

Active Travel – Rhetoric and Reality

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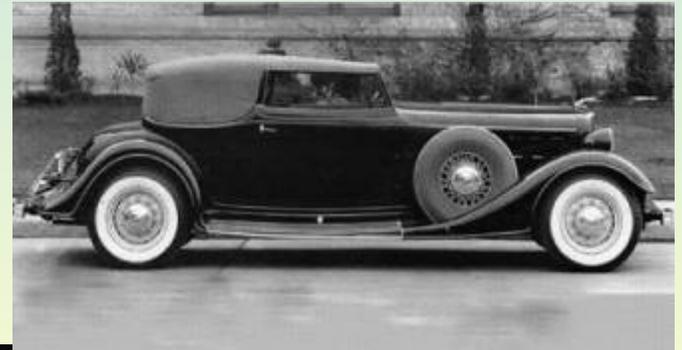
Mark Livingston -University of Glasgow

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Rhetoric...?

“ The improvement in city conditions by the general adoption of the motor car can hardly be overestimated. Streets clean, dustless and odourless, with light rubber-tyred vehicles moving swiftly and noiselessly over their smooth expanse....”

Scientific American 1899



"The new M74 motorway will bring major economic and social benefits to businesses, communities and industry in the west of Scotland and the country as a whole."

Alex Neil, MSP, Infrastructure Secretary, June 28th 2011



Reality...?

“.... The solid facts are that walking and cycling benefit health while motor vehicles damage health. ***Walking and cycling need to be prioritised in transport planning***; compact cities that minimise vehicle journeys need to be prioritised in economic and land-use planning; public transport must be significantly improved, while car travel is reduced; and leadership is needed from politicians, industry and ‘civil society.’”

Social Determinants of Health, 1999



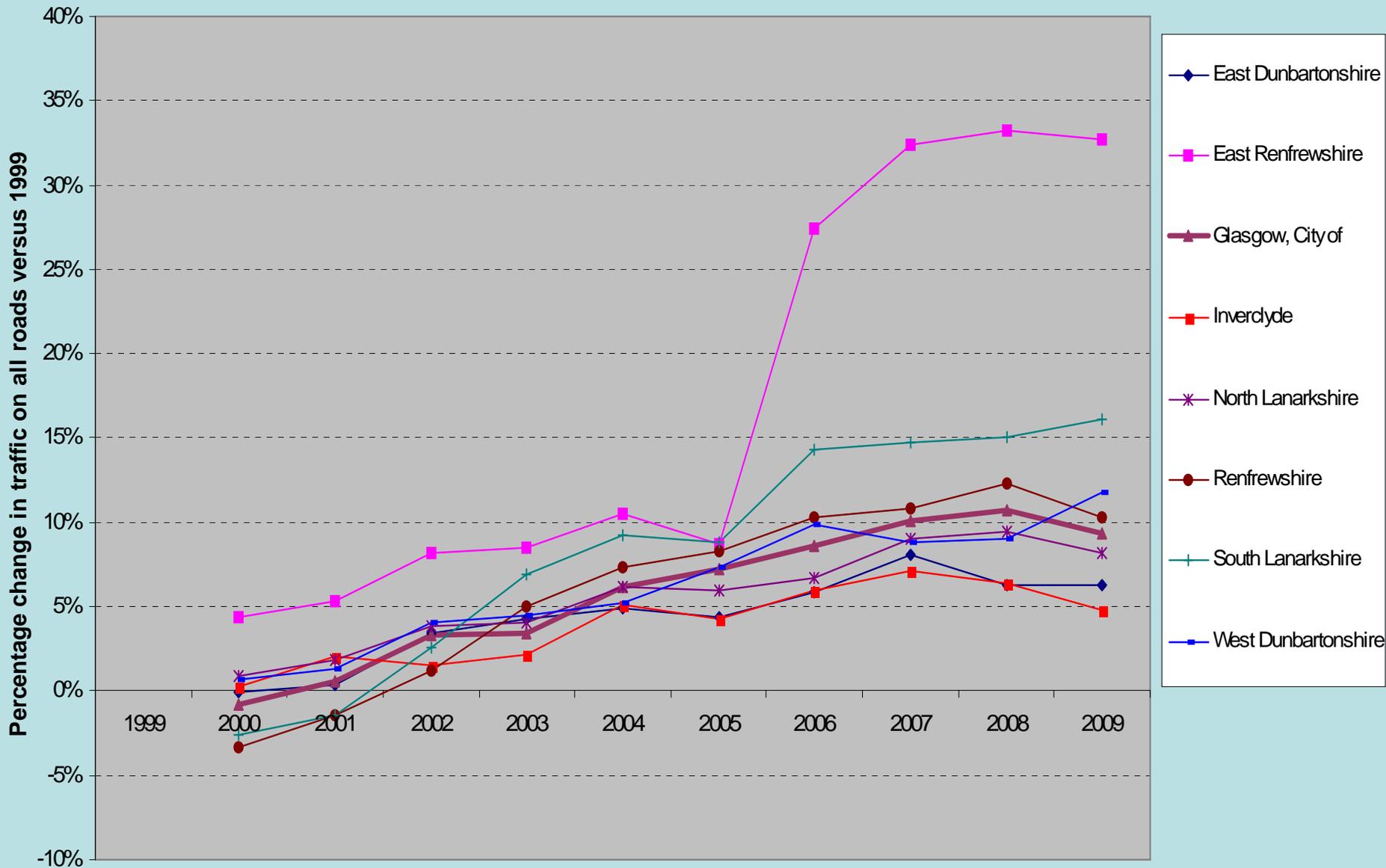
Climate Change

If world CO₂ emissions from fuel combustion continue to grow unabated, world average temperatures are projected to rise by 2.4°C to 6.4°C

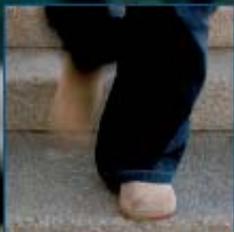


Percentage change in traffic on all roads versus 1999, in eight local authorities within Glasgow and Clyde Valley, 1999-2009

Source: Scottish Transport Statistics



Unfit for Purpose: How Car Use Fuels Climate Change and Obesity



Adrian Davis
Carolina Valsecchi
Malcolm Fergusson

August 2007



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

Joshua Hart, MSc

Rhetoric...?

Scotland Performs National Indicator

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

“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.”

Scotland Performs Website

<http://www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport>

Reality...?

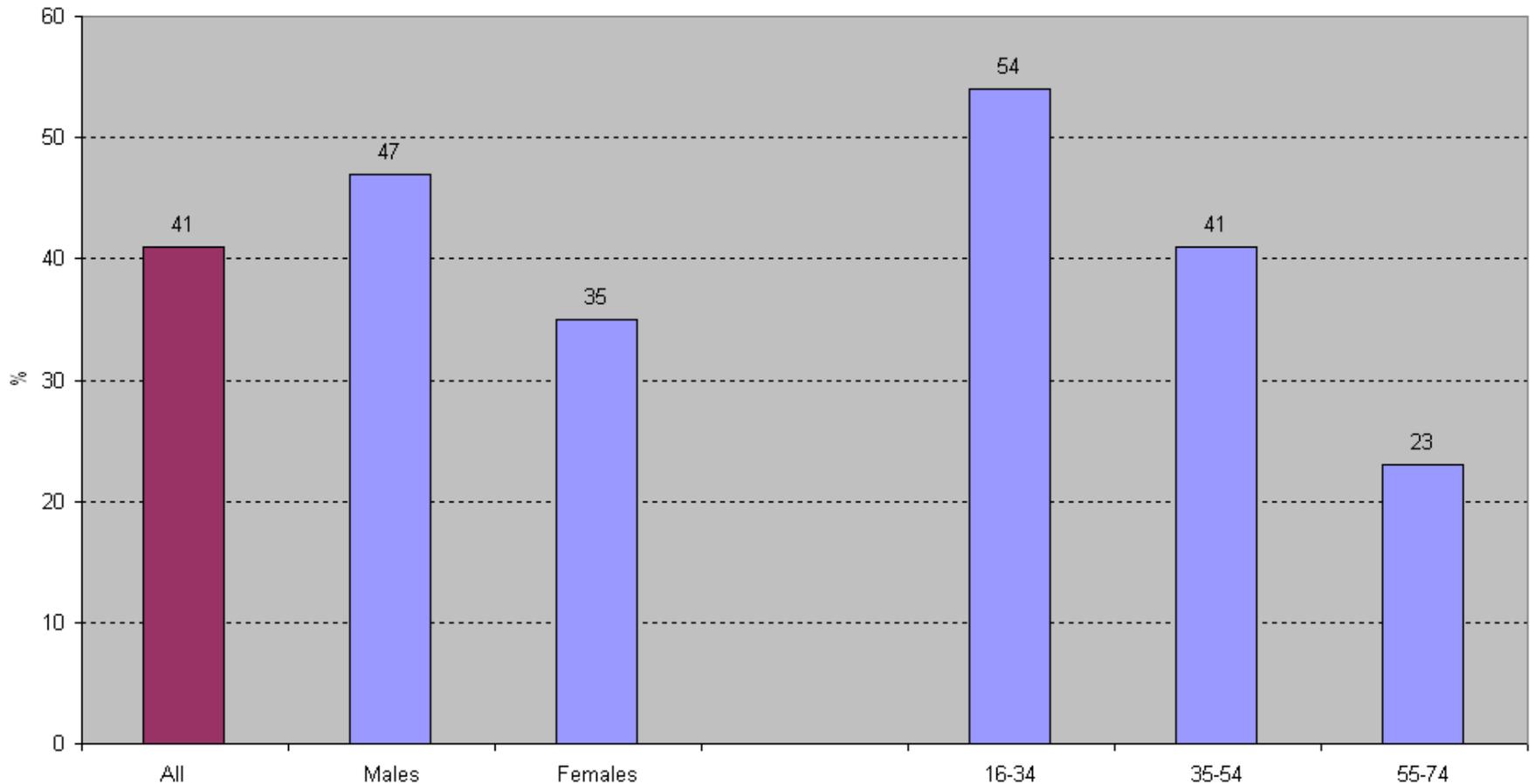
- Transport accounted for 26% of total Scottish emissions in 2007 - a rise of nearly 10% since 1990
- Transport's share of total Scottish emissions increased by a greater amount in 2007 than in all previous years

Source: Scottish Government. Carbon Account for Transport No. 2: 2010 Edition. Edinburgh: Scottish Government, 2010

www.scotland.gov.uk/Publications/2010/03/11091112/0

Level of Physical Activity in Greater Glasgow and Clyde

Percentage of adults who achieved the recommended physical activity level, by age and gender, Greater Glasgow & Clyde, 2008
Source: Scottish Health Survey



Policy Appraisal

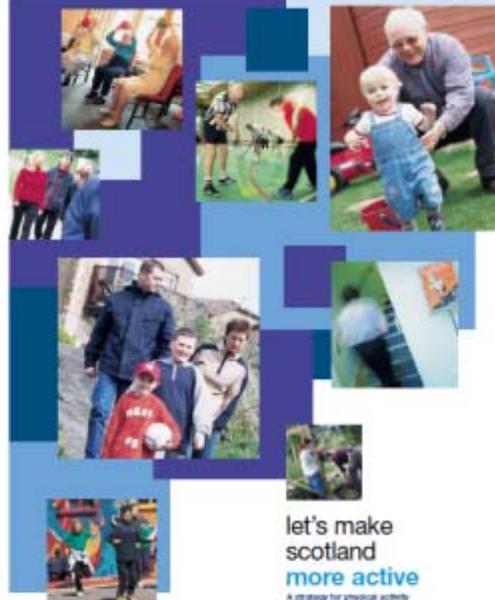
FOR CYCLISTS



SCOTLAND'S NATIONAL
transport
STRATEGY



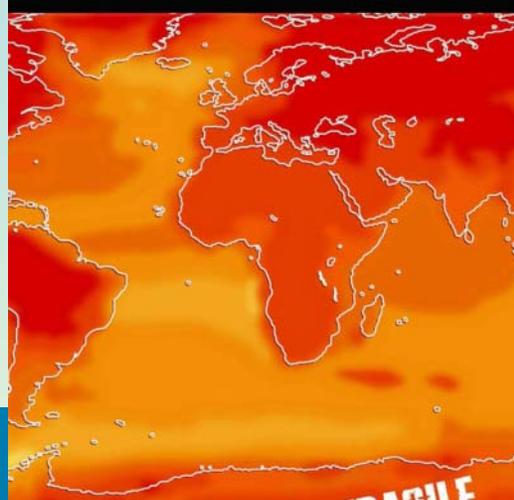
smarter
scotland
SCOTLAND'S EXECUTIVE



let's make
scotland
more active

A strategy for physical activity
Physical Activity Task Force

healthyLiving



FRAGILE
HANDLE WITH CARE



More
people
cycling
more
often

Consultation

**62% OF ALL
JOURNEYS
BETWEEN 1
AND 2 MILES
ARE MADE
BY CAR.**

* NATIONAL TRAVEL SURVEY 2017/18



**Take action on
active travel**

Why a shift from car-dominated transport policy would benefit public health

For the first time, the UK's leading organisations working in all areas of public health, including those who shape the environment we live in, have come together to give government our expert views on active travel and health. ...

Policy Appraisal

- National, regional and local strategies, policies and plans identify active, sustainable travel as very important.
- There is little evidence of corresponding local prioritisation and resource allocation and a ‘business as usual’ approach in local transport action plans is the norm



SOA Indicator 2008-2011	Baseline	Target and timescale
% of employed adults 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 will be using public transport to get to work
Safe and active travel to work	Proportion of people walking to work 11% in 2006	Proportion of people walking to work 13% by 2015
Reduce the percentage of journeys to work made by car	69.6%	68% by 2009/10 67% by 2010/11
Percentage usage of public transport for all trips	Bus 8% Rail 7% Baseline 2007/08	By 2012, increase usage To Bus 15% Rail 10%
Modal share of adults undertaking active (walking, cycling, public transport) travel to work or education	30% (2005/06)	<u>Increase</u>

Potential Reality.....?

- Submission of evidence to the House of Commons Transport Select Committee (2010) by Professor Phil Goodwin

“By far the best value for money is currently coming from spending on travel planning, car-reduction policies, telecommunications as alternatives to some travel, local safety schemes, cycling schemes, and the best of local bus and some rail quality and reliability schemes.”



Luton - Soham
07:00 - 19:00
MON - SAT

IF ONLY EVERYTHING
FLOWED SO FREELY

Over to Mark for more of the
current reality...

41 OFFICE

White van with license plate 64 E 3784

Black car with license plate 99 0 54084

Active Travel Data Analysis

Fiona Crawford-Glasgow Centre for Population Health

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Mark Livingston-University of Glasgow

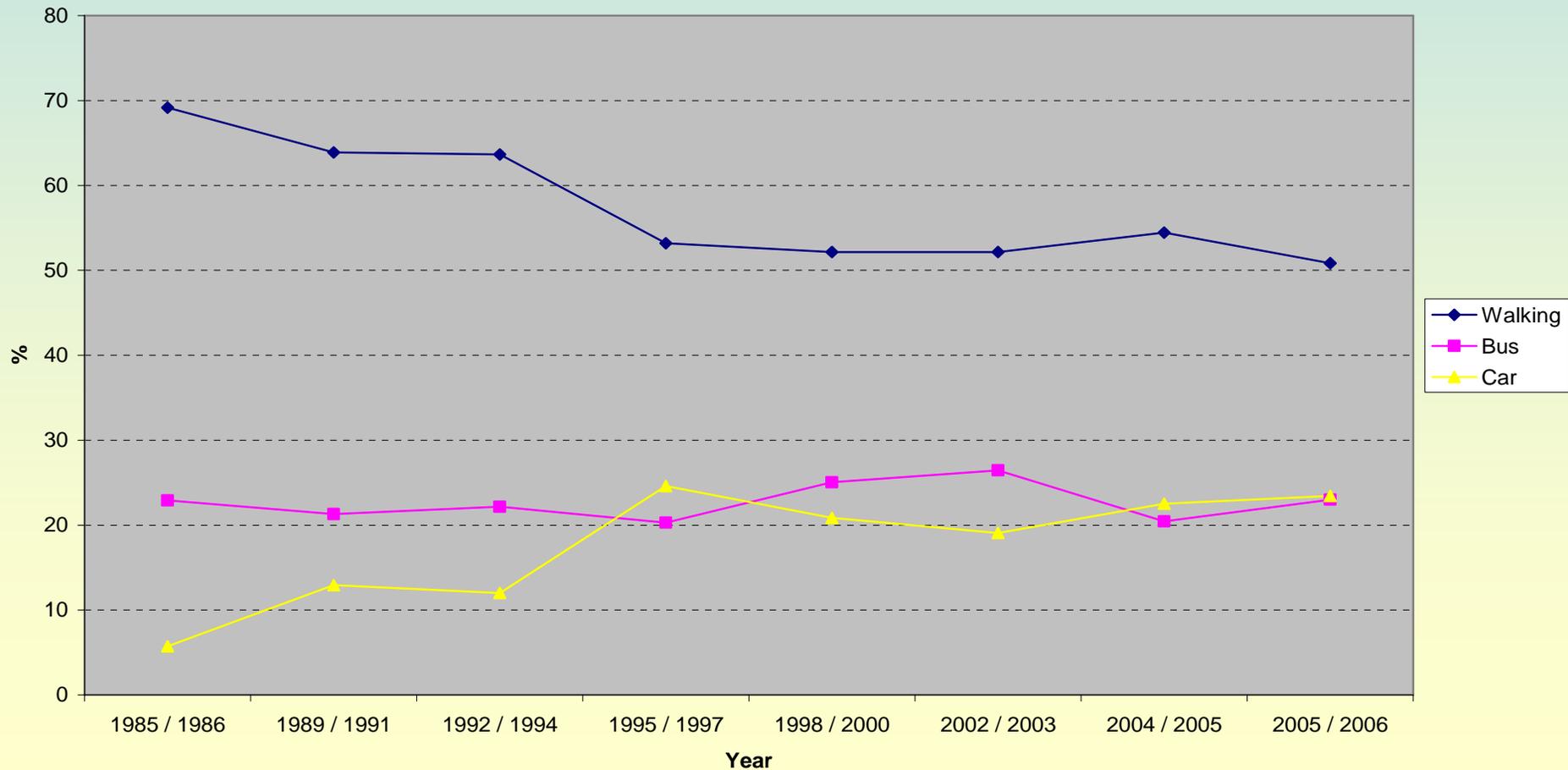
Sources

- Children's travel to school
 - Hands up survey
 - NHS Greater Glasgow and Clyde Schools Survey
- Adult travel
 - Scottish Household Survey
 - Scottish transport Statistics
 - Census
- Road accident casualties
 - Stats 19 (police recorded accident data)
 - Hospital Discharge data

National Trends in School Travel

Scottish trends for travel to and from school (pupils aged 5 to 16) 1985-2006

Source : National Travel Survey



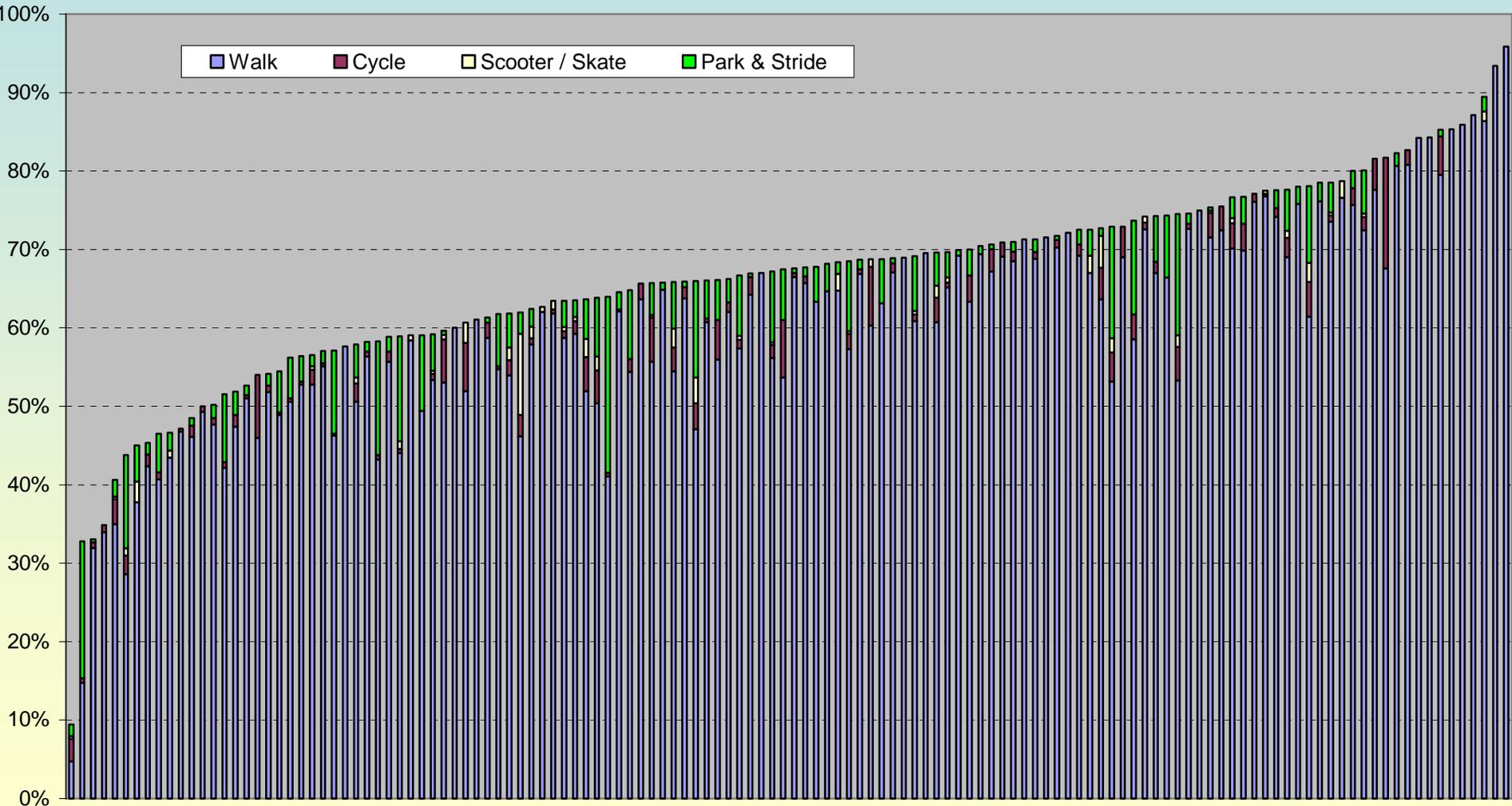
National Hands Up Survey

- Survey conducted by schools in Sept 2008 in
 - 29 Local Authorities instructed by School Travel Coordinator
 - support from Sustrans
- One question is asked, 'How do you normally travel to school?'
- Covers primaries and secondary schools but not all schools in an authority take part
- We have defined active travel to include walking, cycling, skating and park and stride
- Linked to School Census to enable more detailed analysis

Primary School Travel

Percentage of primary pupils (walking, cycling or skating) to school

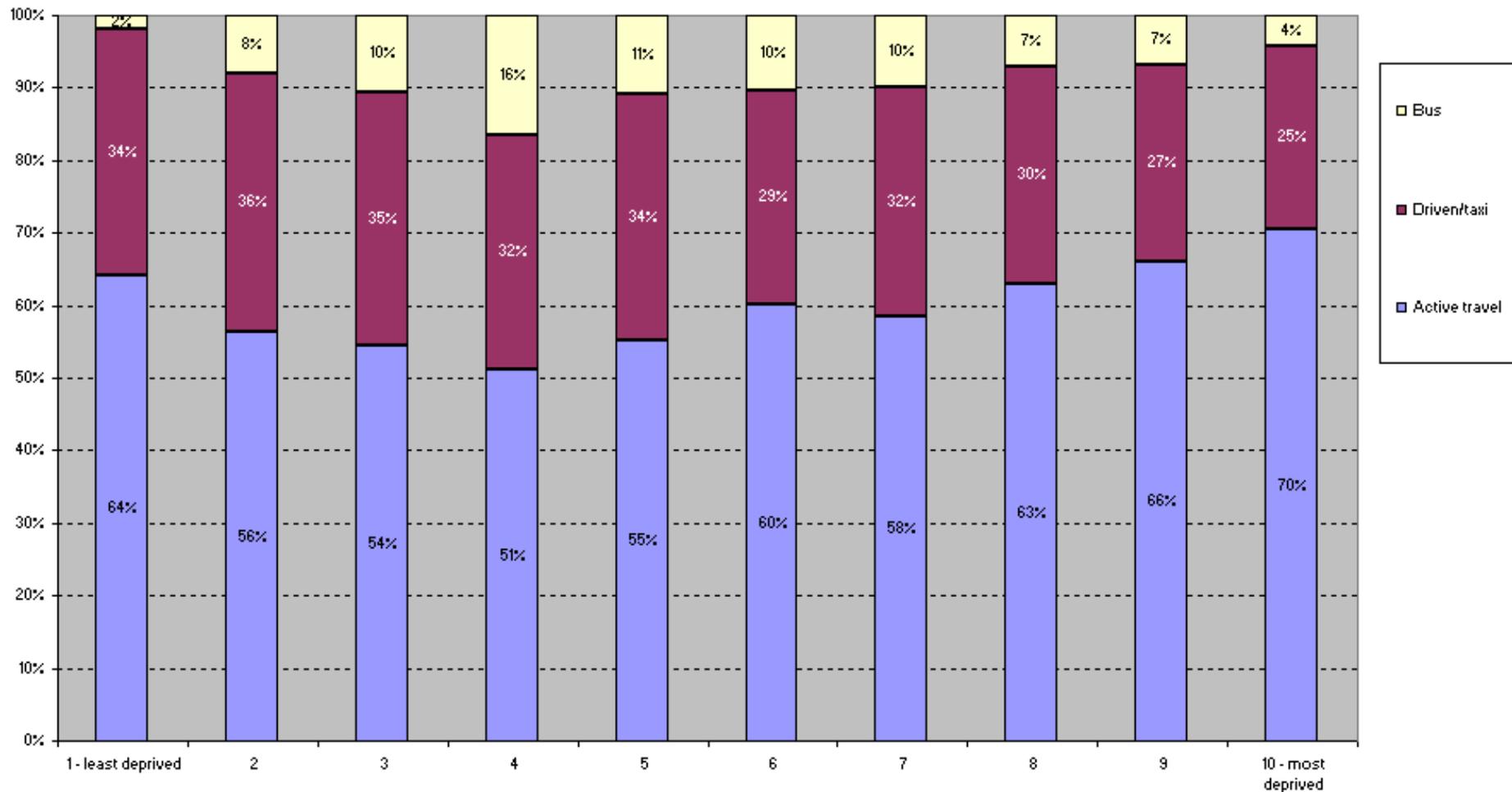
Source: Hands Up (2008), Sustrans



Travel Mode to Primary School by Deprivation

Travel mode to Primary School by SIMD of school (average based on pupils' residence)
Glasgow and Clyde Valley, excluding E & W Dunbartonshire

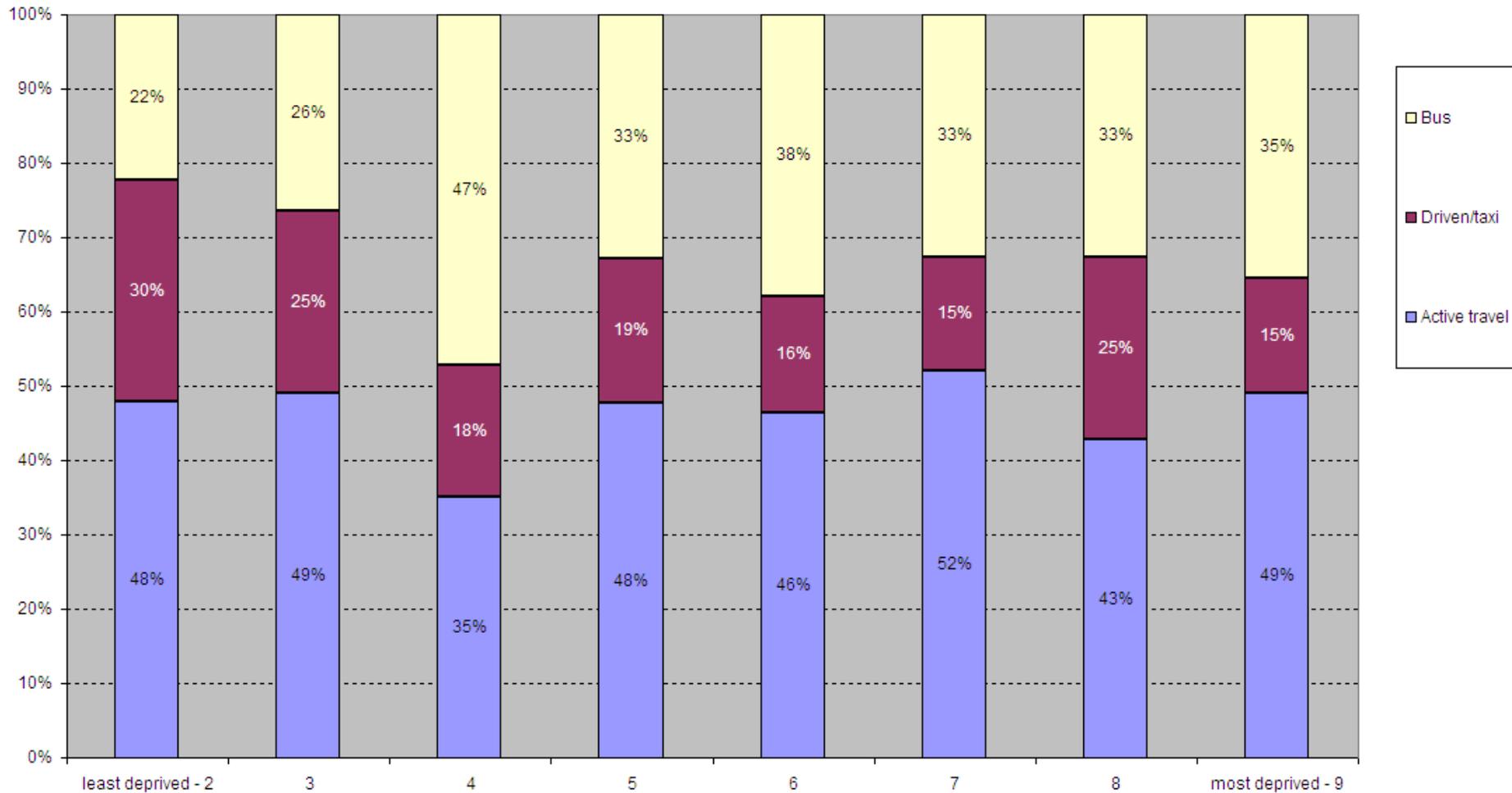
Source: Hands Up Survey, 2008



Travel Mode to Secondary School by Deprivation

Travel mode to Secondary School by SIMD of school (average based on pupils' residence)
Glasgow and Clyde Valley (excluding E & W Dunbartonshire)

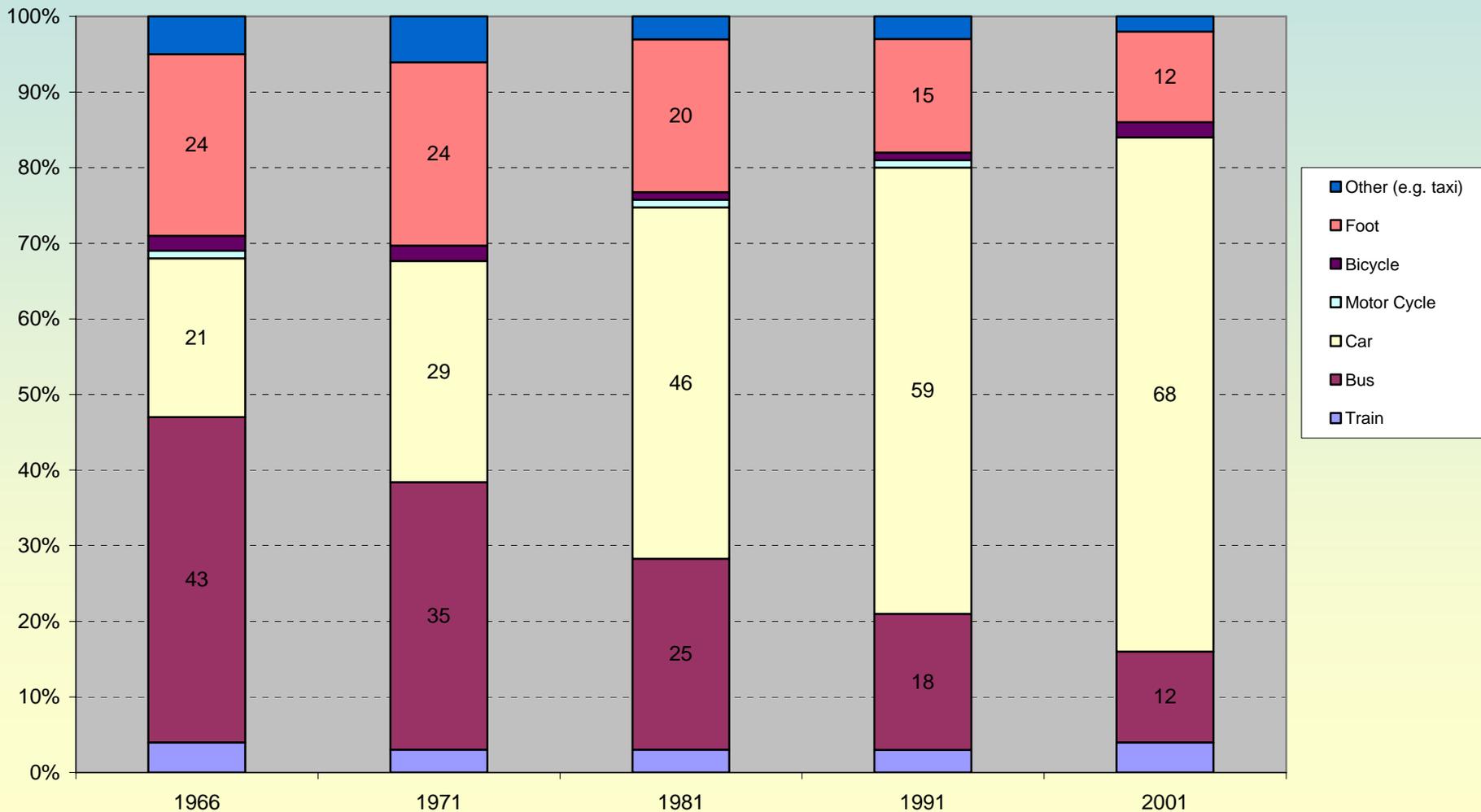
Source: Hands Up Survey, 2008



National Travel to Work Trends

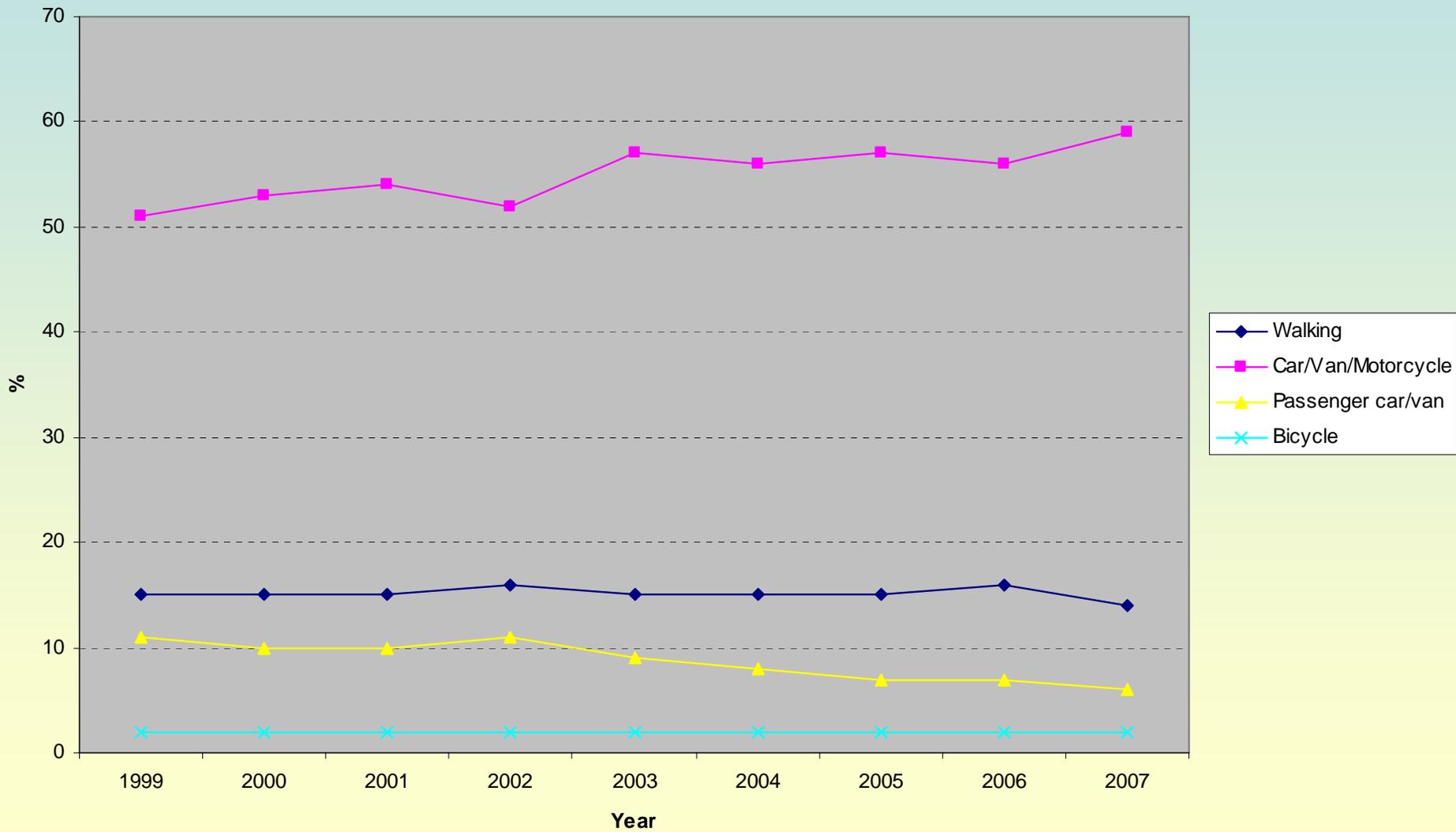
Usual means of travel to work in Scotland, 1966-2001

Source: Census

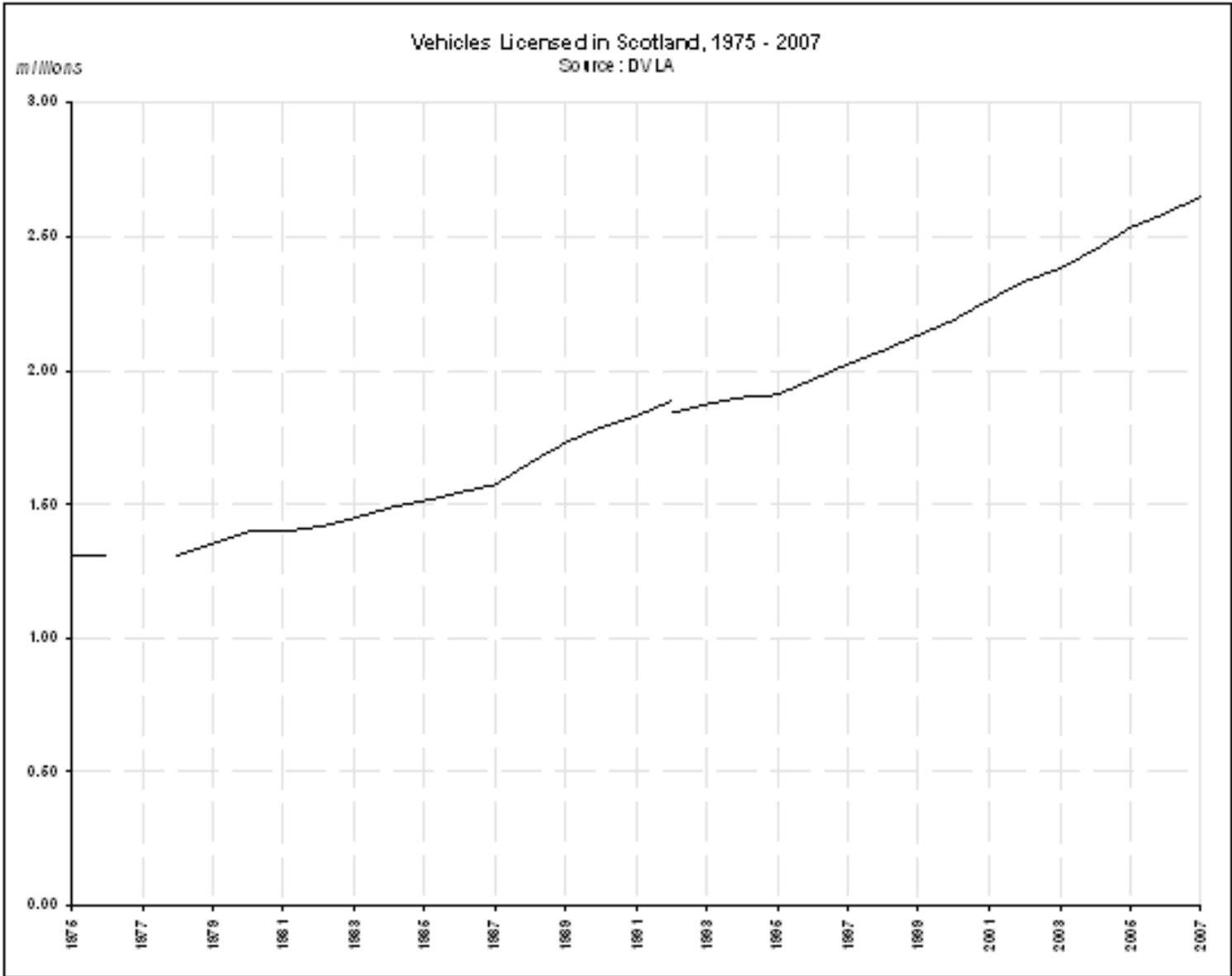


Mode of transport to work in Scotland 1999-2007

Scottish Household Survey



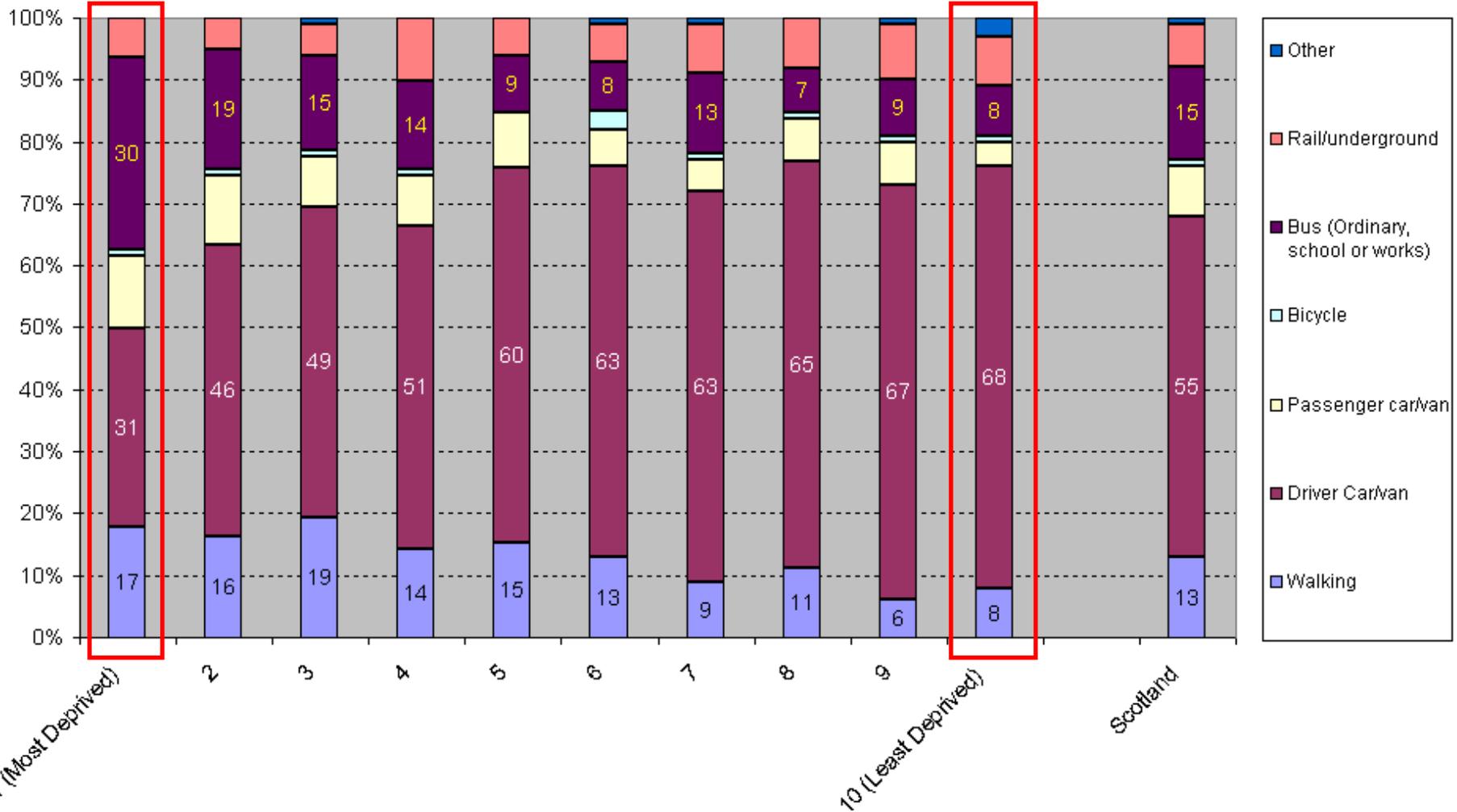
National Trends in Licensed Motor Vehicles



Mode of Travel by Deprivation

Mode of travel to work or study by deprivation, Glasgow and Clyde Valley

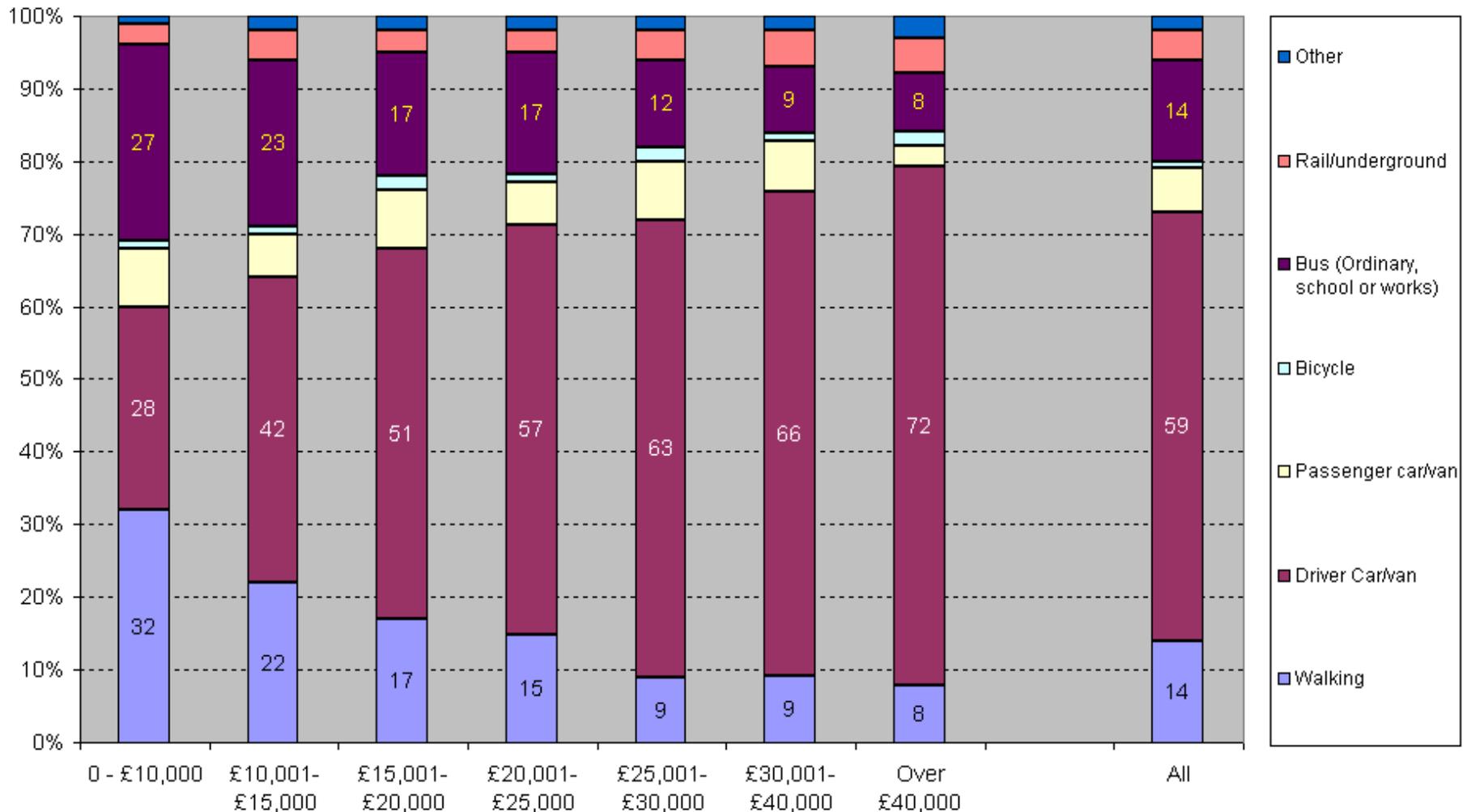
Source: Scottish Household Survey, 2005/06



Mode of Travel by Income

Mode of travel to work or study by net annual household income, Scotland

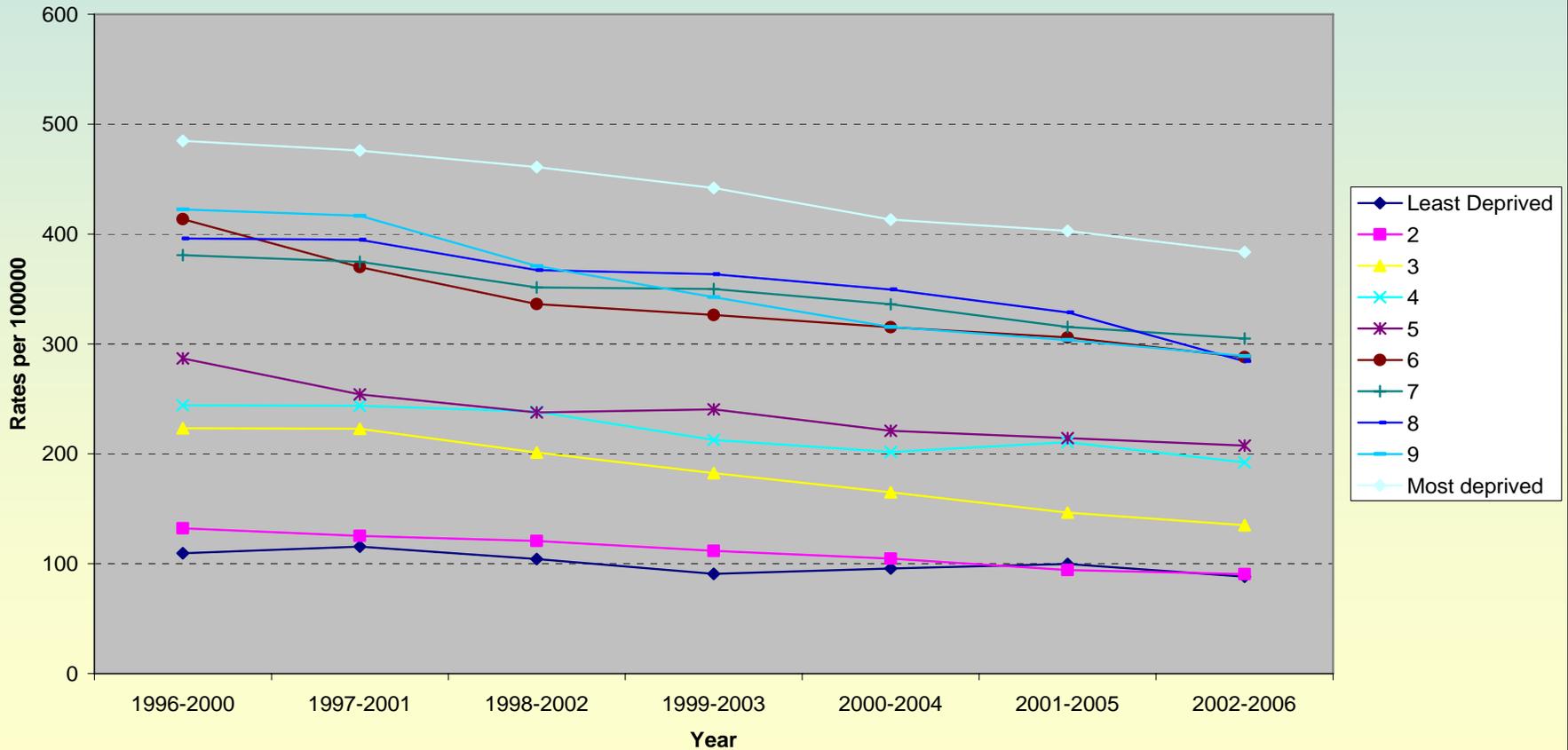
Source: Scottish Household Survey, 2007



Pedestrian Child Casualties

Rates of pedestrian child casualties (5-15 year olds) by deprivation, Glasgow and Clyde Valley, 1996-2000 to 2002-2006

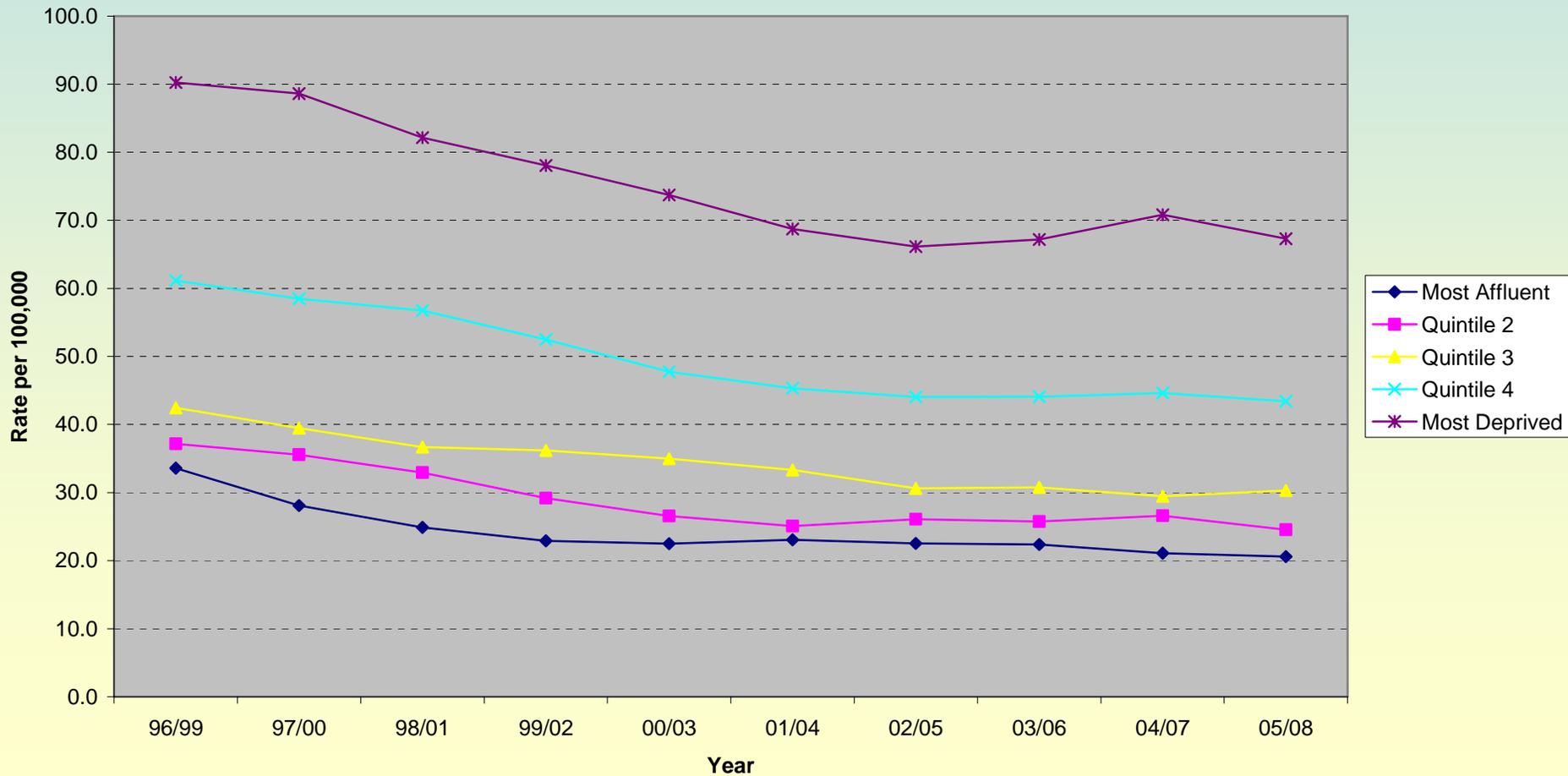
Source: Police Statistics 19



Adult Road Traffic Casualties

Admissions to hospital following RTAs among adult (15+) pedestrians by deprivation quintiles, Scotland, 1996/99 - 2005/08, Rolling 3 year totals shown as rates per 100,000 population

Source: SMR01, ISD Scotland



In Summary

- Car usage is increasing-more people driving to work and school
- Highest levels of active travel amongst the most deprived (with exception of secondary schools and most affluent in primary school)
- Car usage is highest amongst the most affluent
- Adult and child traffic related injuries are higher in deprived areas and for those living in deprived areas

For More Information

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