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# Healthy Transport:

## The role of active and sustainable travel

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with input from Hisashi Kuboyama & Anna Brand, Transform Scotland

Public Health Information Network for Scotland seminar

“Assessing Interventions” session

Glasgow, Friday 6 September 2013

# What is Transform Scotland?



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- The national sustainable transport alliance



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# What is Transform Scotland?

- The national sustainable transport alliance
- Works across all areas of sustainable transport
- Over 60 members organisations from private, public and third sectors.

# Today's Presentation

- Scottish transport context
- Active travel & public health
- Economic benefits of a shift to active travel
- Policy context
- Key recommendations



# Scottish transport context

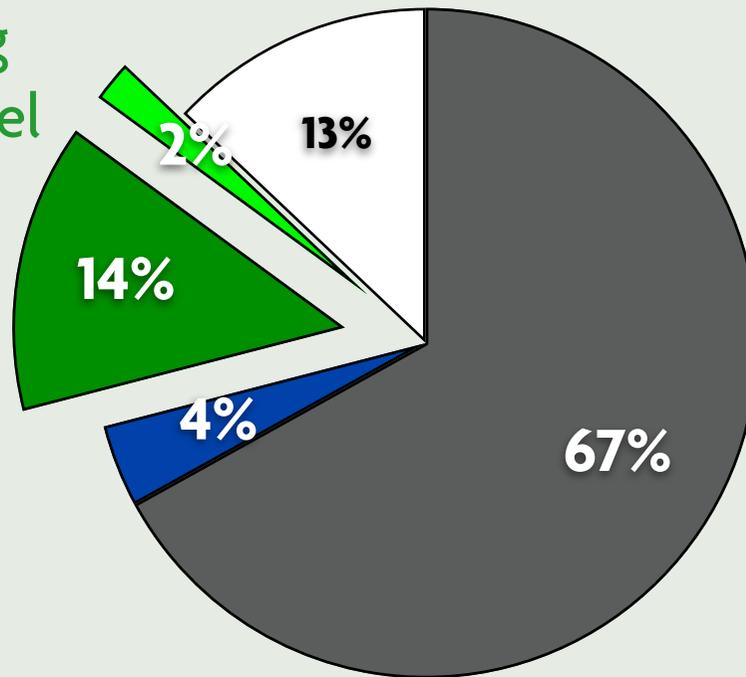


Photo by ensee\_89 – <http://flic.kr/p/4uWf8J>  
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We have developed a transport system that is **heavily car-reliant**

Modes of travel to work in Scotland (2011)

Cycling + Walking  
= Active Travel  
= **16%**

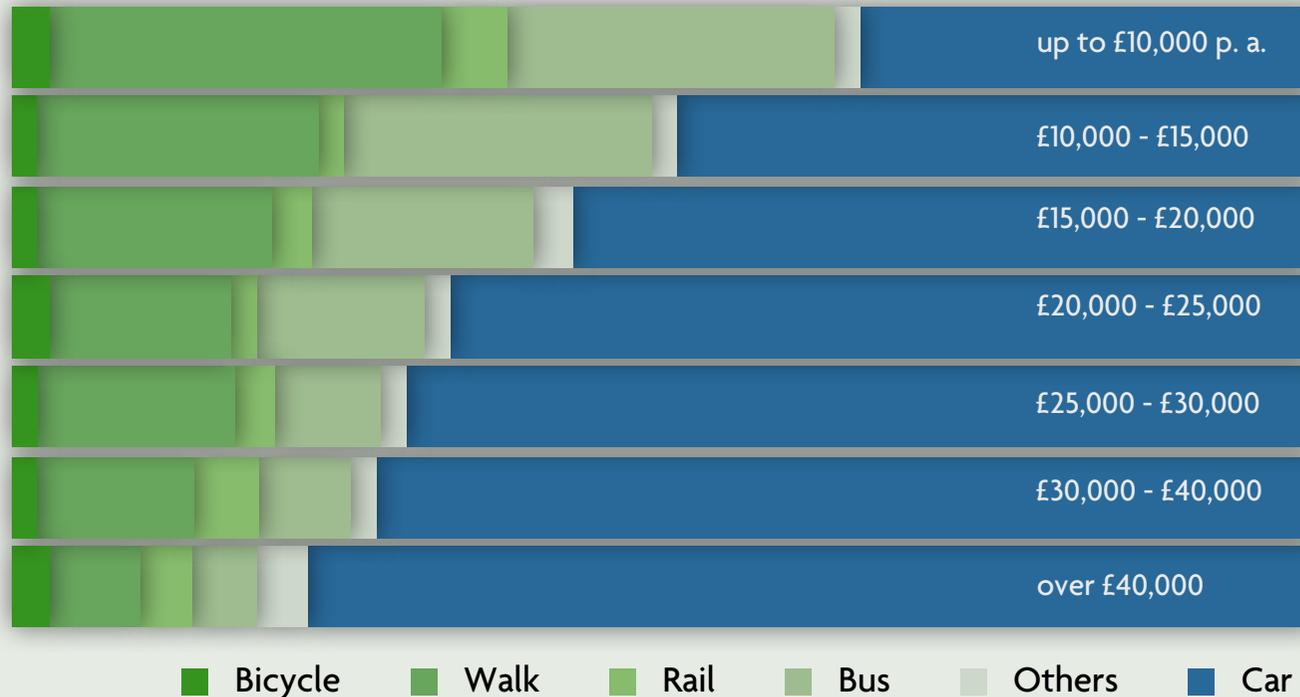


**Travel by car  
= 67%**



- Car
- Train
- Walking
- Cycling
- Work at home

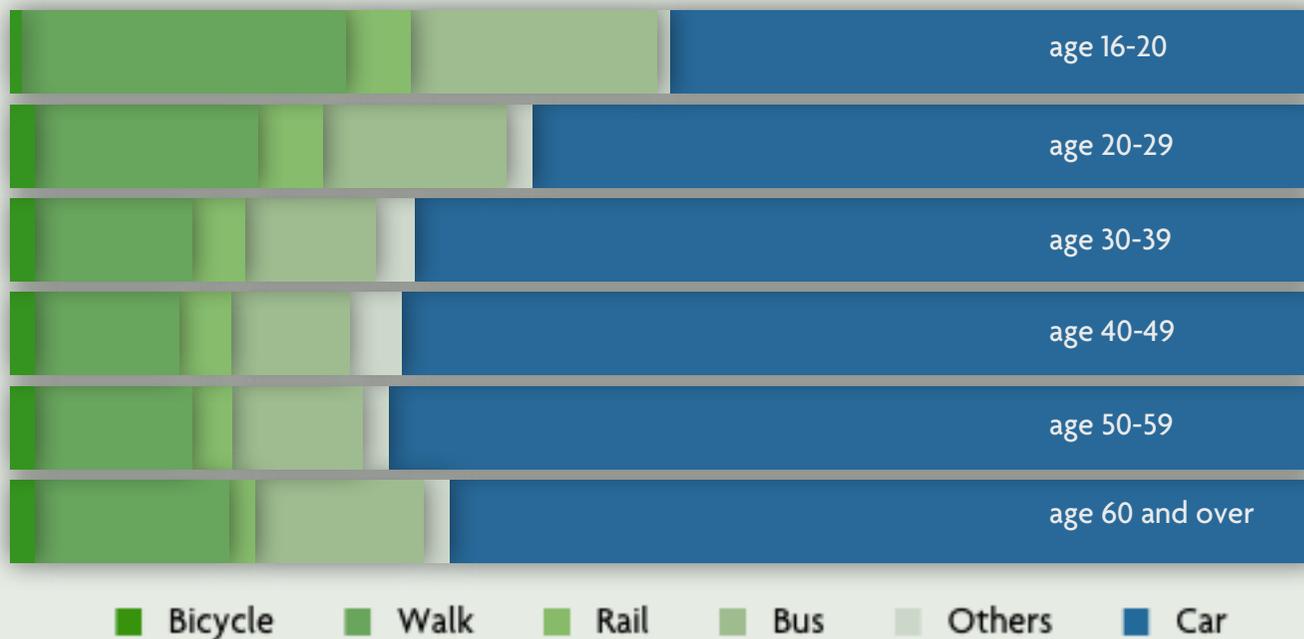
# Lower income groups are more dependent on Public Transport & Active Travel



Usual mode of travel to work by annual net household income

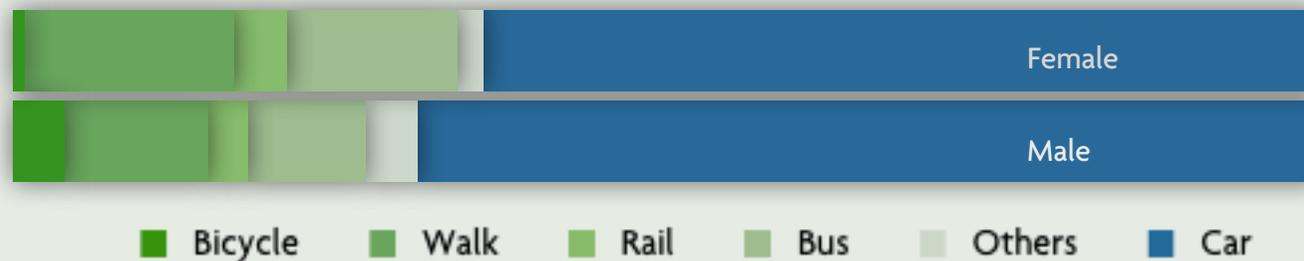
# Younger people are more dependent on Public Transport & Active Travel

## Transport & Active Travel



Usual mode of travel to work by age group

# Women are more dependent on Public Transport & Active Travel



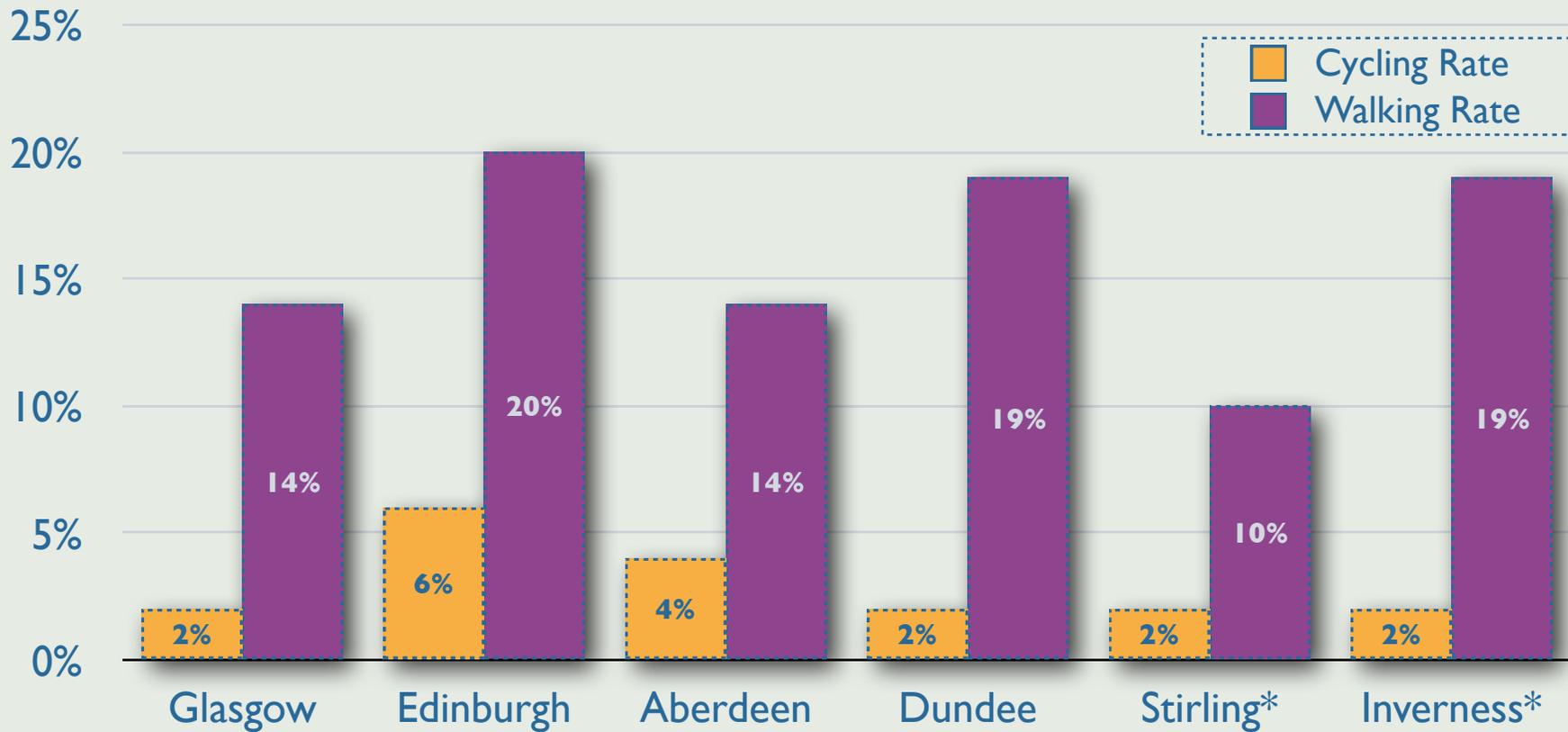
Usual mode of travel to work by gender

# So here's your typical car user!



Source: <http://www.topspeed.com/cars/car-news/jeremy-clarkson-quotes-ar37265.html>

# Active travel use varies across Scottish cities...



## Travel to work by walking & cycling in Scottish cities (2007/08)

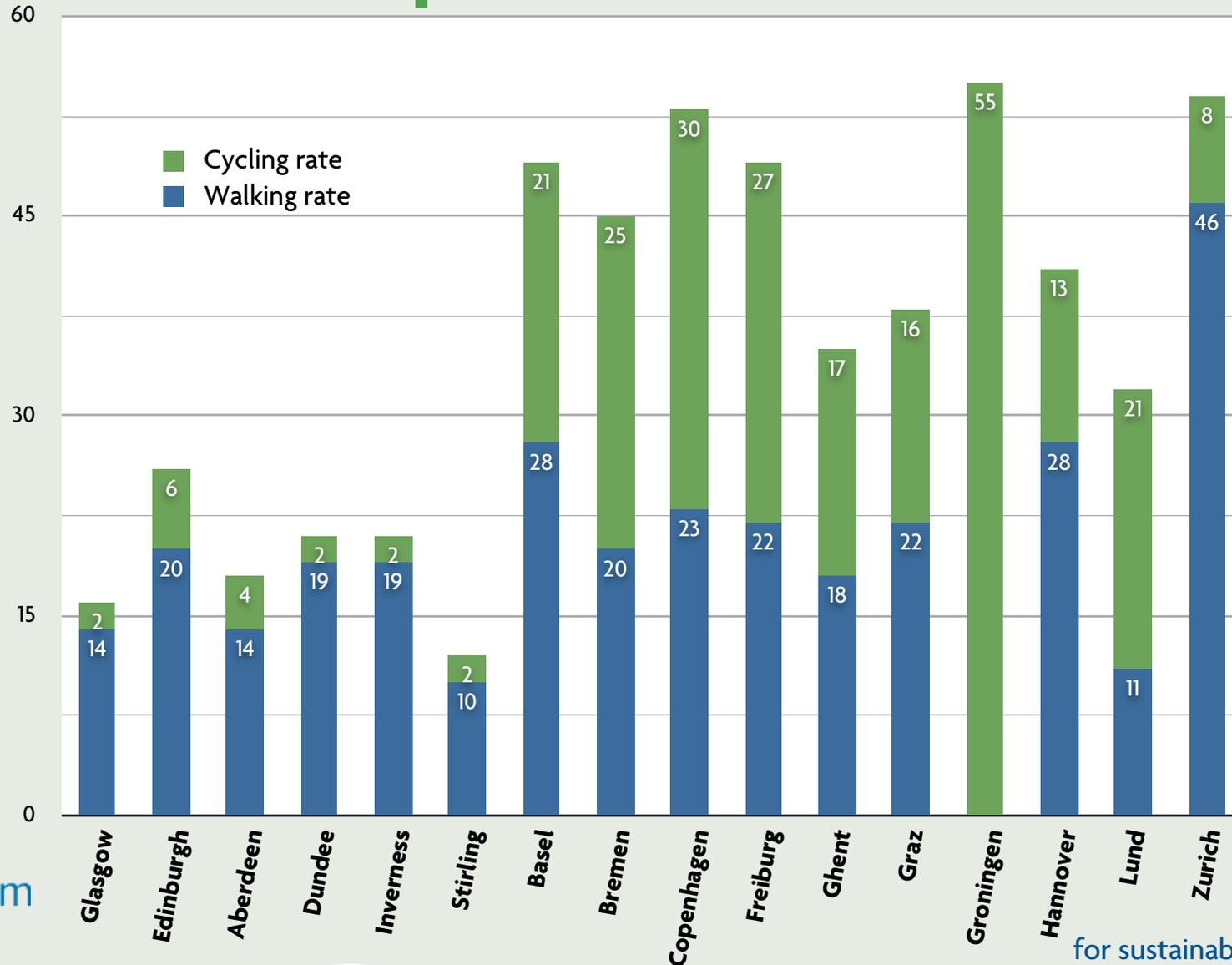


\*These statistics are compiled for the council areas in which the 'cities' are located

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# ... but we're performing very poorly on active travel by

## Continental comparisons



# Active travel & public health



*Cycle parking in Lund, Sweden. Photo by scratch n sniff – <http://flic.kr/p/cCyN5>*

**We know that vehicle pollution harms  
public health**



# Air pollution and public health



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- Changing the way we live
- Campaigning
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## Scotland's cities miss pollution targets

27 December 2011

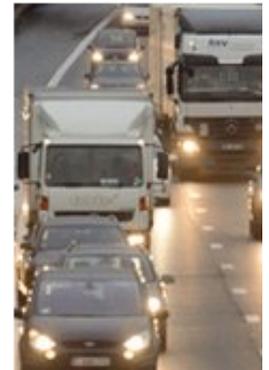
Time to get a grip on road traffic

## Scotland's most polluted streets

Parts of Scotland are failing to meet targets on air pollution, according to figures highlighted by an environmental campaign group.

Friends of the Earth Scotland (FoES) has drawn up a list of the most polluted streets in the country.

It said Scotland has yet to meet air quality targets that should have been achieved by 2005, in spite of the risks to health.



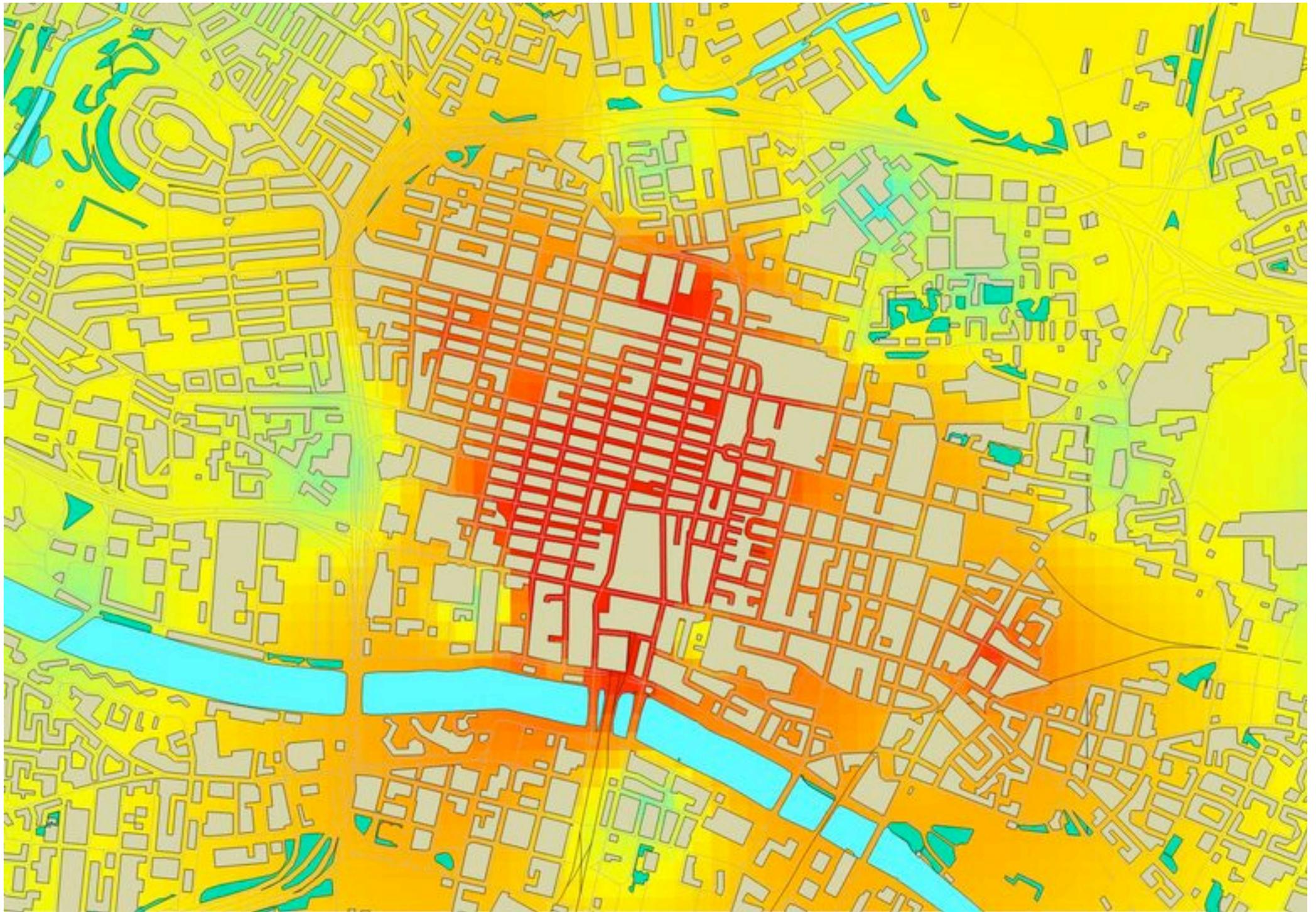
Air pollution is claim environmental threat

# 2-3,000

Scots die as a result of air pollution



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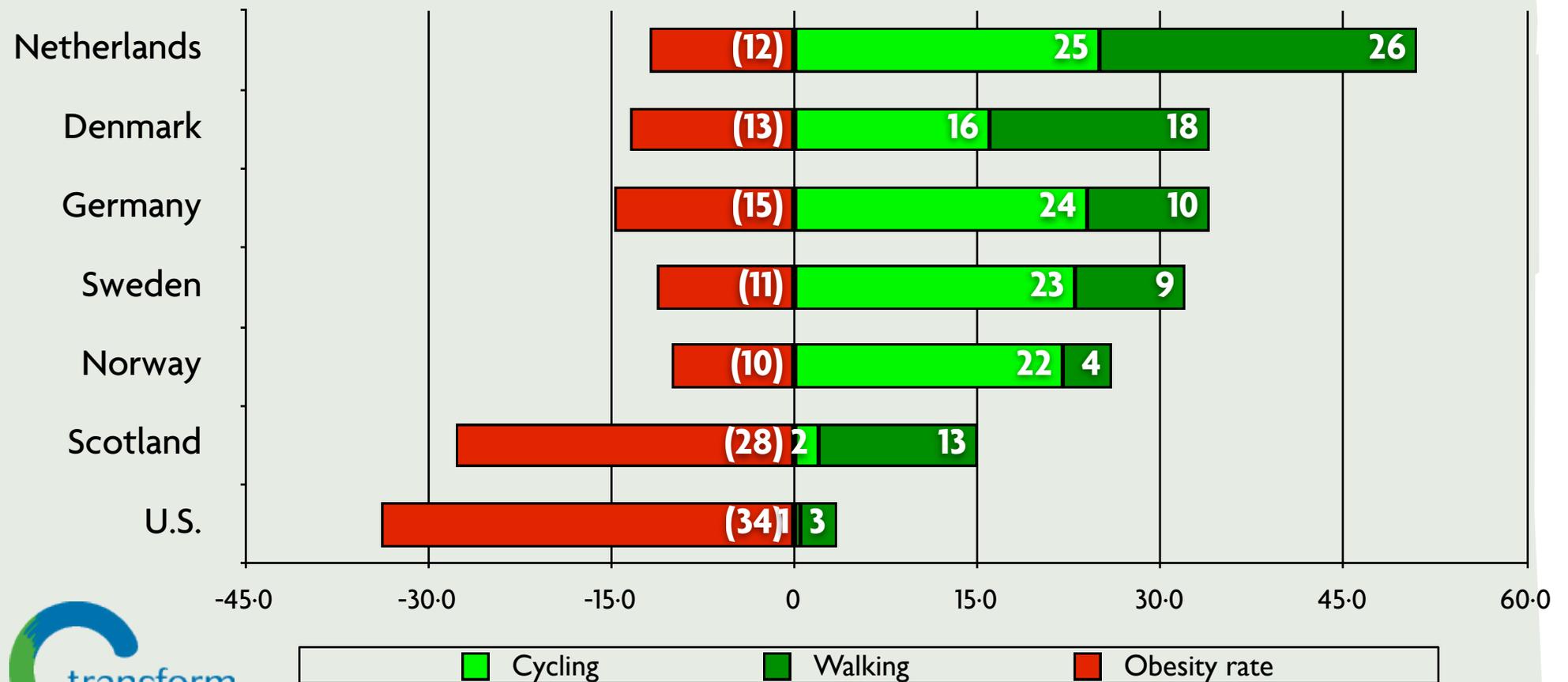
# Active Travel



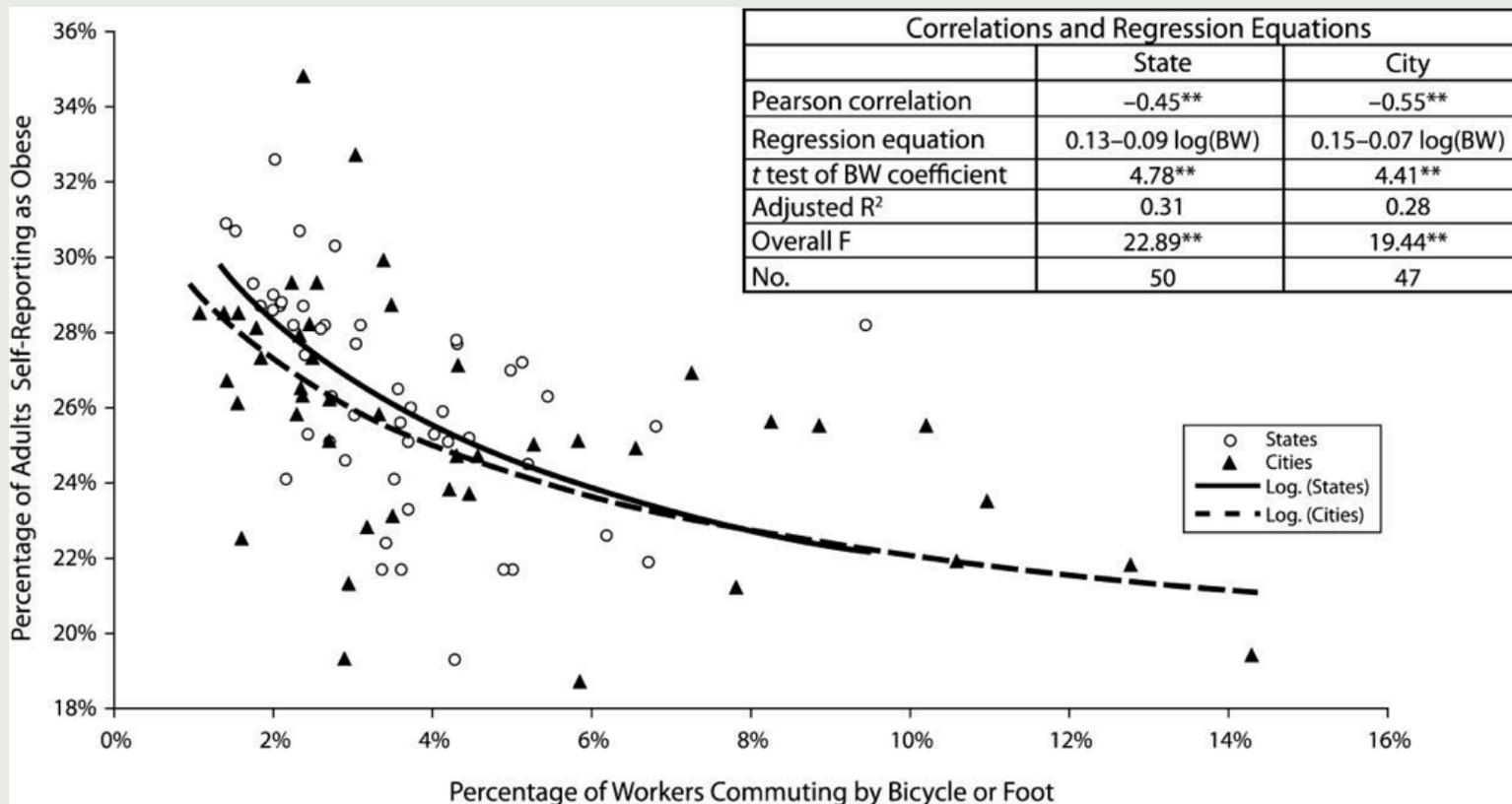
<http://www.manchesterfoe.org.uk/loveyourbike/fast-lane-fat-lane-ad-campaign-2006/>

# Is Scotland's **obesity** problem a product of car dependency?

## Active travel and obesity rates: international comparisons



# US evidence on active travel & obesity rates



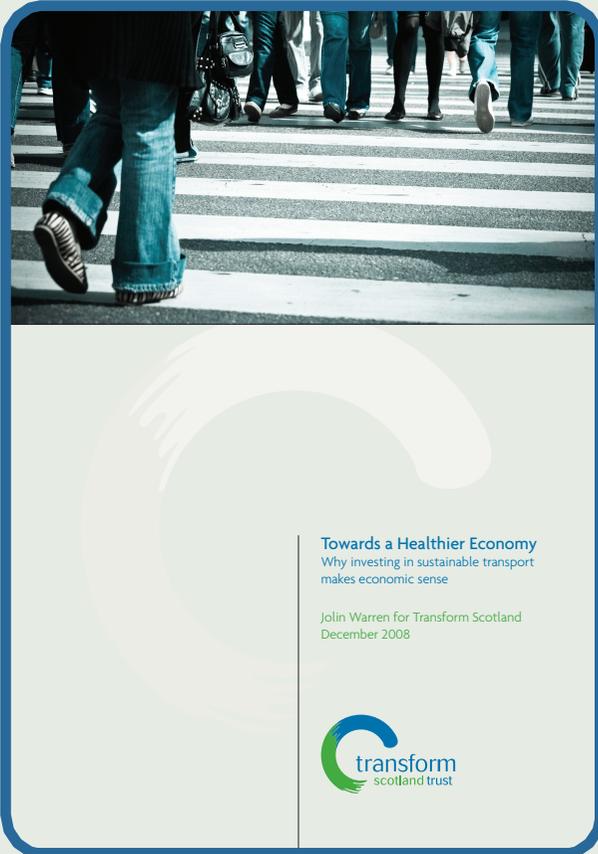
Relationship between share of workers commuting by bicycle or foot and self-reported obesity levels: 50 US States and 47 of the 50 largest US cities, 2007

# Economic benefits



*Launch of Transform Scotland report 'The Value of Cycle Tourism', June 2013.*

# 'Towards a Healthier Economy' report (2008)



Moving to a **13%** cycle rate would bring....  
**£1-2bn** savings/year

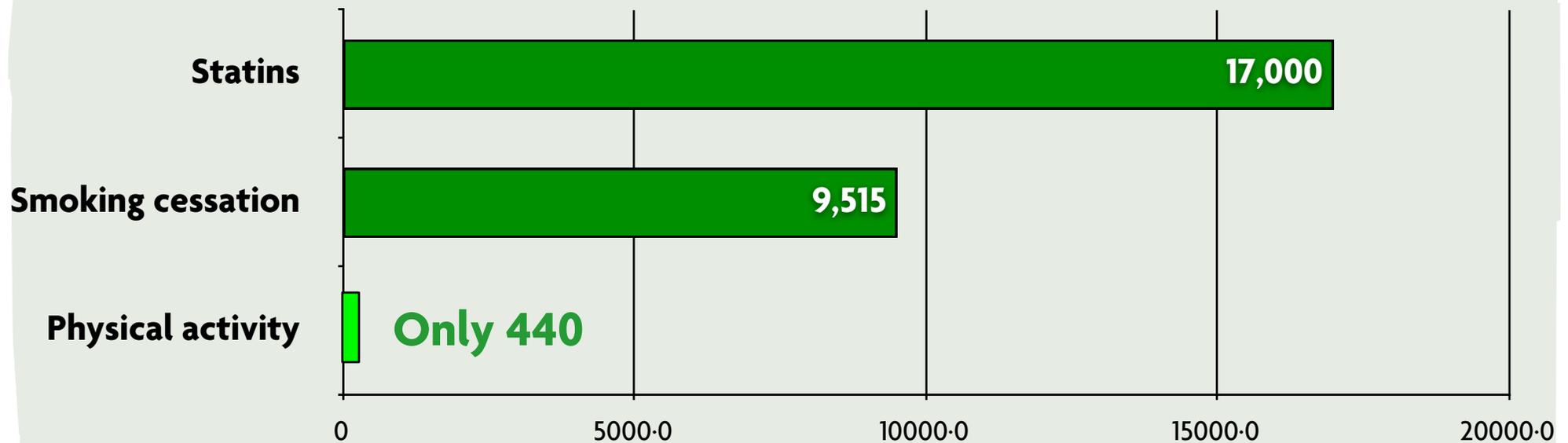
And a **27%** cycle rate ....  
**£2-4bn** savings/year

# 'Cycling is good for health and the economy' (GCPH, May 2013)



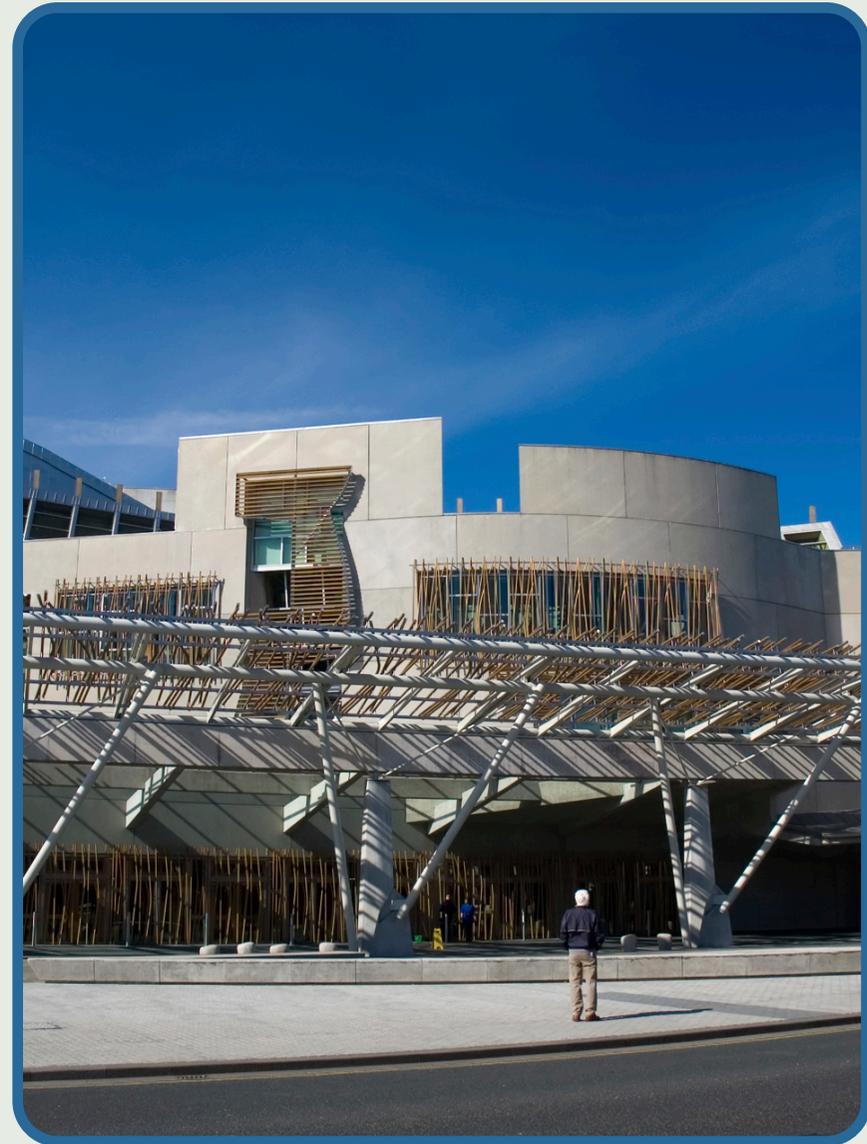
- Levels of cycling into and out of Glasgow city centre had increased by more than 25% since 2009
- Annual health economic benefit accruing from cycle trips into and out of Glasgow city centre in 2012 was more than £4m.

# NICE cost of interventions by QALY

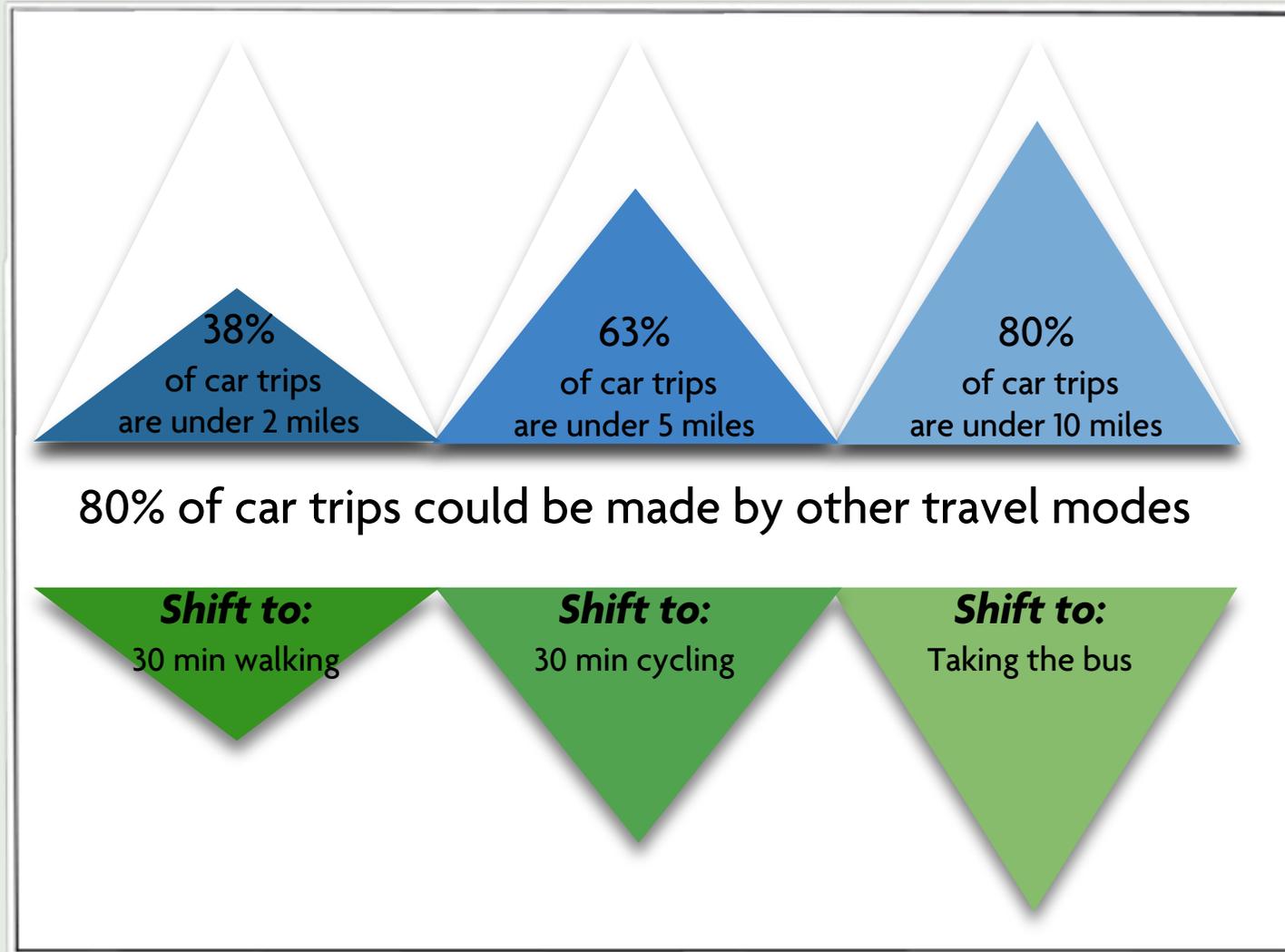


Maximum figures cited for each intervention. Ranges were £10,000 to £17,000 for Statins, £221 to £9,515 for Smoking cessation, and £20 to £440 for physical activity interventions.

# Political context



# There is lots of scope for switching **short journeys** to active travel



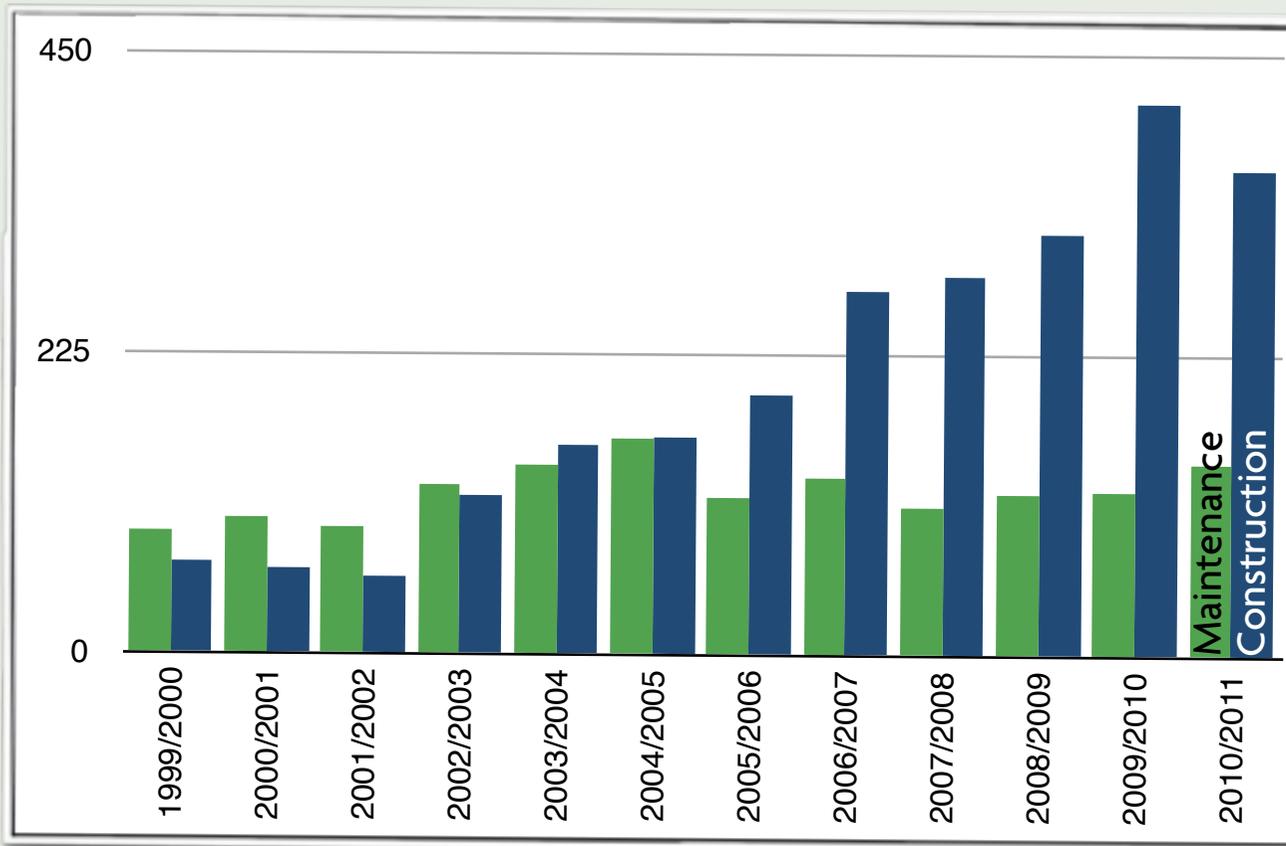
# Scottish Government target for cycling



*Scottish Government Cycling Action Plan for Scotland (2010, refresh published 2013):*

*By 2020, **10%** of all journeys taken in Scotland will be by bike.*

## However, the Scottish Government's expenditure priorities have moved towards **new road-building**



- Road spending increased by almost 40% in the five years since 2007
- The active travel budget remains stuck at around 1% of the overall transport budget
- The transport budget has increased in recent years — so austerity cannot be blamed.

# Comparison of Investment in Cycling Per Capita

Countries	Spending per capita	Cycling rate
Scotland	£2-3	2%
UK	£1	1%
Norway	£8.50	4%
Netherlands	£25	27%
Cities	Spending per capita	Cycling rate
Amsterdam	£26	35%
Copenhagen	£8-9	37%

Figures based on: John Pucher and Ralph Buehler, 'Making Cycling Irresistible; Lessons from the Netherlands, Denmark and Germany', *Transport Reviews*, 28:4, 495-528; Scottish Government, *Cycling Action Plan for Scotland*, June 2010, <http://www.scotland.gov.uk/Resource/Doc/316212/0100657.pdf>.

# Key recommendations



Do we want an **active or inactive** Scotland?



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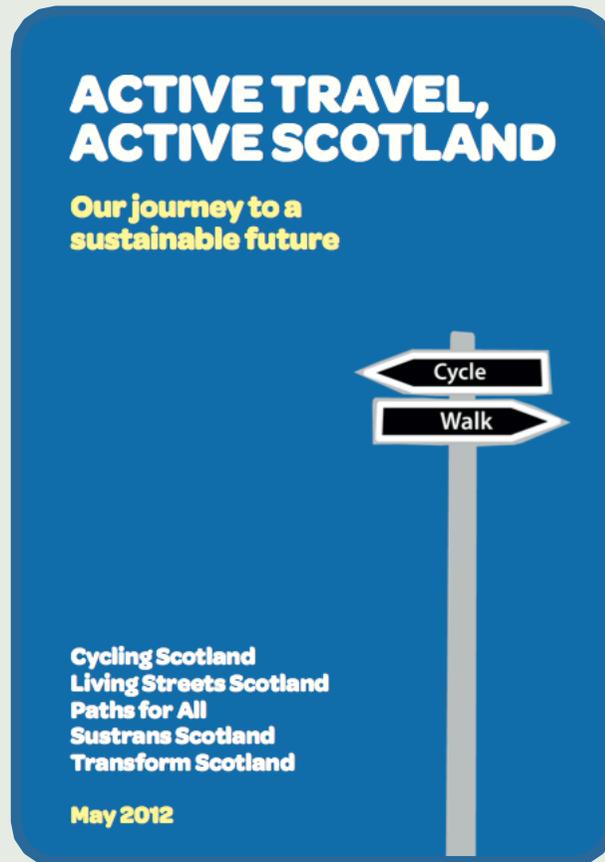
Do we want an **active or inactive** Scotland?



Do we want an **active or inactive** Scotland?



# Active Travel, Active Scotland



- Published jointly by Cycling Scotland, Living Streets Scotland, Paths for All, Sustrans Scotland, and Transform Scotland
- Sets out detailed recommendations for delivering active travel in Scotland.
- See also Paths for All 'Active Travel Case Studies' for evidence of successful active travel projects.

# Some key recommendations

## Scottish Government:

- 10% of the transport budget should be devoted to active travel. This would allow delivery of:
  - Cycling Action Plan for Scotland
  - (forthcoming) National Walking Strategy

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## Local Authorities:

- Implement 'Designing Streets': make streets more friendly for cyclists and pedestrians

# And something *you* could do tomorrow!

Pedal On UK: Glasgow



Date Saturday 7 September 2013 11:00 - 16:00  
Venue Kelvingrove Park (near Skate Park), G3 7SE

inspired  
by 2012



PEDAL ON UK  
16 AUG - 7 SEP 2013



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# Thank You

*Reports are available from our website.*

<http://www.transformscotland.org.uk>

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# References

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- Slide 6: Transport Scotland (2011) Scottish Transport Statistics 2011, p. 245. Table 11.18.
- Slide 7: Transport Scotland (2011) Scottish Transport Statistics 2011, p. 245. Table 11.18.
- Slide 8: Transport Scotland (2011) Scottish Transport Statistics 2011, p. 245. Table 11.18.
- Slide 10: Transform Scotland Trust (2010) 'Civilising the Streets'
- Slide 11: Transform Scotland (2012) 'Warning Signs'
- Slide 14: Sunday Herald 'Air pollution: the mass killer that keeps on killing', 19 May 2013. Available at <http://www.robedwards.com/2013/05/air-pollution-the-mass-killer-that-keeps-on-killing.html>
- Slide 15: Sunday Herald 'Air pollution: the mass killer that keeps on killing', 19 May 2013. Available at <http://www.robedwards.com/2013/05/air-pollution-the-mass-killer-that-keeps-on-killing.html>

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- Slide 17: Data on active travel from <http://policy.rutgers.edu/faculty/pucher/TRNWesternEurope.pdf> Data on obesity from OECD <http://www.oecd.org/health/49716427.pdf>
- Slide 18: [Pucher J, Buehler R, Bassett DR, Dannenberg AL](#). (2010) 'Walking and cycling to health: a comparative analysis of city, state, and international data' in American Journal of Public Health, Oct. 2010. Available at <http://www.ncbi.nlm.nih.gov/pubmed/20724675>
- Slide 22: UK Department of Health 'Cost Effectiveness Evidence for Physical Activity Programmes: Evidence from the Local Exercise Action Pilots funded by the Department of Health'. Available at [http://www.pan-wm.org.uk/resources/Microsoft\\_Word\\_-\\_Cost\\_Effectiveness\\_Evidence\\_for\\_Physical\\_Activity\\_Programmes\\_-\\_Document\\_4.pdf](http://www.pan-wm.org.uk/resources/Microsoft_Word_-_Cost_Effectiveness_Evidence_for_Physical_Activity_Programmes_-_Document_4.pdf)
- Slide 24: Transform Scotland (2012) 'Warning Signs'
- Slide 26: Transform Scotland (2012) 'Warning Signs'