have reduced, while distances travelled as a driver increased; conversely, those who walked, actually walked further
- The **reductions in road accident and casualty rates** over time are encouraging, but there are still **relatively higher rates** of adult road traffic **casualties** occurring in the more **deprived** areas.
- Data on active travel are relatively scarce, particularly for local areas. Given this, the relatively recent **Hands Up surveys** and **Cycle and pedestrian cordon counts** in Glasgow are valuable new resources.

Moving in the Right Direction?

1. Qualitative research

- Qualitative research using interviews and focus groups to explore cultural norms around urban travel

2. Analysis of secondary data

- Analysis of secondary data from Census, Scottish Household Survey and other data sources to elicit patterns and trends in school travel, travel to work, and pedestrian road casualties

3. Policy review

- Exploration and review of national/regional/local transport-related strategies, policies and plans to assess the translation of aspiration into reality on the ground



Attitudes toward
active travel in Glasgow:
Findings from a qualitative
research project

September 2009

Qualitative Research Findings

*Views regarding convenience
and time efficiency as well as
perceptions of cost and safety favour
less active travel choices*

Policy review

Exploration of consistency, follow through and impact of transport-related strategy and policy on implementation of measures to promote active, sustainable travel

- Link between high level policy aspirations and resultant actions
- Synergy between different policies and strategies
- Potential for impact on active sustainable travel

Results

National, regional and local strategies, policies and plans identify active, sustainable travel as very desirable

“We need to provide an efficient, integrated and reliable transport network that successfully promotes economic growth, protection of the environment, health and social inclusion.” (National Transport Strategy)

*“..a world class sustainable transport system that acts as a catalyst for an improved quality of life for all...”
(Regional Transport Strategy)*

Scottish Planning Policy

“Opportunities for personal travel should be prioritised by mode in the following order – walking, cycling, public transport, car and other motorised vehicles. Buildings and facilities should be accessible on foot, both within the development and from the surrounding area. The aim is for urban areas to be made more attractive and safer for pedestrians, including people with mobility difficulties. Cycle routes and, where relevant, cycle parking and storage should be safeguarded and enhanced wherever possible.”

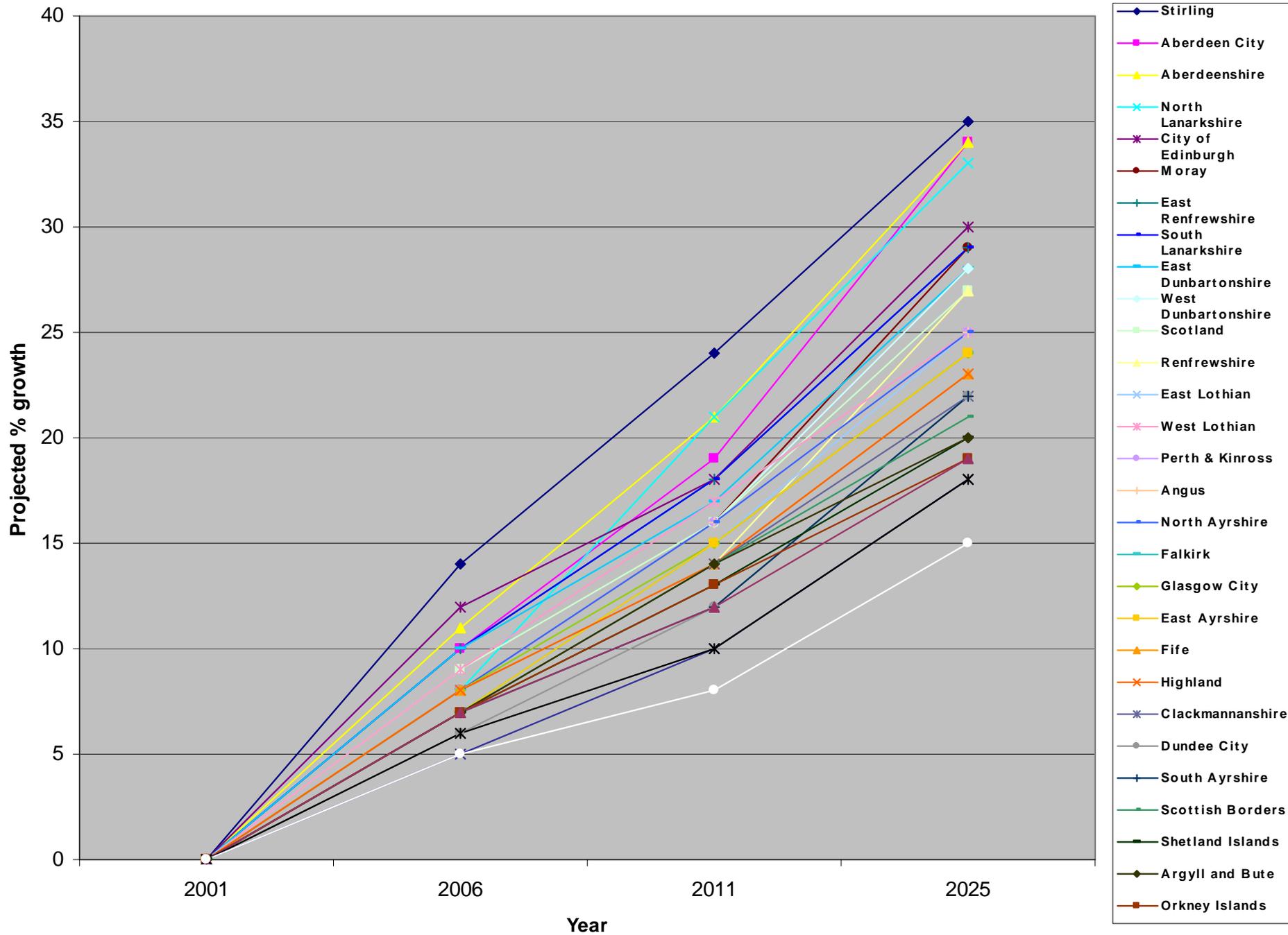
However.....

There is less evidence of corresponding local prioritisation and resource allocation and a 'business as usual' approach in local action plans appears to be the norm

| SOA Indicator 2008-2011 | Baseline | Target and timescale |
|---|---|--|
| % of employed adults whose usual method of travel to work is by Public Transport (bus or rail) | 16% of employed adults who do not work from home travelled to work by public transport in 2005/06 | By 2009/2010, 17% of employed adults will be using public transport to get to work |
| Safe and active travel to work | Proportion of people walking to work 11% in 2006 | Proportion of people walking to work 13% by 2015 |
| Reduce the percentage of journeys to work made by car | 69.6% | 68% by 2009/10 67% by 2010/11 |
| Percentage usage of public transport for all trips | Bus 8% Rail 7% Baseline 2007/08 | By 2012, increase usage To Bus 15% Rail 10% |
| Modal share of adults undertaking active (walking, cycling, public transport) travel to work or education | 30% (2005/06) | Increase |

Conclusion

Need for clearer, stronger leadership,
and commitment with greater emphasis
on walking, cycling and use of public
transport in action plans



How Much is Active Travel Worth?

- Cost benefit analysis (CBA)
 - Compares costs and benefits
 - Very common in transport economics
 - Benefit:cost ratio (BCR)
 - $BCR > 2$ makes it good value for money (DfT guidance)
 - Cost of life (cost of death)
- World Health Organisation Health Economic Assessment Tool for Cycling
 - If x people cycle y distance on most days, what is the value of the health benefits that occur as a result of the reduction in mortality due to their increased physical activity?

Cost Benefit Analyses

| Study | Location | BCR | Comment |
|---------------------|----------|------|--|
| Dft 2005 | London | 24:1 | Levels of walking and cycling on upgraded canal towpath assessed pre and post intervention |
| SQW Consulting 2008 | UK | 10:1 | Estimated impacts of 5 cycling infrastructure projects in England |
| Sustrans | Newhaven | 15:1 | Construction of a new shared-use path near a busy A road |

Source: Davis, A. Value for Money: An Economic Assessment Of Investment in Walking and Cycling. March 2010

Other Analyses

- Effects of Smarter Choice programmes in the sustainable travel towns in England (Darlington, Peterborough and Worcester)
- BCR of achieved outcome in the 3 towns estimated to be 4.5 (allowing only for congestion effects)
- Including environmental, consumer-benefit and health effects likely to increase BCR

Source: Sloman L et al. The Effects of Smarter Choice Programmes In the Sustainable Travel Towns: Summary Report. February 2010
<http://www.dft.gov.uk/pgr/sustainable/smarterchoices/smarterchoiceprogrammes/pdf/summaryreport.pdf>

To Sum Up

- Unambiguous commitment in strategy and policy to active sustainable travel
- Local action plans reflect local priorities and availability of resources
- Trends largely moving in the wrong direction but not in all cases
- Need better information to monitor trends
- Need to strengthen and publicise arguments regarding value for money and longer term benefits

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