Moving in the right direction?

An overview of the transport and health programme
Unfit for Purpose:
How Car Use Fuels Climate Change and Obesity

Driven to Excess:
Impacts of Motor Vehicle Traffic on Quality of Life in Bristol, UK

Adrian Davis
Carolina Valsecchi
Malcolm Fergusson

Joshua Hart, MSc
August 2007
↑ Physical activity ↓ CO₂ emissions ↓ Injuries ↓ Infrastructure costs ↑ Social capital
↓ Depression ↓ Air pollution ↓ Osteoporosis ↓ CO₂ emissions ↓ Injuries ↓ Infrastructure costs ↑ Social capital
Healthy living: physical activity

Let’s Make Scotland More Active (2003)

“All children and young people, including children with disabilities, should take part in at least one hour a day of physical activity. This physical activity should include physical education, play sports, exercise, dance, outdoor activities, active travel and support to be active in their daily tasks at home, at school and in the community.”

Five Year Review of “Let's Make Scotland More Active” (2009)

“The review group believes the creation and provision of environments that encourage and support physical activity offers the greatest potential to get the nation active.”
Smarter Choices, Smarter Places

Smarter Choices Smarter Places is a Scottish Government partnership project with COSLA.

Designed to increase active travel and public transport use and tackle transport emissions, it will contribute to a number of objectives in the Scottish Government's National Performance Framework, and Local Authorities’ Single Outcome Agreements.

The Scottish Government and COSLA launched Smarter Places, Smarter Choices (Letter to Local Authorities) on March 17, 2008 (Press Release)

A total of 39 proposals from 28 Local Authorities were received for Stage One. The proposals were assessed against an initial set of criteria. Twelve Local Authorities submitted Stage Two proposals and these were assessed according to a further set of
The Essential Guide to
Travel Planning

Walk in or cycle to work

Build up 30 minutes of physical activity on most days to keep you healthy
Walking directions from Central station to St andrew's street, Glasgow — 1.3 km (0.8 miles) Time: 17 mins (Average)

1. Start out along CENTRAL STATION CONCOURSE, heading north.
2. After 53 metres bear right onto STEPS, heading east.
3. After 11 metres continue onto EXIT 2 - UNION STREET, heading east.
4. After 13 metres turn left onto UNION STREET, heading north.
5. After 68 metres turn right onto GORDON STREET, heading north.

0.8 miles 13 mins (fast) 81 Cal (fast)
1.3 km 17 mins (med) 73 Cal (med)
1395 steps 26 mins (slow) 71 Cal (slow)

0.1 kg tube
0.26 kg car
0.14 kg bus

Please give us feedback.
“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.”
Progress on active/sustainable travel

• Total vehicle kilometres still increasing and air travel also increasing\(^1\)

• “Active travel is in relative decline”\(^2\)

• “It is imperative that overall emissions from the transport sector are driven down”\(^3\)

\(^1\)Scottish Government, 2008 and 2009
\(^3\)Scottish Government Climate Change Programme 2nd Annual Report, 2007/8
## Progress on active/sustainable travel

### Scottish Government Spend in Real Terms (£m)

<table>
<thead>
<tr>
<th></th>
<th>08/09</th>
<th>09/10</th>
<th>10/11</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorways &amp; trunk roads</td>
<td>930</td>
<td>1035</td>
<td>1120</td>
<td>+10%</td>
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<tr>
<td>Support for active sustainable travel</td>
<td>11</td>
<td>11</td>
<td>10</td>
<td>-3%</td>
</tr>
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Full speed ahead as firms win £320m M80 contract

By MAURICE RUTHERFORD

The missing link in the motorway between Glasgow and Stirling has moved a step closer to completion. A £320m contract to build an 11-mile stretch of road between Stepps and Hagg will be awarded to a road building consortium. Transport Minister Stewart Stevenson said the A80 motorway in Scotland would be the north's first "major" road scheme. Work on the project is scheduled to start in the spring of 2012. The M80 is one of the most heavily used roads in Scotland, with nearly 100,000 vehicles using it daily. The scheme will join the A80 to the A803 at Stepps and extend the road further north to Hagg. The contract was awarded to a consortium of Balfour Beatty, John Laing and Mott MacDonald. The M80 project is expected to take more than two years and will include road maintenance for 20 years. Transport Scotland, the country's roads agency, said the project would create more than 1,400 construction jobs.

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Cycling groups attack freeze on annual spending

£20m annual budget to be reviewed in 2011

MINISTERS are to cut £20m from the Scottish Government's cycling budget. The cuts, which are part of the wider spending freeze, will mean that the Scottish Government's cycling budget will be cut by 10% in 2011. The Scottish Government is one of the few European Governments not to have an overall cycling strategy. There are also plans to ensure that cycling groups are properly funded and that the budget is increased to ensure that cycling groups have a say in the development of cycling policies. The cuts are expected to affect the Scottish Government's cycling budget by £20m. The Scottish Government has also committed to increase the cycling budget by £15m in 2011. The Scottish Government has also stated that it will ensure that the cycling budget will be increased in future years. There are plans to ensure that the cycling budget is increased to £30m in 2012 and £40m in 2013.
Change in the real cost of transport and in income 1997 – 2008 (DfT, 2008)
Moving in the right direction?

Building our information base, developing our knowledge and evaluating the impact of transport policies and programmes on active/sustainable travel in Glasgow and the Clyde Valley area.
History

• Collaborative programme of work established in summer 2008

• Multi-agency advisory group

• External funding

• Completion spring 2010
Main aims

1. To build the information base around modes of transport/travel (in Glasgow and Clyde Valley geographic area)

2. To enhance our understanding of the impacts of transport related policies and strategies on health and well-being

3. To explore current attitudes and culture towards travel
Outputs

• Data and trends

• Evidence

• Increased awareness

• Fresh thinking and influence on action
Progress

1. Build the information base around modes of transport
   – Identification and description of potential data sources
   – Collection and analysis of data identified
     • baseline of current patterns at various geographies
     • recommendations for further data collection where gaps exist

More about this later this morning…
Progress

2. Enhance our understanding of the impacts of transport related policies and strategies on active/sustainable travel
   – Documentary review to:
     • Explore the link between high level policy aspirations nationally and locally and the actions flowing from them
     • Assess the potential for different policies and strategies to complement each other in increasing active/sustainable travel and reduced car use
   – Review of local authority single outcome agreements to explore targets and outcome measures that specifically relate to promoting walking, cycling and sustainable transport and reduced car use

Well underway........
Progress

3. Explore current attitudes and culture towards travel

  • Qualitative research (conducted by JMP Consultants Limited) which aimed to:
    – Better understand how and why people currently travel as they do
    – Explore the scope for encouraging growth in alternatives to car travel

Complete
Qualitative research outputs

Full report on GCPH website
Next steps

• Further analysis of data

• Completion of review of policy/strategy and single outcome agreements

• Final report, briefing papers etc

• More seminars/presentations

• Potential future work with other partners