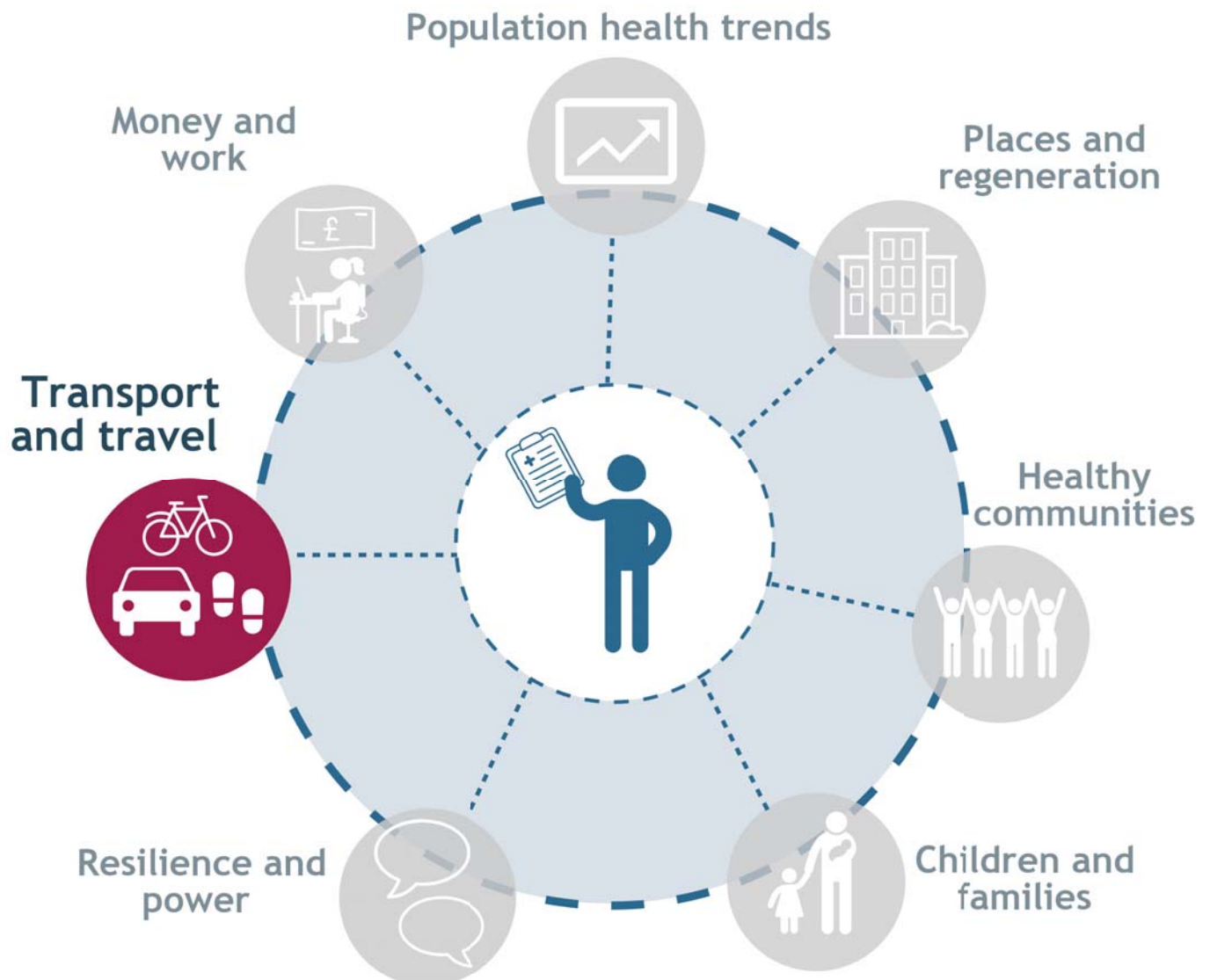


Transport and travel

Walking, cycling, or using some other form of physical activity for all or part of a journey, is good for population health and the environment.



ACTIVE TRAVEL AND HEALTH IN GLASGOW

Active travel refers to walking or cycling for all or part of a journey instead of using motorised transport.

It can contribute to better physical and mental health by increasing physical activity, reduce the impact climate change and air pollution, and can help build more connected communities.

WHAT INFLUENCES PEOPLE'S ACTIVE TRAVEL DECISIONS?



Convenience, time efficiency and cost

Public and active transport options don't meet needs - car seen as 'essential'



Safety concerns

Such as unsafe routes and poor road and path maintenance

Traffic speed

Slower speed limits encourage active travel

20

Culture and social norms

Car travel as 'normal' - cycling not considered an option for many



Infrastructure and urban design

New walking and cycling routes

encourage active travel but more are needed



WHAT CAN HELP INCREASE LEVELS OF ACTIVE TRAVEL?



Strong leadership, integrated policies and investment

Need consistent vision, community engagement and a shift in investment

Increase focus on the transport options for disadvantaged communities

Culture and behaviour change
Need to improve other options to encourage people not to drive



Urban planning

Better connectivity to amenities, safe walking and cycling routes, particularly near schools



Integrated infrastructure

Maintenance of active travel routes is important but greater focus is needed on the role of public transport



Find out more about this research on our website:

www.gcph.co.uk/publications/702_active_travel_in_glasgow_what_we_ve_learned_so_far

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CYCLE JOURNEYS ON GLASGOW'S CITY WAYS

We looked at usage of two recently developed cycle routes, known as City Ways, which provide segregated access for cyclists from different parts of the city into the city centre.

The **West City Way** provides a route from Kelvingrove Park to Central Station, using the Anderston-Argyle Street Bridge



cycle journeys were made on this route between August 2014 and July 2016



An average of

159

journeys per day

The **South West City Way** links Pollokshields to the Tradeston (or Squiggly) Bridge over the River Clyde



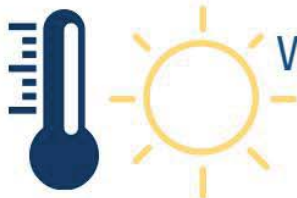
cycle journeys were made on this route between early March to late September 2016.

An average of
520 journeys per day



More journeys take place during the week than at the weekend

Highest use is during peak commuting times:
Between 7am and 9am in the morning and 4pm and 6pm in the afternoon



Weather conditions have an impact - higher temperatures and sunny conditions increase numbers of cyclists

But rain and high wind speeds decrease numbers of cyclists on the City Ways.



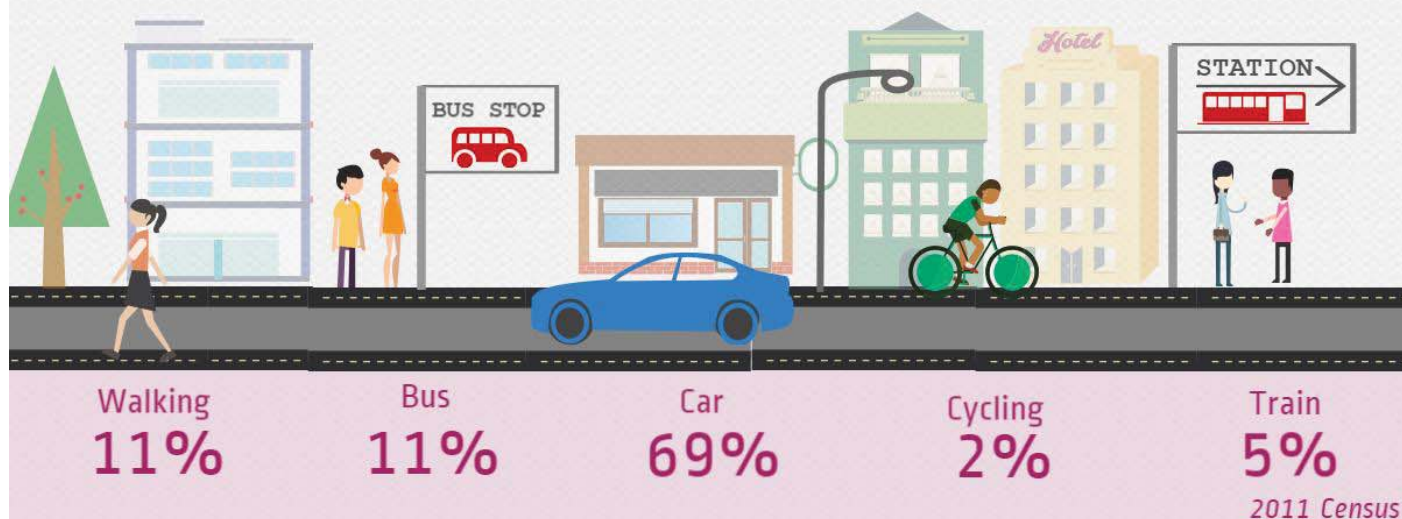
Find out more: search 'City Way' at www.gcph.co.uk

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COMMUTING AND ACTIVE TRAVEL

A new report from the Glasgow Centre for Population Health explores commuting and active travel trends in Scotland.

HOW DO PEOPLE GET TO WORK?



TRENDS IN ACTIVE TRAVEL

GETTING TO WORK

The number of people commuting on foot has fallen in successive censuses over the last 45 years



in 2011 only **11%** of adults walked to work.



There's been a slight recent increase in cycling to work between 2001 & 2011 but **fewer than 2%** of commuters travel by bicycle.

Overall, levels of all walking journeys appear to have risen over the last decade to **23%** in 2013.



And together walking and cycling account for almost a quarter of all journeys.



GETTING AROUND

Find out more in the full report 'Trends in pedestrian and cyclist road casualties in Scotland' - available at www.gcph.co.uk

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PEDESTRIAN & CYCLIST CASUALTIES

A report from the Glasgow Centre for Population Health looks at road casualties in Scotland and active travel trends.



Child pedestrians are **2.5 times** more likely than adults to be injured in road traffic accidents.



More child and adult pedestrians are injured in road traffic accidents in deprived areas compared with more affluent areas.



3 times as many child pedestrians in deprived areas were injured than in less deprived areas.



Over a recent 6-year period, adult cyclist casualties admitted to hospital increased by **34%**

and police-recorded adult cyclist casualties increased by **25%**



WHAT CAN BE DONE TO REDUCE CASUALTIES AND ENCOURAGE ACTIVE TRAVEL?

20mph area
speed
restrictions

Investment in safe, well-
designed and integrated
infrastructure

Behaviour
change
campaigns

Better road maintenance

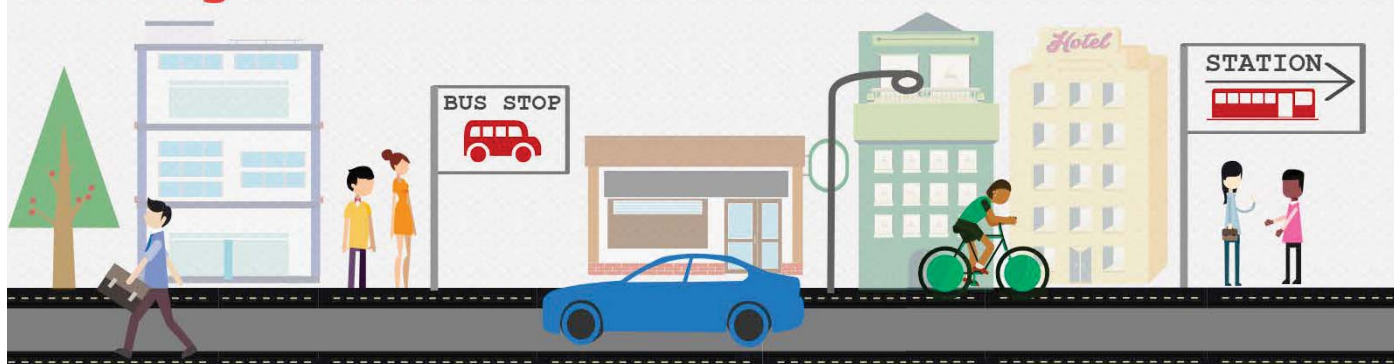
Safety training for
all road users

Find out more in the full report 'Trends in pedestrian and cyclist road casualties in Scotland' - available at www.gcph.co.uk

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HOW DOES GLASGOW GET AROUND?

Getting to work



Walking
25%

Bus
20%

Car
41%

Cycling
2%

Train
10%

2011 Census

Active travel in and out of the city

Since 2009 trips into and out of the city centre by bike have increased by



110%

and pedestrian trips into the city centre have increased by



19%



Cordon Count Survey, 2018

Licensed vehicles, casualties and deprivation

The number of licensed, motorised vehicles in Scotland has more than doubled

1.3 million in 1975

to

2.9 million in 2016



Road accident casualties have been generally reducing over time...

...but pedestrian casualties remain

3 to 4 times

higher in the most deprived areas compared to the least deprived

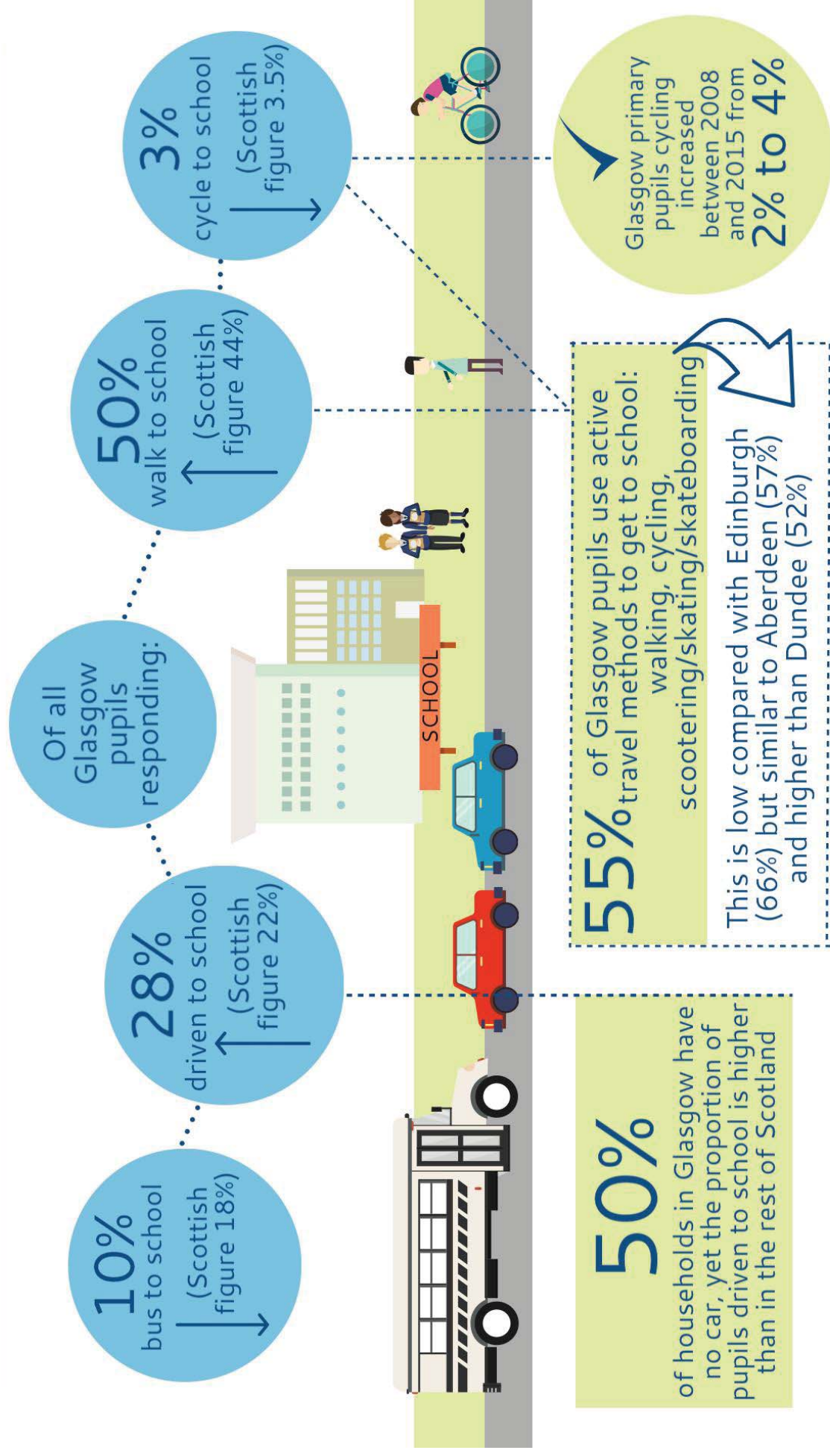
Check out further information on this topic, as well as lots more on Glasgow's population health here: www.understandingglasgow.com

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 **PIKTOCHART**

Travel to school in Glasgow: the Hands Up Survey

All Glasgow state primary and secondary schools were invited to participate in the 2015 Sustrans Hands Up Survey, exploring children's methods of travelling to school.



Find out more: search 'Hands Up' at www.gcph.co.uk



WHO, WHEN AND WHERE: GLASGOW'S PUBLIC CYCLE HIRE SCHEME

ALMOST
200,000
RENTALS IN 2 YEARS
FOLLOWING THE
LAUNCH IN 2014

80%
OF HIRES WERE
FOR LESS THAN
30 MINUTES

40% 

OF THOSE REGISTERED FOR
THE SCHEME ARE WOMEN - A
HIGHER PARTICIPATION RATE
THAN NORMALLY OBSERVED

20% 

OF JOURNEYS
STARTED AND
ENDED IN THE
SAME PLACE

GLASGOW GREEN 
WAS THE MOST POPULAR
RENTAL LOCATION
FOLLOWED BY THE
BROOMIELAW AND ST ENOCH
SQUARE



JOURNEYS STARTING
AND FINISHING AT
GLASGOW GREEN
WERE THE MOST
FREQUENTLY MADE


MORE RENTALS MADE
ON WEEKDAYS THAN
WEEKENDS



PEAK TIMES WERE
DURING STANDARD
COMMUTING HOURS