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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- Works across all areas of sustainable transport
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- 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 for sustainable transport
We have developed a transport system that is heavily car-reliant.

Modes of travel to work in Scotland (2011)

- Travel by car = 67%
- Cycling + Walking = Active Travel = 16%
- Car
- Train
- Walking
- Cycling
- Work at home

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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.

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!

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 for sustainable transport
... but we’re performing very poorly on active travel by Continental comparisons

<table>
<thead>
<tr>
<th>City</th>
<th>Walking Rate</th>
<th>Cycling Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glasgow</td>
<td>14</td>
<td>2</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>20</td>
<td>6</td>
</tr>
<tr>
<td>Aberdeen</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>Dundee</td>
<td>19</td>
<td>2</td>
</tr>
<tr>
<td>Inverness</td>
<td>19</td>
<td>2</td>
</tr>
<tr>
<td>Stirling</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Basel</td>
<td>25</td>
<td>21</td>
</tr>
<tr>
<td>Bremen</td>
<td>23</td>
<td>27</td>
</tr>
<tr>
<td>Copenhagen</td>
<td>22</td>
<td>30</td>
</tr>
<tr>
<td>Freiburg</td>
<td>18</td>
<td>22</td>
</tr>
<tr>
<td>Ghent</td>
<td>16</td>
<td>27</td>
</tr>
<tr>
<td>Graz</td>
<td>13</td>
<td>28</td>
</tr>
<tr>
<td>Groningen</td>
<td>28</td>
<td>13</td>
</tr>
<tr>
<td>Hannover</td>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>Lund</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Zurich</td>
<td>23</td>
<td>46</td>
</tr>
</tbody>
</table>
Active travel & public health

We know that vehicle pollution harms public health
Air pollution and public health

Scotland's cities miss pollution targets

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.

2-3,000 Scots die as a result of air pollution

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Active Travel

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

Active travel and obesity rates: international comparisons

<table>
<thead>
<tr>
<th>Country</th>
<th>Cycling</th>
<th>Walking</th>
<th>Obesity Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Netherlands</td>
<td>(12)</td>
<td>25</td>
<td>26</td>
</tr>
<tr>
<td>Denmark</td>
<td>(13)</td>
<td>16</td>
<td>18</td>
</tr>
<tr>
<td>Germany</td>
<td>(15)</td>
<td>24</td>
<td>10</td>
</tr>
<tr>
<td>Sweden</td>
<td>(11)</td>
<td>23</td>
<td>9</td>
</tr>
<tr>
<td>Norway</td>
<td>(10)</td>
<td>22</td>
<td>4</td>
</tr>
<tr>
<td>Scotland</td>
<td>(28)</td>
<td>13</td>
<td>2</td>
</tr>
<tr>
<td>U.S.</td>
<td>(34)</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

Cycling, Walking, Obesity rate

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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

Transform Scotland for sustainable transport
Economic benefits


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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.

Table 5.1. Cross-modal comparison of car trip lengths

- 80% of car trips are under 10 miles
- 63% of car trips are under 5 miles
- 38% of car trips are under 2 miles
- 63% of car trips are under 5 miles

80% of car trips could be made by other travel modes:

- Shift to: 30 min walking
- Shift to: 30 min cycling
- Shift to: Taking the bus
Scottish Government target for cycling


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

<table>
<thead>
<tr>
<th>Countries</th>
<th>Spending per capita</th>
<th>Cycling rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scotland</td>
<td>£2-3</td>
<td>2%</td>
</tr>
<tr>
<td>UK</td>
<td>£1</td>
<td>1%</td>
</tr>
<tr>
<td>Norway</td>
<td>£8.50</td>
<td>4%</td>
</tr>
<tr>
<td>Netherlands</td>
<td>£25</td>
<td>27%</td>
</tr>
</tbody>
</table>

### Cities

<table>
<thead>
<tr>
<th>Cities</th>
<th>Spending per capita</th>
<th>Cycling rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amsterdam</td>
<td>£26</td>
<td>35%</td>
</tr>
<tr>
<td>Copenhagen</td>
<td>£8-9</td>
<td>37%</td>
</tr>
</tbody>
</table>

Key recommendations for sustainable transport
Do we want an active or inactive Scotland?
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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

for sustainable transport
Thank You

Reports are available from our website.

http://www.transformscotland.org.uk
colin.howden@transformscotland.org.uk
References

* Slide 10: Transform Scotland Trust (2010) 'Civilising the Streets'
* 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
References


- Slide 24: Transform Scotland (2012) 'Warning Signs'

- Slide 26: Transform Scotland (2012) 'Warning Signs'