



**Moving in the right direction?  
Findings from a review of  
transport policy  
in Scotland**

 EXECUTIVE SUMMARY

This review aimed to explore and discuss consistency, follow through and impact of strategy, policy and plans in relation to active, sustainable travel through:

- An examination of the link between high level policy aspirations nationally and locally and the actions flowing from them;
- An assessment of the synergy between different policies and strategies in the promotion, establishment and maintenance of active, sustainable travel and reduced car use;
- A discussion regarding the potential of current strategy, policy and programmes to increase levels of active, sustainable modes of travel.

Documentary analysis found that Scottish national, regional and local strategy and policy consistently highlighted the importance of active, sustainable travel for individual and public health. A number of local initiatives and pilots were identified which were testing out different approaches to promote walking, cycling and the use of public transport. Despite these aspirations and local initiatives, central funding for infrastructure and support for active travel appeared to be sparse and ambitious local targets and indicators notable by their absence.

The review concluded that if levels of active, sustainable travel are to increase, clearer political leadership and commitment is needed in terms of strategic resource allocation and fiscal measures that positively discriminate in favour of walking, cycling and use of public transport use over the car.

 INTRODUCTION

Increasing levels of physical activity in the population and developing sustainable transport are high on political and public health agendas, globally, nationally and locally but there is little evidence that trends are moving in the right direction. New car registrations and numbers of vehicles on the road continue to increase. In 2007, the total number of vehicles on the road reached 2.65 million and the volume of traffic was at the highest level ever recorded<sup>1</sup>. Despite a call from the Scottish Climate Change Programme to drive down emissions from the transport sector,<sup>2</sup> total vehicle kilometres are still increasing and active travel is in relative decline.<sup>3</sup> Numbers of school pupils walking to school continue to fall.<sup>4</sup> Walking as a proportion of trips amongst adults also continues to fall while trips made by car whether as a driver or as a passenger are increasing.<sup>5</sup>

The Sustainable Development Commission, in a review of Scottish Government progress on sustainable development, concluded that although there had been significant action on some aspects, greater co-ordination of work and a faster pace of change were needed.<sup>6</sup> In addition, the review commented that the current indicator set identified by the Scottish Government to monitor progress contained gaps and recommended that two additional indicators in relation to travel be included: greenhouse gas emissions from the transport sector; and walking and cycling as a percentage of total miles travelled per person.

Although Scotland's transport strategies and policies contain a clear vision of a future transport environment that promotes active, sustainable travel, other important influences need to be taken into account. Audit Scotland, in its overview of the performance of transport in Scotland, suggested that there was a tension between minimising congestion and environmental damage while maximising the benefits of transport's contribution to economic growth and social inclusion.<sup>7</sup>

In recognition of the importance of active travel and sustainable transport to public health, the Glasgow Centre for Population Health (GCPH) established a programme of work in 2008 to help build up a better information base, develop knowledge and understanding and evaluate the impact of transport policies and programmes on active, sustainable travel in Glasgow and the Clyde Valley area. To date, this programme has collated and analysed national survey and routine data to provide information and trends in modes of travel for different population groups at various geographies and conducted qualitative research to explore travel patterns and attitudes towards active travel in and around Glasgow.<sup>8</sup> The current Briefing Paper presents findings from a review of national, regional and local transport related strategies, policies, plans, commentaries and academic publications. It aims to inform thinking and raise debate regarding what appears to be working well and less well in relation to the translation of vision into reality on the ground in supporting and promoting active, sustainable travel in the Glasgow and Clyde Valley region. It is hoped that insights generated can be applied to other areas in Scotland and beyond.

## AIMS & PURPOSE

The overall aim of this review was to explore the consistency, 'follow-through' and impact of strategy, policy and plans in relation to active, sustainable travel.

### Objectives were:

- a) To explore, through documentary analysis, the link between high level policy aspirations nationally and locally and the actions flowing from them.
- b) To assess the potential for different policies and strategies to complement each other in the promotion, establishment and maintenance of active, sustainable travel and reduced car use.
- c) To discuss implications of current policy and strategy for the future of active, sustainable modes of travel.

## APPROACH & METHODS

### Methods comprised:

- Review and critique of:
  - The translation of vision statements in transport related strategy, policy and plans into reality with regard to activity and investment in pedestrian/cycling infrastructure
  - Prioritised/specified actions and resource allocation to improve and promote active travel
  - The scope and scale of other initiatives that promote active travel and reduced car use (either directly or indirectly)
- Examination of single outcome agreements (SOAs) for local authorities (LAs) within the Greater Glasgow and Clyde area to ascertain to what extent SOAs contain targets and outcome measures that specifically related to the promotion of walking, cycling, sustainable transport and reduced car use
- Review of specific strategies, policies or initiatives that interacted with or impacted on transport/travel related behaviour and outcomes
- Discussion of the likely impact of strategies in the short, medium and long-term in light of evidence regarding trends in travel patterns

Documents were reviewed using a standardised approach. Two peer reviewers checked the documentary review to enhance reliability and consistency of findings. A hierarchy of relevant documents was identified and reviewed flowing from national to regional to local level. Documents reviewed included: Scottish Government strategies and related documents; as well as national, regional and local transport policy and strategy. The SOAs (2008/09 and 2009/10) of the eight LAs in the Glasgow and Clyde Valley region were also scrutinised to identify specific indicators and targets that relate to active or sustainable travel.

## FINDINGS

### The national performance framework

The Scottish Government has a clearly stated vision for Scotland which is “to focus government and public services on creating a more successful country with opportunities for all of Scotland to flourish through increasing sustainable economic growth.”<sup>9</sup> It aims to deliver its purpose through five strategic objectives – *wealthier and fairer; smarter; healthier; safer and stronger; and greener*. One of the actions outlined as part of its ‘greener’ strategic objective is to invest in public transport and to support local authorities to create sustainable places by reducing car dependency and increasing the proportion of people walking and cycling. A national performance framework has been established to provide a more coherent and streamlined approach to assessing progress towards the Scottish Government’s vision.<sup>9</sup>

*“Our approach focuses government on the key long-term challenges for Scotland and will enable, and encourage, more effective partnership working right across the public sector and with stakeholders. The whole of the public sector will, for the first time, be expected to contribute to one overarching purpose and all performance management systems will therefore be aligned to a single, clear and consistent set of priorities. We are moving the whole of government to an outcomes-focused approach to performance. This means that we will be judged – as we should be – on the results that we achieve; results which reflect real and meaningful improvements in public services and quality of life for people in Scotland.”*

Particular components of the framework can be directly related to transport and travel.

The framework contains:

- Five strategic objectives: *wealthier and fairer, smarter, healthier, safer and stronger; and greener*
- Seven indicators with accompanying ‘purpose targets’ one of which is a sustainability target which aims ‘to reduce emissions by 80 percent by 2050’
- 15 national outcomes, three of which are:
  - *“We live in well-designed, sustainable places where we are able to access the amenities and services we need”*
  - *“We reduce our local and global environmental impact of our consumption and production”*
  - *“We value and enjoy our built and natural environment and protect it and enhance it for future generations”*
- 45 national indicators and targets, to measure progress against outcomes, three of which state:
  - *Reduce the proportion of driver journeys delayed due to traffic congestion*
  - *Increase the proportion of journeys to work made by public or active transport*
  - *Reduce overall ecological footprint*

Progress regarding these three stated indicators (displayed on the Scotland Performs website) is shown overleaf<sup>10</sup>

### Reduce the proportion of driver journeys delayed due to traffic congestion

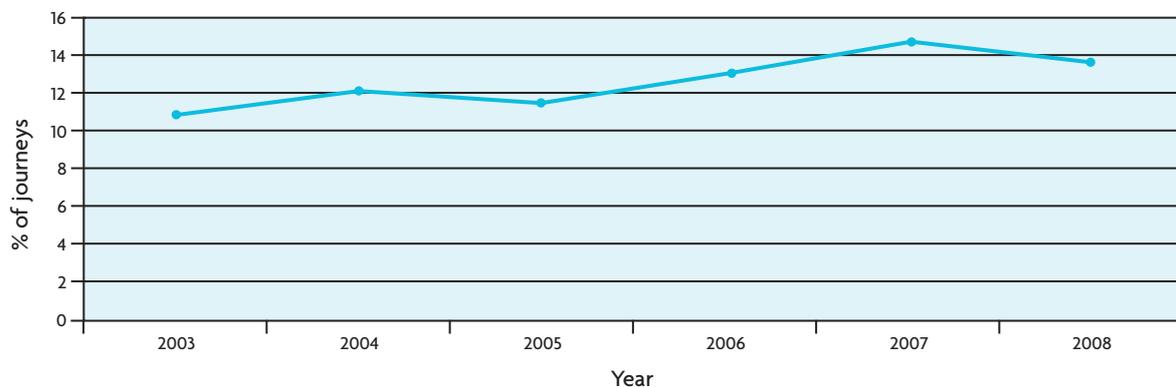
Scottish Government vision

*“...to provide a framework for the provision of sustainable, integrated and cost-effective public transport and walking and cycling infrastructure as alternatives to the car, connecting people, places and work across Scotland. We aim to decouple ownership and usage of cars, persuading not punishing car users to use other modes. We are encouraging the increased use of flexi working in the public sector, and home working; we are working with local authorities to ensure every effort is made to fast track enhanced park and ride provision by bus or train or both; and we are working with the haulage industry to encourage consolidation of loads when doing deliveries into cities.”*

Performance

In 2003, eight of the 44 trunk road routes monitored in Scotland experienced serious or severe congestion for more than one hour per day. In 2007, 14.3% of driver journeys were delayed due to congestion – this figure dropped slightly in 2008 to 13.1% but the overall trend appears to be upward.

Percentage of driver journeys delayed due to traffic congestion, 2003 - 2008



Source: Scottish Household Survey: Travel Diary

**Increase the proportion of journeys to work made by public or active transport**

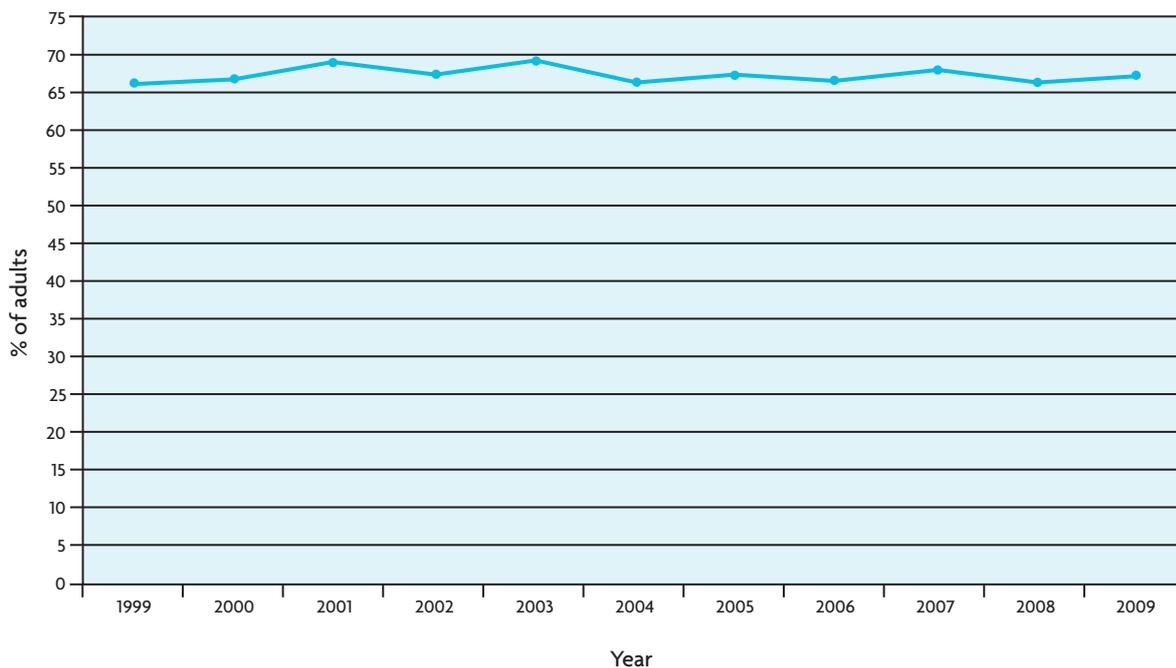
Scottish Government vision

*“Essentially, we want to encourage a shift from the car, particularly for short journeys, across the whole population. Not only will this reduce congestion and improve health by reducing harmful emissions, it will enable people in Scotland to live longer and healthier lives by making it easier to incorporate physical activity into daily routines.”*

Performance

The Scotland Performs website displays trend data from the Scottish Household Survey on the percentage of adults travelling to work by car or van over the last decade. The graph below shows that the proportion of adults travelling by car/van has remained fairly static during the last decade with a one percent increase between 2008 and 2009. Further analysis of Scottish Census data by the GCPH has found that levels of car commuting have increased markedly over the last four decades while levels of bus and pedestrian commuting have fallen.<sup>11</sup>

Adults travelling to work by car/van, 1999 - 2009



Source: Scottish Household Survey

In addition, transport accounted for 25.9% of total Scottish emissions in 2007, a rise of nearly 10% since 1990 and transport’s share of total Scottish emissions increased by a greater amount in 2007 than in all previous years.<sup>12</sup>

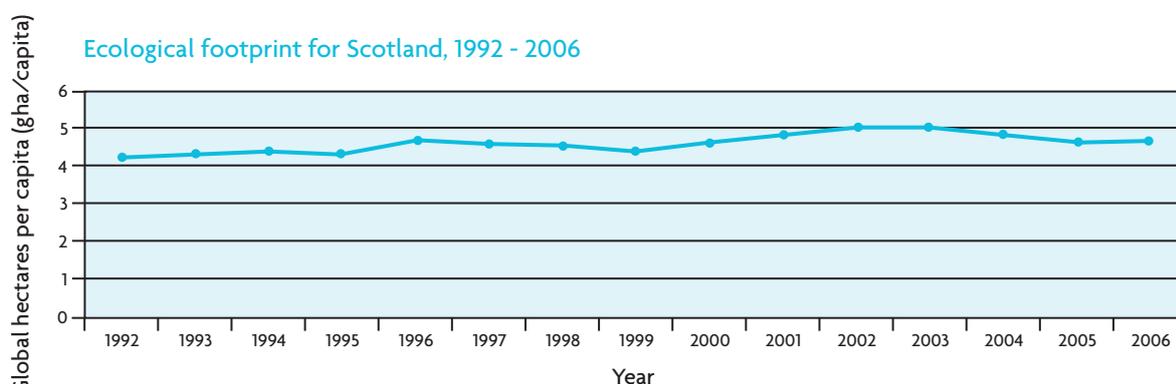
### Reduce overall ecological footprint

#### Scottish Government vision

*“We want Scotland to be a leading nation in sustainable living, reducing the impact we have on both our local and global environment. Our current consumption patterns are unsustainable, with growing demands on the world's resources and its impact on our environment. The ecological footprint gives us an overall measure of the global impact of our everyday choices and offers an estimate of the land and sea area needed to provide all the energy, water, transport, food and materials that we consume.”*

#### Performance

In 2006 Scotland's ecological footprint was estimated at 4.8 global hectares per capita. The trend data shown below indicate that it is rising. The Scotland Performs website points out that if all the people in the world consumed at similar levels to people in Scotland, in order to meet that demand we would need resources and carbon sinks that equated to more than double the resources of the Earth.



Source: Stockholm Environment Institute (Scottish Government, 2009)

**National, regional and local strategy**

As has already been stated, the Scottish Government wants to create a more successful, equitable country through increasing sustainable economic growth.<sup>9</sup>

‘Equally Well,’ the report from the Ministerial Task Force on reducing health inequalities in Scotland, also emphasises the importance of the environment. It highlights the need to work to reduce further people’s exposure to factors in their physical and social environments that cause stress, damage health and wellbeing and lead to inequalities.<sup>13</sup> The Ministerial Task Force made 78 recommendations - five of these (shown below) have specific relevance to travel and transport:

- Number 14:** Physical environments that promote healthy lifestyles for young children, including opportunities for play, physical activity and healthy eating, should be a priority for local authorities and other public services.
- Number 30:** Local authorities and others should foster greater public responsibility for maintaining local environments.
- Number 32:** The National Transport Strategy delivery plan, currently being worked up by the Government, should include specific actions likely to improve health and reduce health inequalities. For example, rolling out effective local projects that improve active travel and increase walking and cycling by deprived communities.
- Number 33:** Health inequalities should be addressed specifically in the Government’s first formal review of the National Transport Strategy, which will report in 2010.
- Number 34:** The Government should take forward action targeting children from disadvantaged areas who are at greater risk of injury in road accidents and to encourage local authorities to follow existing good practice in this area.

Scotland’s National Transport Strategy states:<sup>14</sup>

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

Expert commentators have praised the Scottish Government’s stated commitment to adopting sustainable development as a fundamental and overriding principle for policy and action in its ‘single purpose’ and in how it appears to be developing a system for promoting and implementing sustainable development in general and action for environmental sustainability in particular.<sup>15</sup> However, a recent assessment highlighted patchy progress across policy themes and highlighted the particular need for greater attention to be paid to transport policy and infrastructure, public health (e.g. obesity) and fuel poverty.<sup>16</sup> The 2009 Strategic Transport Project Review estimated that by 2022, carbon emissions from transport in Scotland will rise by 10% if technological and behavioural change does not take place.<sup>17</sup>

Regional and local transport strategies acknowledge the importance of active and sustainable modes of travel. Strathclyde Partnership for Transport’s (SPT’s) regional transport strategy’s vision is to develop *“a world class sustainable transport system that acts as a catalyst for an improved quality of life for all.”*<sup>18</sup>

Glasgow City Council's (GCC's) Local Transport Strategy (2007 – 2009) vision states:<sup>19</sup>

*'Glasgow's transport vision is to provide a world class transport system which is safe, reliable, integrated and accessible to all citizens and visitors: A transport system that continues to support the physical, social, economic, cultural, environmental and economic regeneration of the City while contributing to the overall wellbeing, health and fitness of present and future generations: A system where transport serves all sections of the community equally and there are no transport barriers in terms of accessing jobs, health care, education and leisure.'*

Active, sustainable travel has been identified as a priority elsewhere. In 2008, the Glasgow Health Commission was established by the Leader of Glasgow City Council and challenged to draw up recommendations to tackle Glasgow's record on health.<sup>20</sup> The Commission reported in June 2009, publishing 20 recommendations, four of which relate directly to travel and transport issues, namely, creating mandatory 20mph zones in residential areas; supporting green travel plans; shifting emphasis and resources towards safe, active and sustainable modes of transport; improving connectivity across the city. Heads of services within the Council and the Community Planning Partnership have been tasked by Glasgow councillors with responding to the recommendations with specific additional actions.

Other area based strategies such as the Glasgow and Clyde Valley Joint Structure Plan highlight sustainable, accessible transport and environments that can enhance physical activity as necessary ingredients for success.<sup>21</sup> NHS Greater Glasgow and Clyde Director of Public Health's Annual Report makes a number of specific recommendations to promote more active, sustainable modes of travel.<sup>22</sup>

There are several practical initiatives underway across the UK which aim to promote active sustainable travel in communities. The Smarter Choices Smarter Places project was launched in May 2009 and runs until March 2011.<sup>23</sup> Seven Scottish LAs are participating in this project with funding support from the Scottish Government. Each project is using a locally tailored approach to test out the effectiveness of improvements to active, sustainable travel infrastructure and social marketing/behaviour change strategies on travel behaviour. An accompanying monitoring and evaluation programme will report in 2012. The Scottish Sustainable Communities Initiative, launched in 2008, comprises 11 demonstration projects aiming to create sustainable communities.<sup>24</sup>

### Single Outcome Agreements

Single Outcome Agreements (SOAs) have been developed by all 32 Scottish local authorities (LAs) in order to focus on what each will provide for its residents that reflects their needs and circumstances. These agreements:

- Include the contribution which the LA will make to delivering the high level targets, the national strategic objectives, outcomes and indicators
- Cover all existing outcome agreements and planned policy within the SOA framework
- Include local priorities within the national outcomes, in terms of LAs and indicators and how these will be delivered
- Include details of how LAs will work in partnership with their Community Planning Partners in the prioritisation and delivery of both national and local outcomes

SOAs for 2007/08 and 2008/11, of eight local authorities in the Glasgow and Clyde Valley region, were scrutinised to identify specific indicators and targets that related to active or sustainable travel and to assess their utility, scale of ambition and appropriateness of the data sources utilised for measurement of targets. The results of this scrutiny are shown in Appendix 1. Findings from this assessment are as follows:

- Indicators identified by LAs included modal share in relation to travel to work or school, proximity of services (including transport), traffic growth rates, and congestion
- The most common data sources cited for monitoring these indicators were the Scottish Household Survey and the Hands Up Survey (now administered nationally by Sustrans)
- Targets and timescales varied markedly between LAs and most lacked ambition
- Some LAs had not set any targets, committing only to an increase or decrease in the indicator (depending on what this was)

## CONCLUSION

Scottish national, regional and local strategy and policy could not be clearer about the importance of active, sustainable travel for individual and public health. There are a number of local initiatives testing out different approaches to promote walking, cycling and the use of public transport. Despite these aspirations and local initiatives, central funding for infrastructure and support for active travel at a local authority level is sparse and levels of walking, cycling and public transport use are falling while car use is increasing. The Scottish Government 2010/11 budget appeared to effectively freeze active travel spending whilst increasing spend on motorways and trunk roads by £1.5 billion from 2008/09 levels.<sup>25</sup> It is therefore unsurprising that targets for active travel in local authority plans are cautious and lack ambition. These targets arguably reflect what local authorities consider is achievable within the current climate.

The Scottish Parliamentary Inquiry into active travel which reported in April 2010, called for significant increases in central funding for sustainable transport and active travel.<sup>26</sup> Inquiry Committee members also expressed concern that active travel was not being given a sufficiently high priority by local authorities and that there appeared to be widespread variations in spending. The Committee recommended that the Scottish Government consider how this issue might be addressed.

The Transform Scotland briefing published in late 2009 also highlighted the importance of political leadership and integrity in making transport related decisions, commenting

*“Scotland has an opportunity to be at the forefront of progressive transport policies which contribute to a prosperous and equitable society, and demonstrate our willingness to contribute to the global climate change challenge. Traffic reduction must be at the heart of Scotland’s national transport strategy.”<sup>27</sup>*

More recently, the Sustainable Development Commission has stated that a radical rethink of transport priorities and funding is necessary if the carbon emissions are to be successfully reduced and wider sustainable development goals realised.<sup>28</sup>

The overall conclusion of this review is that clearer and stronger political leadership and commitment is needed in terms of strategic resource allocation and fiscal measures that positively discriminate in favour of walking, cycling and use of public transport over that of the car.

**Appendix 1** Active Travel Indicators Identified in Local Authority Single Outcome Agreements

**East Renfrewshire**

Indicator	Baseline	Target and timescale	Data source
<b>2007-2008</b>			
% of employed adults not working from home 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 in East Renfrewshire will be using public transport to get to work	Every two years Scottish Household Survey
% pupils in full-time education at school, whose usual main method of travel to school is by walking or cycling	44% of pupils in full-time education traveled to school by walking or cycling in 2005/06	By 2009/2010 45% of children will walk or cycle to school	Every two years Scottish Household Survey
<b>2008-2011</b>			
% of employed adults not working from home 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 in East Renfrewshire will be using public transport to get to work	Every two years Scottish Household Survey
% pupils in full-time education at school, whose usual main method of travel to school is by walking or cycling	38% (September 2008)	40% by 2009/2010	Hands up survey Sustrans

## Renfrewshire

Indicator	Baseline	Target and timescale	Data source
<b>2008-2008</b>			
Safe and active travel to school	50% primary school children walking or cycling to school (September 2006)	57% walking or cycling to school by 2010	Annual hands up tally
	36.2% secondary school pupils walking or cycling to school (September 2006)	47% walking or cycling to school by 2010	Annual hands up tally
Safe and active travel to work	Proportion of people walking to work 11% in 2006	Proportion of people walking to work 13% by 2015	Annual survey
	Percentage of journeys under 2km undertaken on foot 64% in 2006	70% by 2015	Annual survey
<b>2008-2011</b>			
Safe and active travel to school	50% primary school children walking or cycling to school (September 2006)	57% walking or cycling to school by 2010	Annual hands up tally
	36.2% secondary school pupils walking or cycling to school (September 2006)	47% walking or cycling to school by 2010	Annual hands up tally
Safe and active travel to work	Proportion of people walking to work 11% in 2006	Proportion of people walking to work 13% by 2015	Annual survey
	Percentage of journeys under 2km undertaken on foot 64% in 2006	70% by 2015	Annual survey

**North Lanarkshire**

Indicator	Baseline (2006/2007)	Target and timescale	Data source
<b>2007-2008</b>			
Percentage of children walking/cycling to school	55%	57% by 2009 59% by 2011	Scottish Household Survey
Increase cycle routes	55,000m	55,500m by 2009 56,500m by 2011	Annual North Lanarkshire Council
Increase number of park and ride spaces available along main transport corridors	1102 spaces	1352 by 2009 1852 by 2011	Annual North Lanarkshire Council
<b>2008-2011</b>			
Percentage of children walking/cycling to school	55%	57% by 2009 59% by 2010/ 2011	Scottish Household Survey
Reduce the percentage of journeys to work made by car	69.6%	68% by 2009/10 67% by 2010/11	Scottish Household Survey
Proportion of passengers satisfied with public transport a) information provision b) system c) reliability	a) 83.6%(bus) 86.1% (train)  b) 74.8% (bus) 85.1% (train)  c) 73.9% (bus) 90.5% (train)	By 2009/10 85% (bus) 87% (train)  76% (bus) 86% (train)  75% (bus) 92% (train)  Target to 2010/11 - maintain	Scottish Household Survey

### South Lanarkshire

Indicator	Baseline (2006/2007)	Target and timescale	Data source
<b>2007-2008</b>			
Traffic growth rates on roads	54% of monitored sites showing reduced or below national rates	Achieve a reduction in the rate of road traffic growth	South Lanarkshire Council
Levels of congestion on the road network	2005/06 27.2% daily congestion 24.2% very concerned about increased traffic	Reduce congestion and improve traffic flow at key locations across the road network in South Lanarkshire	Scottish Household Survey
<b>2008-2011</b>			
Traffic growth rates on roads	54% of monitored sites showing reduced or below national rates	54% by 2010/11 Aspiration is to achieve a reduction in traffic growth levels in the long-term	South Lanarkshire Council
Reduce the proportion of driver journeys delayed due to congestion	Journeys by South Lanarkshire residents that start or finish in South Lanarkshire 86% not delayed	86% not delayed by 2010/11 Aspiration is to reduce delays due to congestion in the long-term	Scottish Household Survey

### East Dunbartonshire

Indicator	Baseline (2006/2007)	Target and timescale	Data source
<b>2007-2008</b>			
Modal share of adults travelling actively to work or education	24% travel to work (2005/06)	Increase	Annual East Dunbartonshire Council (EDC) Scottish Household Survey SPT
Usage of park/walk and ride facilities	To be identified	New indicator from 2008/09 onwards	EDC SPT
<b>2008-2011</b>			
Percentage of children walking or cycling to school	41% Baseline 2007/08	51% by 2012	EDC school travel survey
Percentage usage of public transport for all trips, i.e. bus and rail	Bus 8% Rail 7% Baseline 2007/08	By 2012, increase usage To Bus 15% Rail 10%	EDC and partners

**Glasgow City Council**

Indicator	Baseline	Target and timescale	Data source
<b>2007-2008</b>			
Modal share of adults undertaking active (walking, cycling, public transport) travel to work or education	30% (2005/06)	Increase	Scottish Household Survey (SHS)
Proportion of population living up to 800 metres of rail with a half-hourly service or Subway station or living up to 600m of bus stops with at least 6 buses per hour or living up to 400m of a bus stop with an hourly service	Work ongoing to establish baseline by June 2008	Increase	Scottish Public Transport (SPT) (GIS)
Proportion of population within 30 minutes (public transport) journey time of strategic employment location**	73% (work ongoing to verify baseline year)	Increase	SPT (Modelling Suite)
Bus passenger numbers	8 quality bus corridors	Growth in bus passengers	GCC Plan
Time lost on regional roads due to congestion*	12.3% of car driver trips affected by congestion (2005)	Decrease	SHS
<b>2008-2011</b>			
Modal share of adults undertaking active (walking, cycling, public transport) travel to work or education	30% using active forms of transport (2005/06) 45.5% (incl taxis) (2006)	Increase	SHS
Improve cycling facilities and provide better safety and security for pedestrians within the city	New indicator for 2009/10 100 cycle parking stands installed and 55% of primary schools signed up for cycling proficiency training (2008/09)	Implement the Cycling Walking and Safer Streets (CWSS) programme during 2009/10	GCC/LES
Proportion of population within 400m of a bus stop with at least 6 buses an hour between 7am and 7pm on an average weekday	80% (2007/08 baseline)	Increase	SPT (GIS)
Bus passenger numbers	8 quality bus corridors 130.5m passengers	4% growth in bus passengers to 2010/11	GCC Plan
Percentage of total population within 30 minutes public transport journey time of a hospital	New for 2009/10 85% (2007/08 baseline)	Improve	SPT
Percentage of total population within 15 minutes public transport journey time of a GP	New for 2009/10 83%	Improve	SPT
Percentage of total population within 15 minutes public transport journey time of a major retail centre	New for 2009/10 60%	Improve	SPT
Percentage of 16-19 year olds within 30 minutes public transport journey time of a further education establishment	New for 2009/10 98%	Improve	
Percentage of 15% most deprived council population within 400m of a bus stop with at least 6 buses an hour every hour between 7am and 7pm on an average weekday	New indicator for 2009/10 84% (baseline 2007/08)	Increase	SPT
Transport for the mobility impaired (Dial a Bus, RingnRide)	New indicator for 2009/10 90,687	Increase usage	SPT

**Notes on GCC 09/12 SOA:**

\* Time lost on regional roads due to congestion. SPT advised that a review of this indicator revealed that the available data is not robust and unsuitable for use at this moment

\*\*Proportion of population within 30 minutes (public transport) journey time of strategic employment location. SPT advised that a review of this indicator revealed that the available data is not robust and unsuitable for use at this moment

## West Dunbartonshire

Indicator	Baseline (2006/2007)	Target and timescale	Data source
<b>2007-2008</b>			
Percentage of adults travelling to work by car or van	56% (2005/06)	Reduce	SHS
Percentage of children travelling to school by public or active transport	In development 2008/09 will be base year	Increase	SPT
<b>2008-2011</b>			
Percentage of adults driving a car to work	Baseline is 56% (2005/06)	60% by 2012/13 Figure expected to rise and target is to maintain at 60%. Current Scottish average 69%	SHS
Percentage of children travelling to school by public or active transport	64% in 2008/09 (base year)	65% by 2009/10 66% by 2010/11 67% by 2011/12 68% by 2012/13	West Dunbartonshire Council Sustrans

## Inverclyde

Indicator	Baseline (2006/2007)	Target and timescale	Data source
<b>2007-2008</b>			
Number of people who travel to work by bus or train	14%	Increase number of people who travel to work by bus or train	6 monthly survey Citizens Panel report Inverclyde Council
Number of people who walk to work	7%	Increase number of people who walk to work	As above
Number of people who travel to work by car	71%	Reduce number of people who travel to work by car	As above
Percentage of adults reporting that public transport is convenient or fairly convenient	89% (2005/06)	Increase percentage of adults reporting that public transport is convenient or fairly convenient	www.sns.gov.uk Advanced Reporter SHS figures
Percentage of children's journeys to school by cycling/walking	38.2% (2005/06)	Increase levels of children walking or cycling to school	www.sns.gov.uk Advanced Reporter SHS figures
<b>2008-2011</b>			
Percentage of journeys to work made by public or active transport	21% (Bus 8%, Walk 7%, Train 6%)	Increase to 25%	Biennial / questionnaire / Citizens' Panel 2008

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