Reflections on our learning: active travel, transport and inequalities

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Active travel definition

- Active travel refers to walking, cycling or using some other form of physical activity for all or part of a journey instead of using motorised transport.

- The term covers all types of journeys, including journeys to work or places of study, to shops, to services and for leisure

Air quality & pollution

Congestion

Mental wellbeing

Physical activity

Carbon emissions & climate change

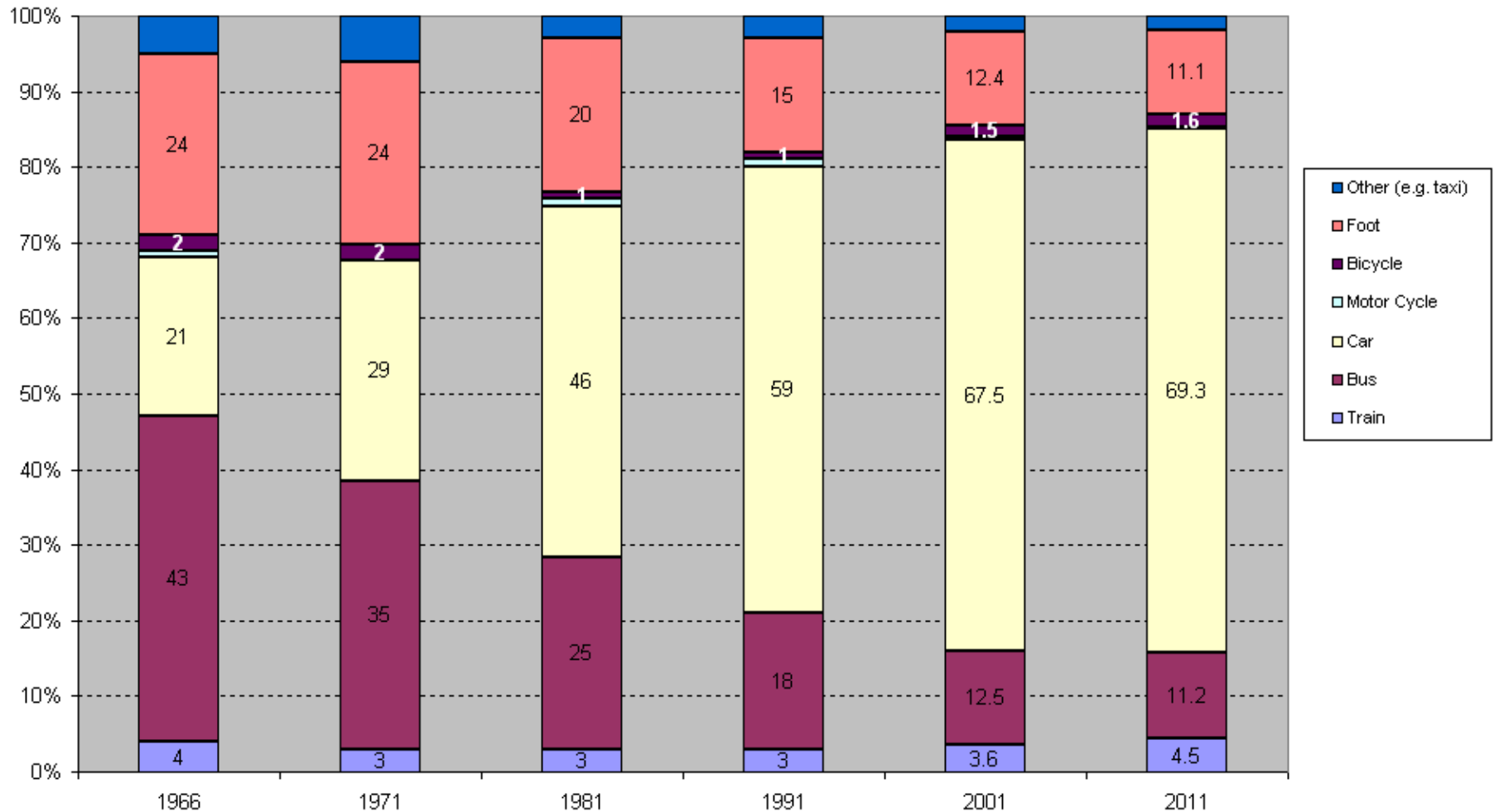Body weight & obesity

Road safety & casualties

Transport is important

- We need reliable means of transport:
  - To reach employment and education
  - To meet family and friends
  - To access amenities, shops and services
- We're more reliant on transport infrastructure than ever
- Transport patterns are changing…
- … we're travelling less far by foot but further as a car driver

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Travel to work trends, 1966 - 2011

Usual mode of travel to work in Scotland, 1966-2011
Source: Census

Out of 100 commuters…

Source: Census

24 walked to work in 1966, but only 11 walked in 2011

21 travelled by car in 1966, by 2011 this had risen to 69

43 took the bus in 1966; in 2011 only 11 travelled by bus

Legend:
- Other (e.g. taxi)
- Foot
- Bicycle
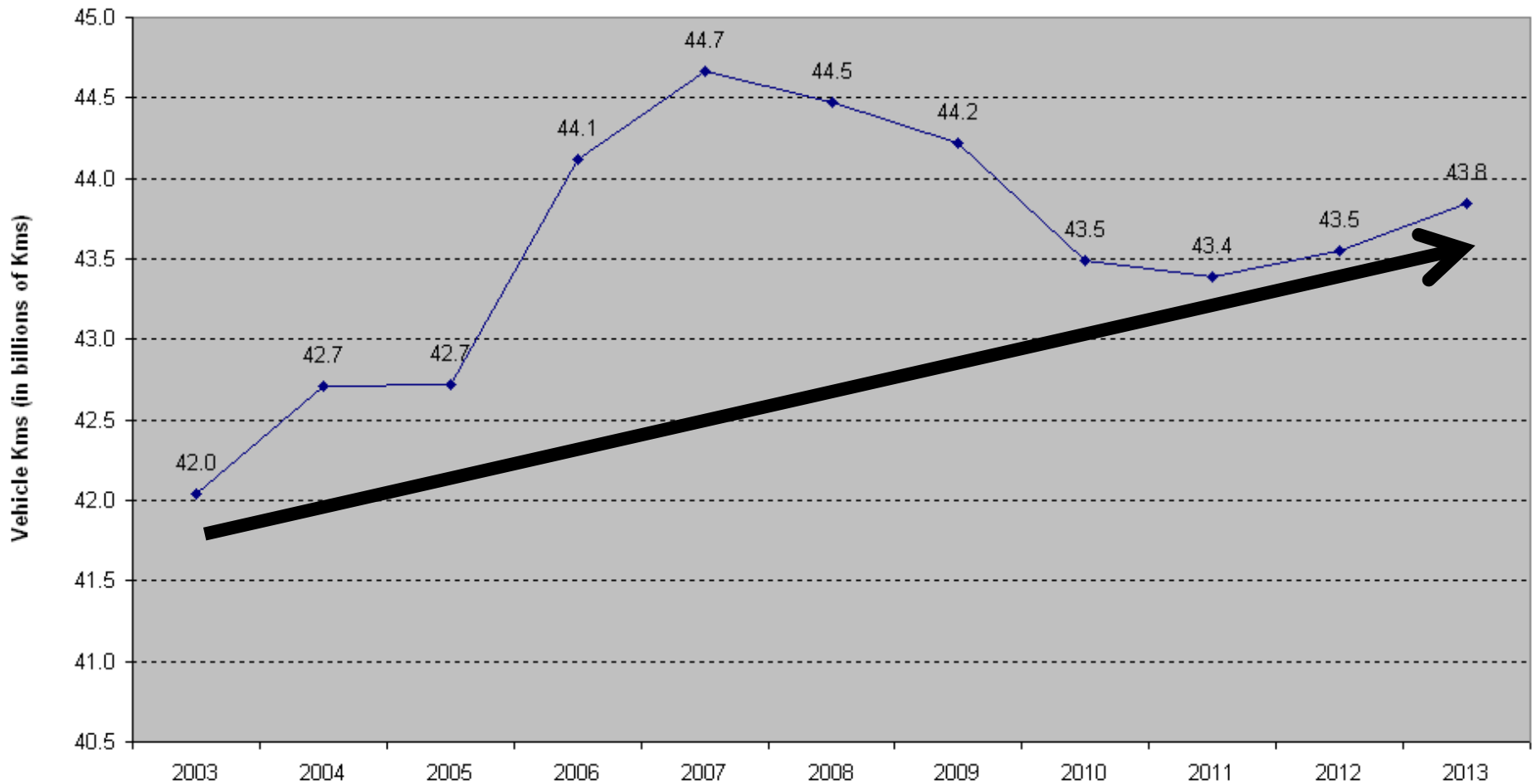- Motor Cycle
- Car
- Bus
- Train
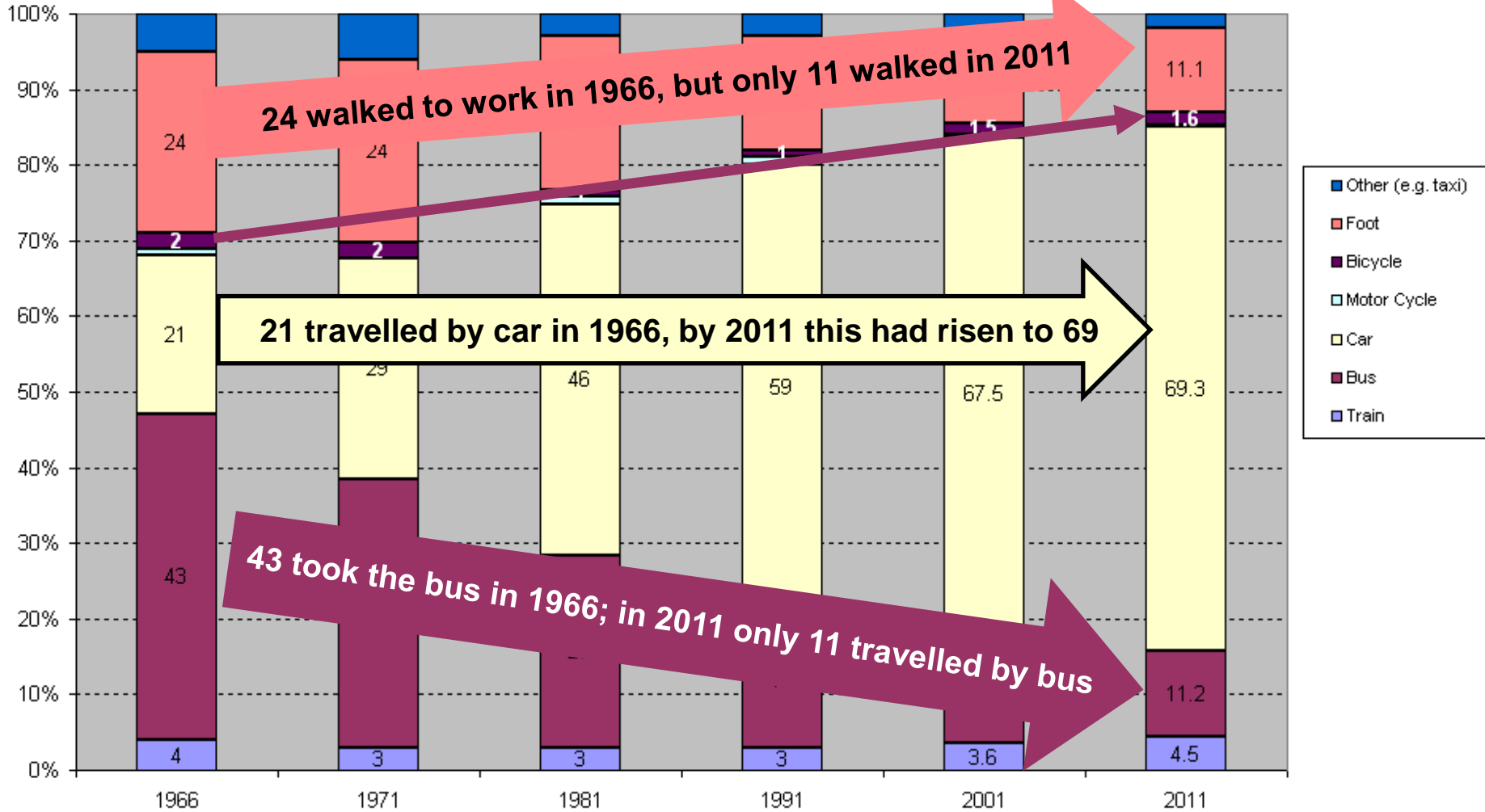
Traffic - Vehicle Kilometres

Traffic - Vehicle kilometres (in billions of Kms) travelled on all roads, Scotland, 2003 - 2013
Source: Scottish Transport Statistics No 33 2014 Edition
Chapter 5: Road Traffic, Table 5.1

- But the pattern is different across the population…

Travel to work (excluding those who work at/from home) shown by annual net income of household, 2015.
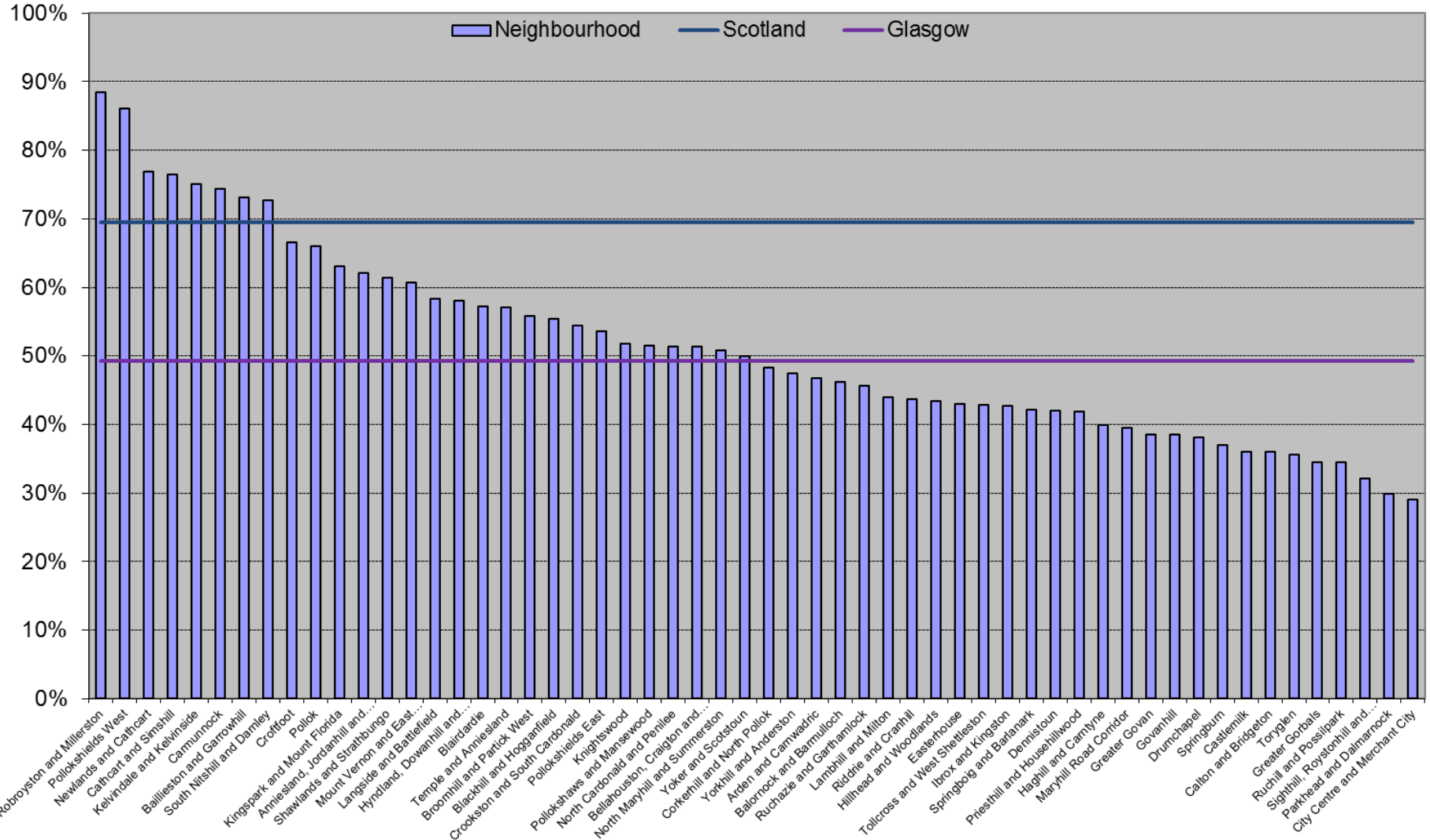## Source: Scottish Household Survey

Households with at least one car, 2011

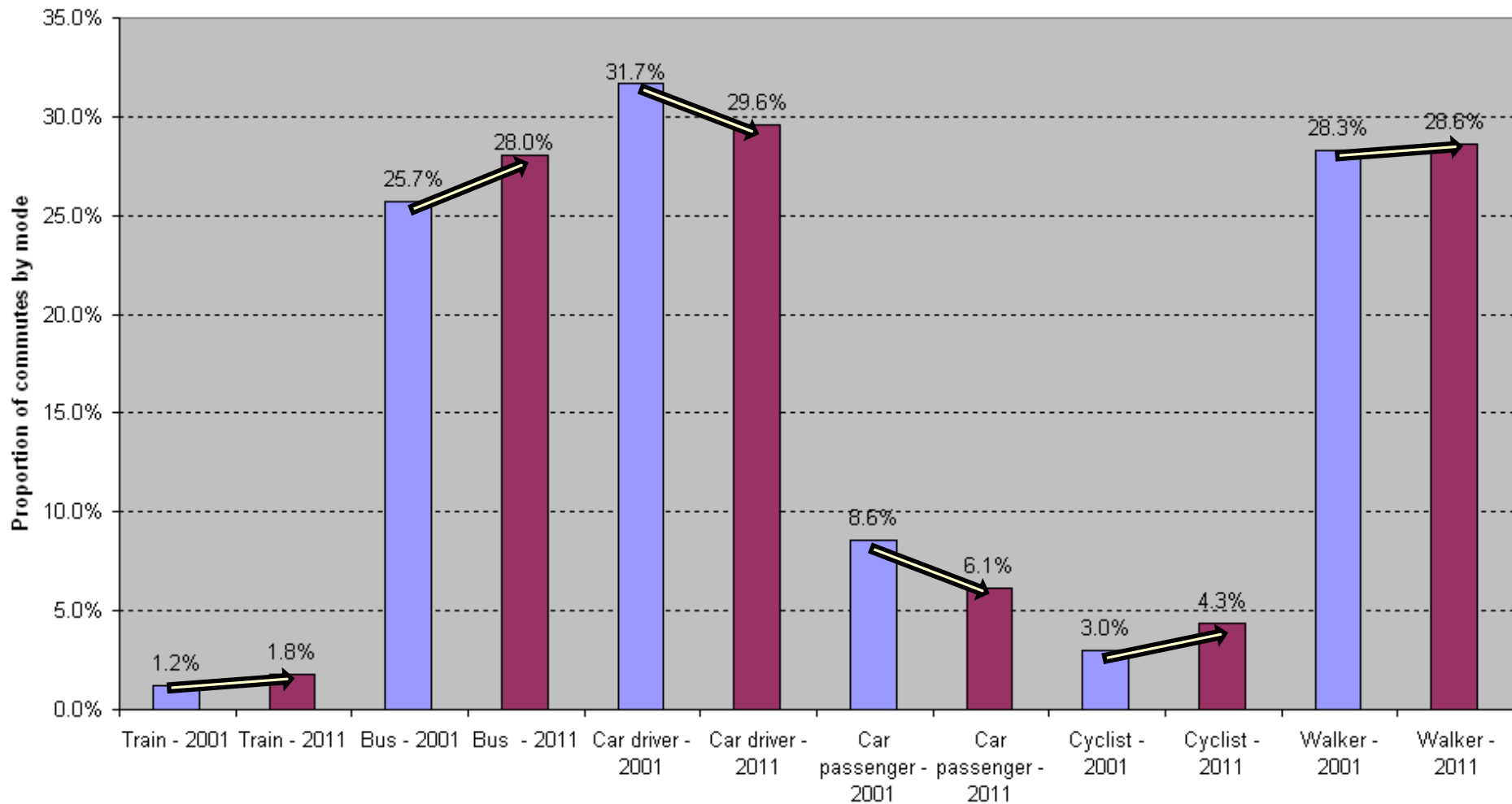**Percentage of Households with access to one or more cars, 2011**
Source: Census 2011

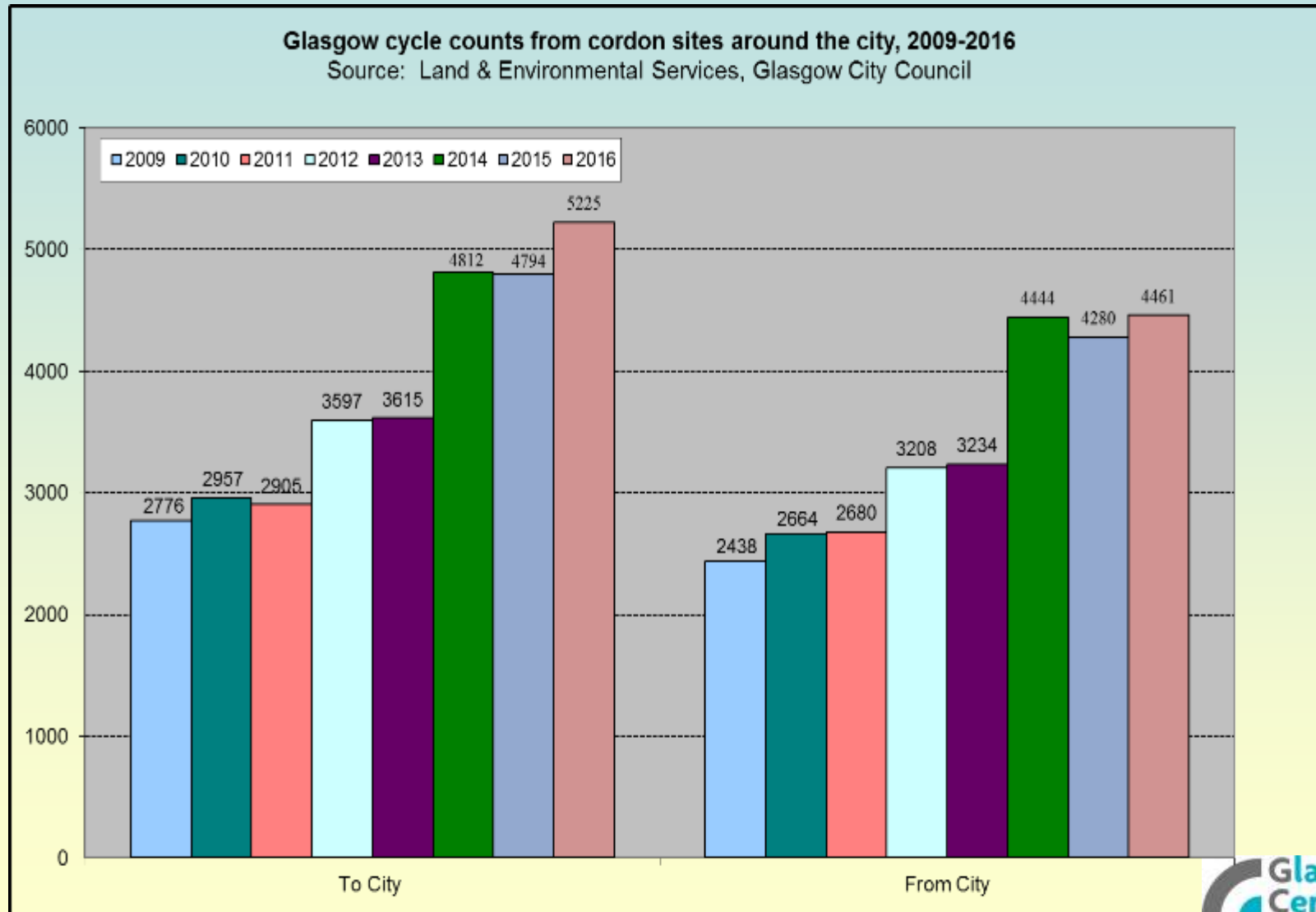Legend: Neighbourhood | Scotland | Glasgow

Changing modes of transport: Edinburgh

Proportion of commutes to work or study by mode of transport, Edinburgh
Source: Censuses 2001 & 2011

Glasgow City Centre Cycle Counts, 2009-2016

Glasgow cycle counts from cordon sites around the city, 2009-2016
Source: Land & Environmental Services, Glasgow City Council

Rise in adult cyclist casualty rate

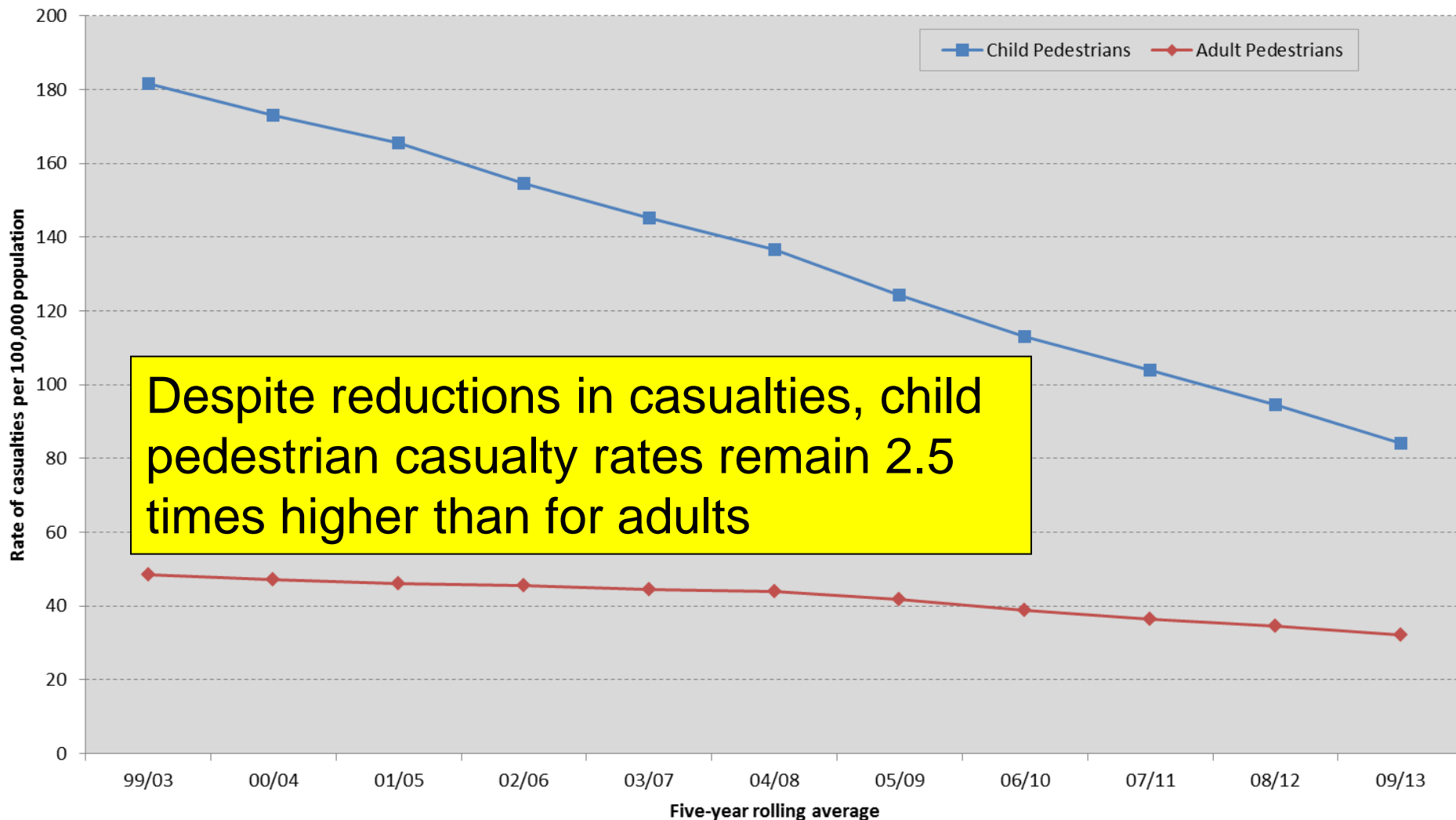**Rate of adult (16+) cyclist road casualties per 100,000 population in Scotland, 1999/2003 - 2009/2013**

Source: Transport Scotland, Stats 19 data

25% increase

Rate of casualties per 100,000 population

Five-year rolling average
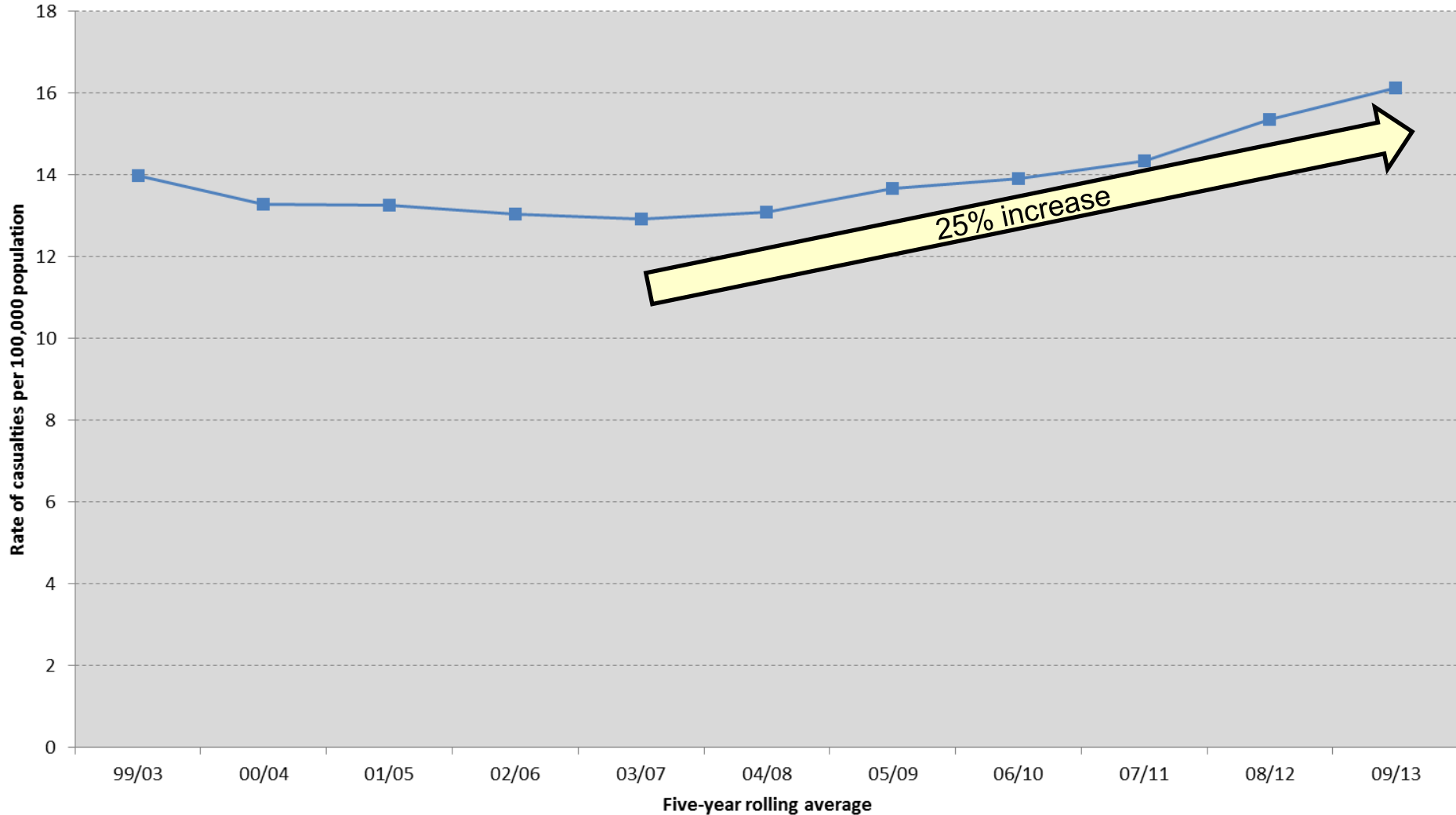
Child pedestrian casualties remain higher than adult casualties

Rate of child (age 5-15) and adult (16+) pedestrian road casualties per 100,000 population in Scotland, 1999/2003 - 2009/2013

Source: Transport Scotland, Stats 19 data

Despite reductions in casualties, child pedestrian casualty rates remain 2.5 times higher than for adults

Child pedestrian casualty trends by deprivation

Rate of child (age 5-15) pedestrian casualties per 100,000 population in Scotland, by 2012 Scottish SIMD quintiles, 1999/2003 - 2009/2013

Source: Transport Scotland, Stats19 data

Child pedestrian casualties 3 times higher in most deprived areas
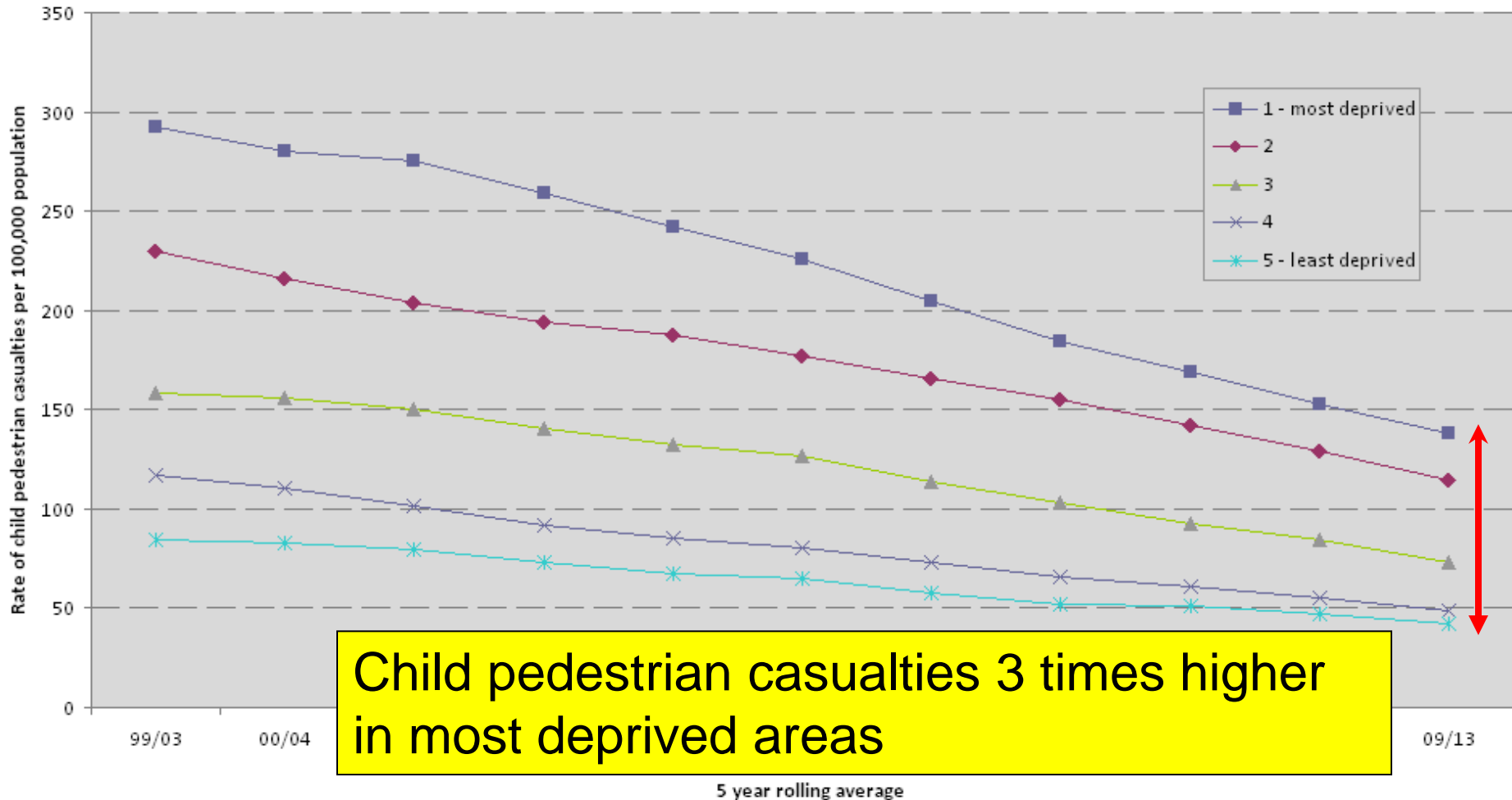
What influences transport choices?
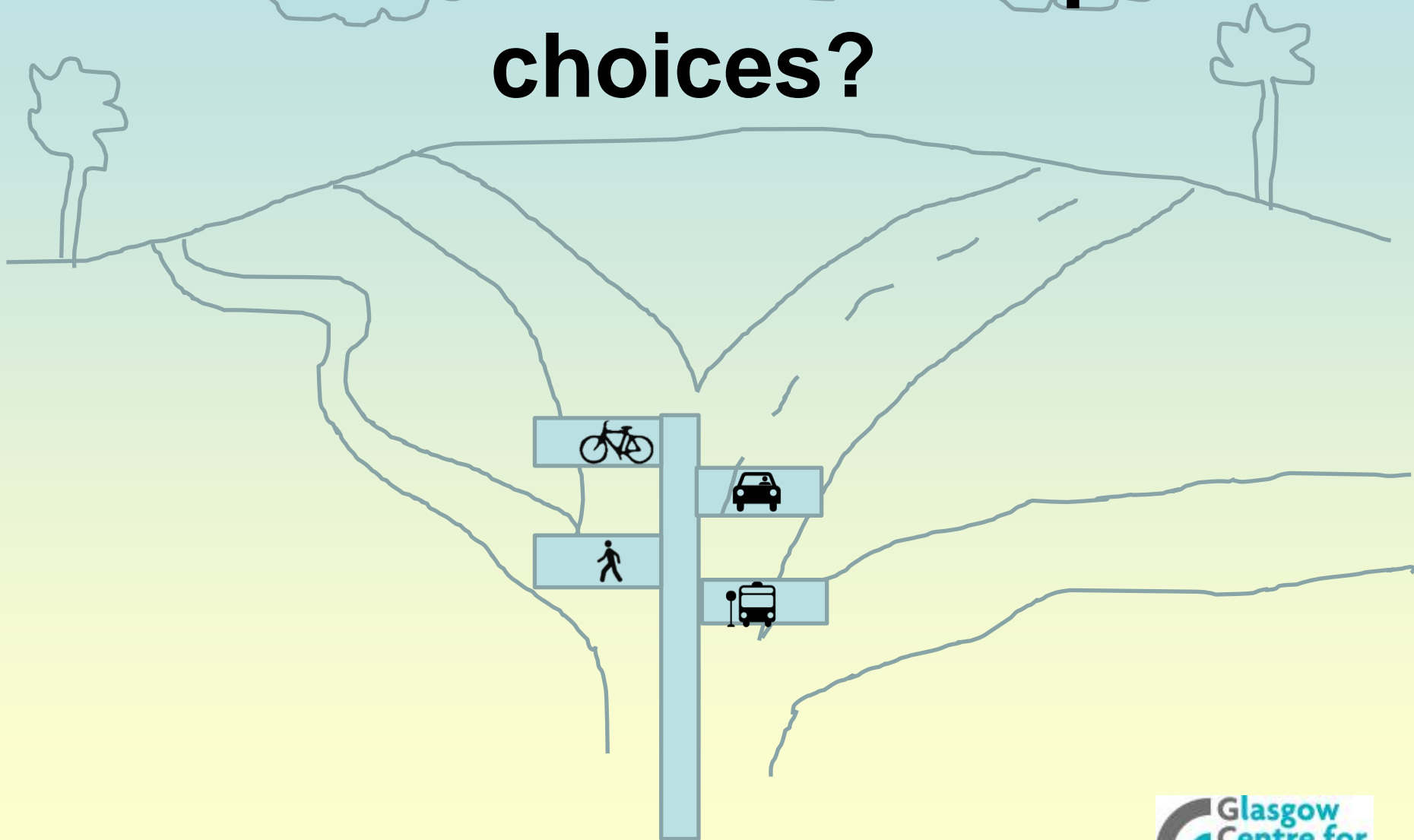
What influences transport choices?

- Safety
- Traffic speed
- Infrastructure and urban design
- Convenience, time efficiency and cost
- Culture and social norms

Safety

- Safety concerns discourage walking and cycling (and use of some public transport)
  - Heavy, fast road traffic, unsafe routes, poorly maintained routes, darkness, potholes, broken glass…
- Safety concerns influence travel choices, particularly to school
- Greater sense of safety encourages use of new (segregated) cycle and walking routes

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Traffic speed

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- • ...valk

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20mph speed limit for Edinburgh passed by councillors

⏱ 13 January 2015 | Edinburgh, Fife & East Scotland

Details of cost, sign posting, and enforcement of the scheme are due in a report in March

Councillors have passed plans for more than 80% of Edinburgh's roads, including the whole of the city centre, to have a 20mph (32kmph) speed limit.

Top Stories

Alps crash co-pilot 'hid illness'
Alps crash co-pilot Andreas Lubitz hid details of an existing illness from his employers, German prosecutors say.
⏱ 40 minutes ago

Labour to cap private profits in NHS
⏱ 3 hours ago

British medic declared free of Ebola
⏱ 31 minutes ago

Features

Testing the mind
What psychological screening do pilots have to go through?

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Good Infrastructure

- New cycle/walking routes associated with increased cycling and walking
- Cycle hire scheme encourages more cyclists
- "build it and they will come"
- … new road infrastructure also encourages more car use

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Percentage change in traffic (distances driven) on all roads since 1999, in eight local authorities of Glasgow and Clyde Valley, 1999-2015

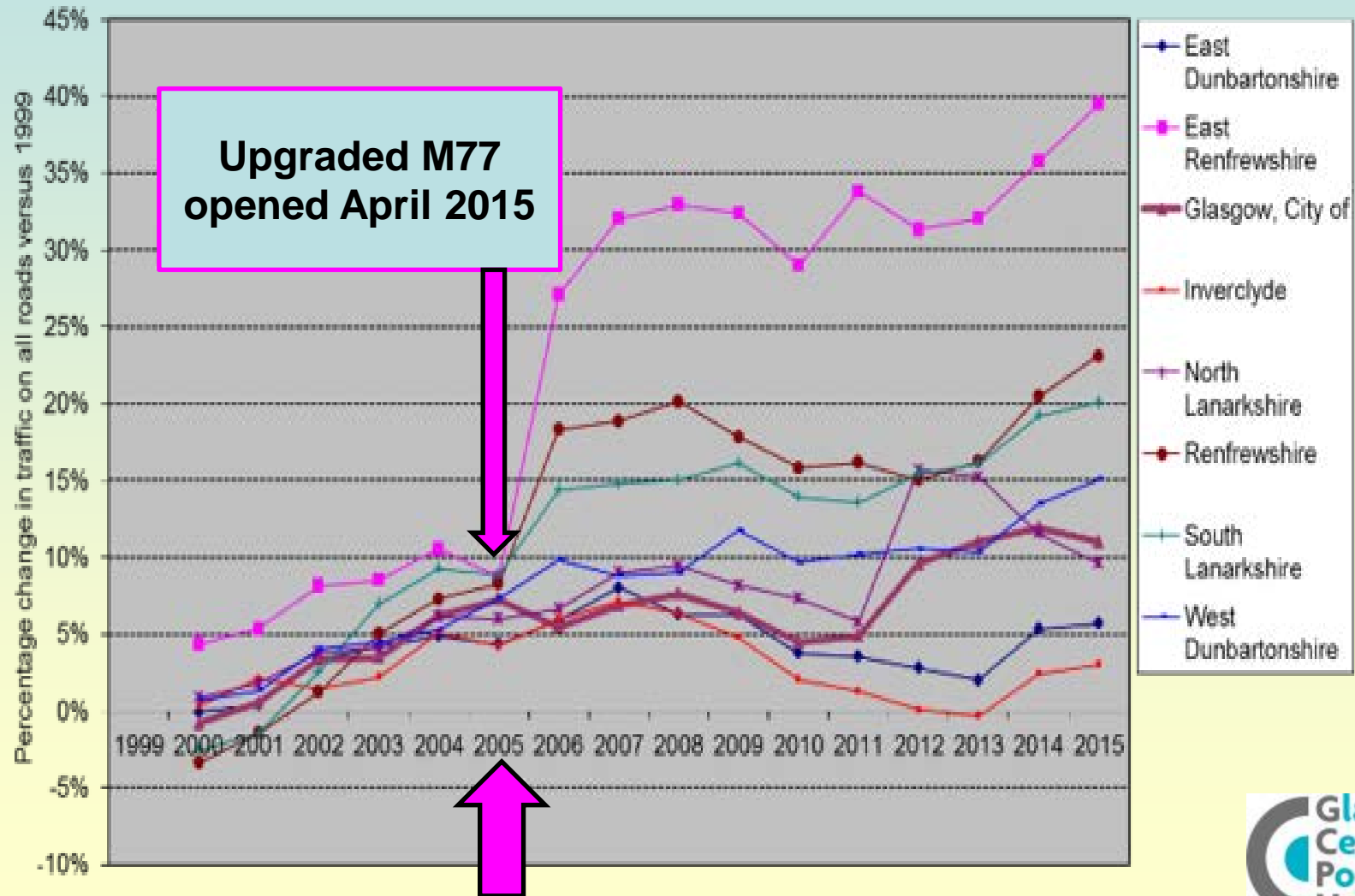Source: Scottish Transport Statistics

Good Infrastructure

- New cycle/walking routes associated with increased cycling and walking
- Cycle hire scheme encourages more cyclists
- "build it and they will come"
- New road infrastructure encourages more car use
- **Importance of attractive places/spaces**

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Convenience, time and cost

- Inadequate public and active travel infrastructure can be a barrier to employment and other connections.

- Public transport:

  - Takes too long; no direct route; too costly; no or limited service.

- Car travel considered convenient, flexible, easy and affordable, particularly for those with complex journeys. Often "essential"

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Transport needs of more disadvantaged communities?

- Likely to be relatively low-paid, self-employed, part-time, shift or contract workers
- Most likely to have transport needs outside of 'working hours'
- May have long term health conditions
- More likely to have limited finances
- Less likely to have access to a car

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"Are we forcing people into car ownership?"

- Relationship between car ownership and financial status changing

- Some indication of 'forced' car ownership in financially distressed households

- Reasons?

Curl, A., Clark, J. and Kearns, A. (2017)
Household car adoption and financial difficulties:
a case of 'forced car ownership'?
Transport Policy (early online publication).

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Culture and social norms

- Individual's choices influenced what is 'normal'.
- For most, cycling is not considered a transport option.
- Freedom and independence are important and associated with cars.
- Public transport is increasingly a service for those who can't afford a car

How to increase active travel?

- Strong leadership, improved co-ordinatioin and a shift in investment

- Innovative and progressive urban planning

- Integrated infrastructure

- Culture and behaviour change

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Strong leadership, integrated policies & investment

"Strong political leadership and commitment is needed … that positively discriminates in favour of walking, cycling and public transport use over the car" (GCPH, 2010)

- Good developments in Glasgow
  - nextbike, new cycle routes, 20mph zones
- But …needs to go beyond active travel: a sustainable, inclusive transport policy.
- And be integrated with other key policies (air quality, climate change, urban planning)
- Consistent vision and leadership, community engagement and a shift in investment required

Urban planning

- Inequalities should be a key consideration
- Traffic speeds need controlled
- Safe routes to school should be a priority.
- Safe walking, cycling & outdoor play should be possible
- Neighbourhoods should be able to access high quality local amenities: connectivity.

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Integrated infrastructure

- New infrastructure associated with increased commuting by foot and bike.

- Maintenance of active travel routes is important.

- Need greater recognition of the vital role of public transport and safe active travel routes in broader strategies to address inequalities and exclusion

Culture & behaviour change

- Cars dominate
- If we want more balance, need to:
  - Involve communities in the difficult decisions about transport policy locally and nationally
  - make walking and cycling and public transport safer, more convenient, more accessible and more acceptable for everyone
  - improve knowledge and skills of all road users

Where next for GCPH?

What would you like to see us do next?

For example:

- Future programme of work on active *and sustainable* transport?

- Include research to better understand changes in bus use and in car ownership

- Learn from other UK cities who have seen promising change?

- How can we encourage more children to walk to school in Glasgow?

- Something else?

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Thank you.

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