



Active travel in an urban Scottish context

Bruce Whyte

Policy

Vision: A More Active Scotland

Physical activity is about getting people moving. Daily walking, playing in a park, going to a gym, training with a team or aspiring to win a gold medal - it really doesn't matter how people get active, it just matters that we do.

Being physically active contributes to our personal, community and national wellbeing.

Our vision is of a Scotland where more people are more active, more often.

comes

oyment Research and Innovation Young People

A MORE ACTIVE SCOTLAND

Building a Legacy from the Commonwealth Games

CYCLING ACTION PLAN FOR SCOTLAND



Let's Get Scotland Walking

The National Walking Strategy



Climate Change (Scotland) Act 2009 (page 11)



Climate Change (Scotland) Act 2009

2009 asp 12

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2	The interim target	The interim target
3	Annual targets	Annual targets
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The Scottish Government

Riaghaltas na h-Alba

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Air Quality in Scotland

The Scottish Government develops domestic policies and initiatives to improve air quality and reduce risks to human health.

The Scottish Government works in partnership with the other Devolved Administrations and the Department for Environment, Food and Rural Affairs (Defra) to ensure objectives set out in the Air Quality Strategy for England, Scotland, Wales and Northern Ireland are achieved.

In relation to European and international issues, the Scottish Government takes forward the transposition and implementation of European Community (EC) and other international obligations.



↓ Depression

↓ CO₂ emissions

↓ Air pollution

↑ Physical activity

↓ Osteoporosis

↓ Injuries

And by the way...
↓ Infrastructure costs

↑ Social capital

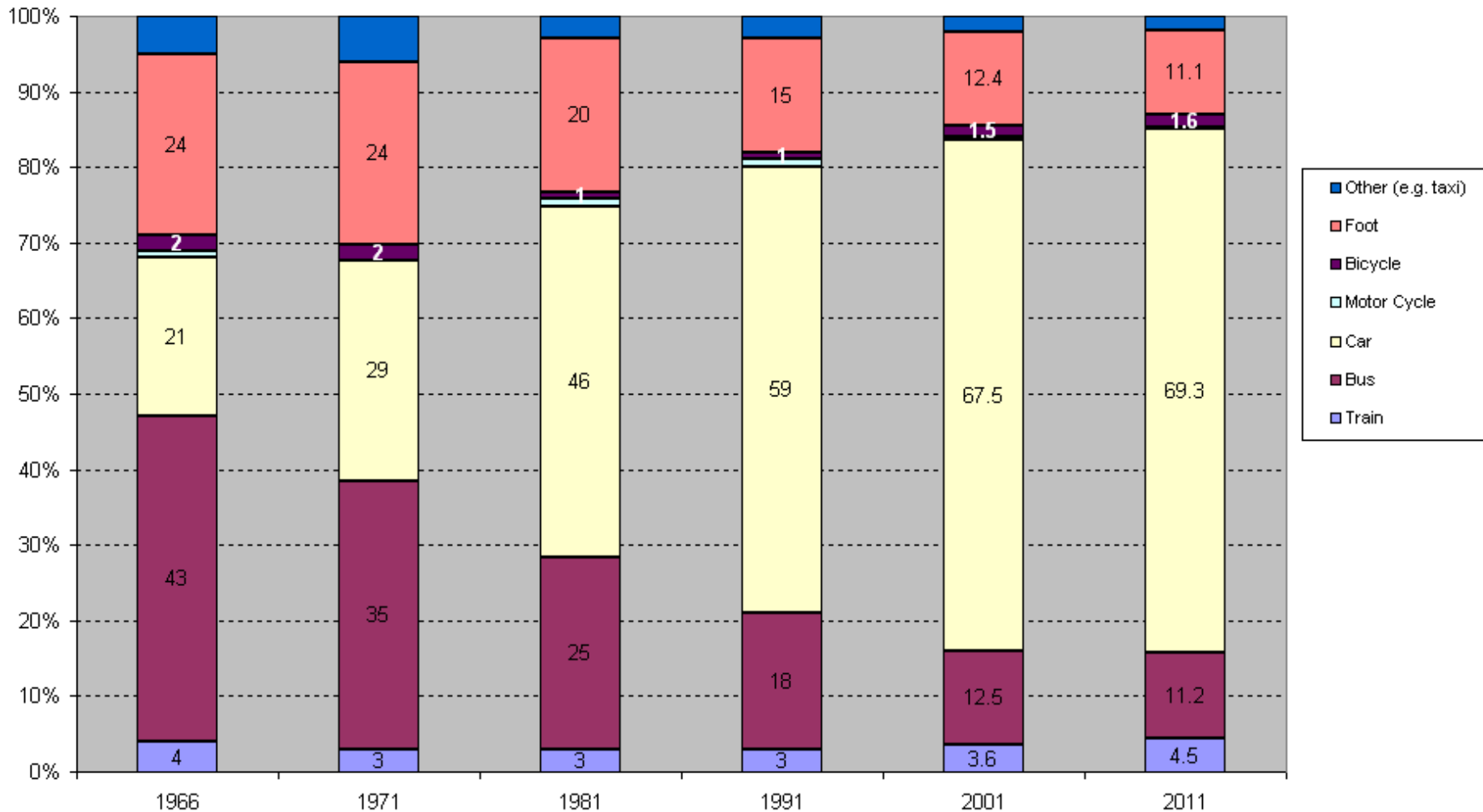
What are the trends?



Travel to work trends, 1966 - 2011

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

Source: Census

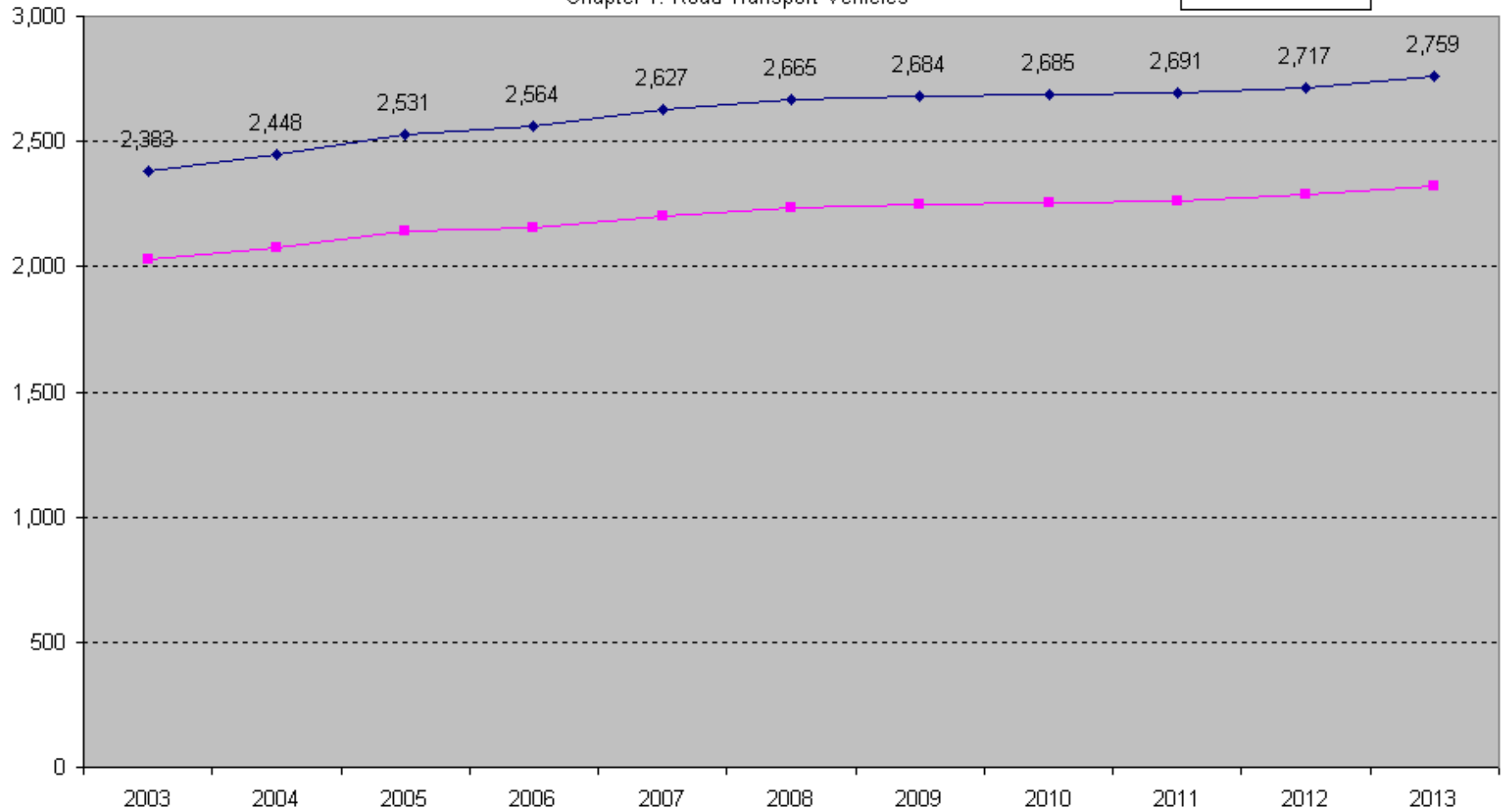
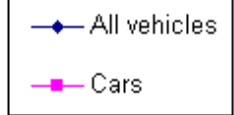


Vehicles licensed for road use

Vehicles Licensed (thousands), Scotland, 2003 - 2013

Source: Scottish Transport Statistics No 33 2014 Edition

Chapter 1: Road Transport Vehicles

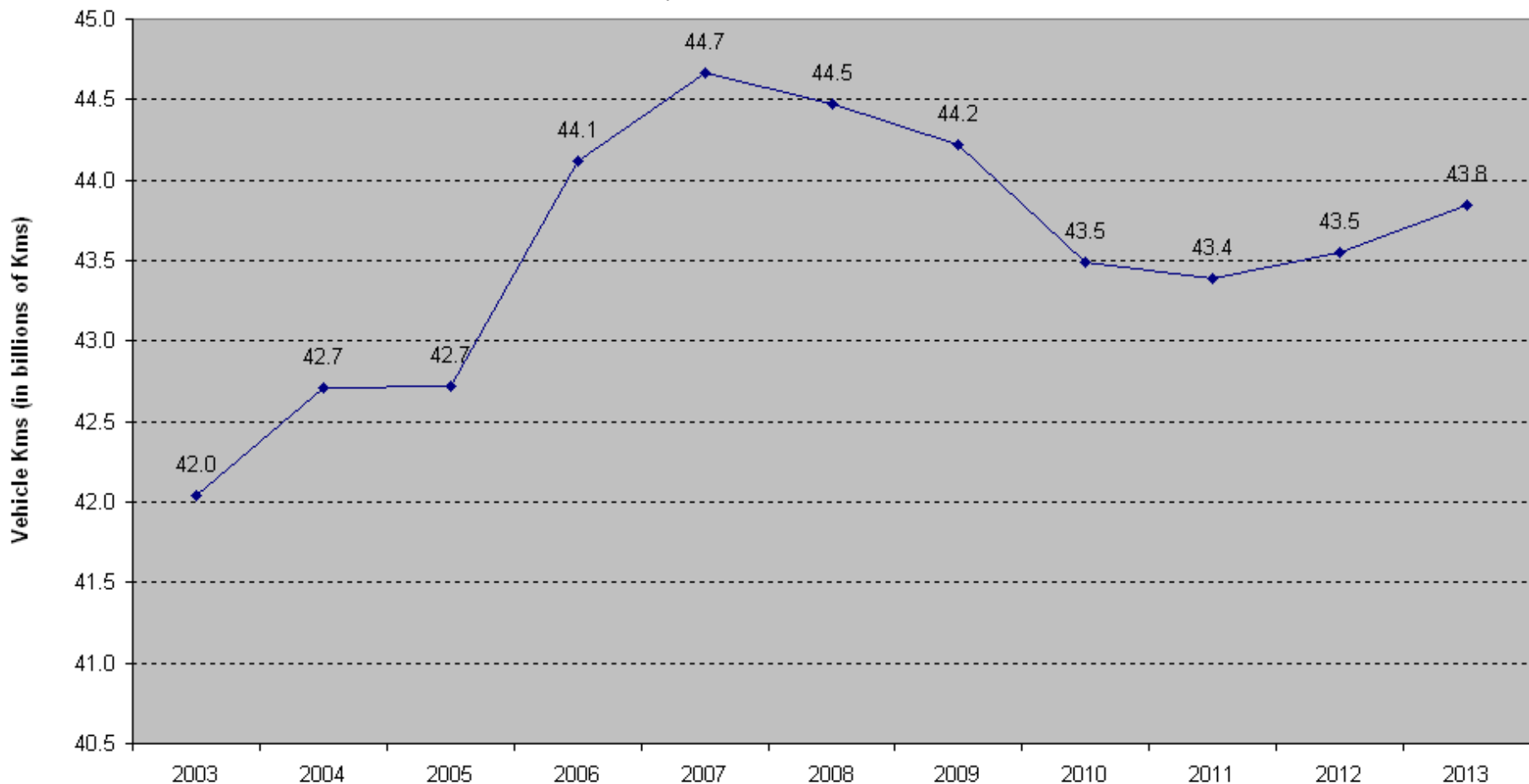


Traffic - Vehicle Kilometres

Traffic - Vehicle kilometres (in billions of Kms) travelled on all roads, Scotland, 2003 - 2013

Source: Scottish Transport Statistics No 33 2014 Edition

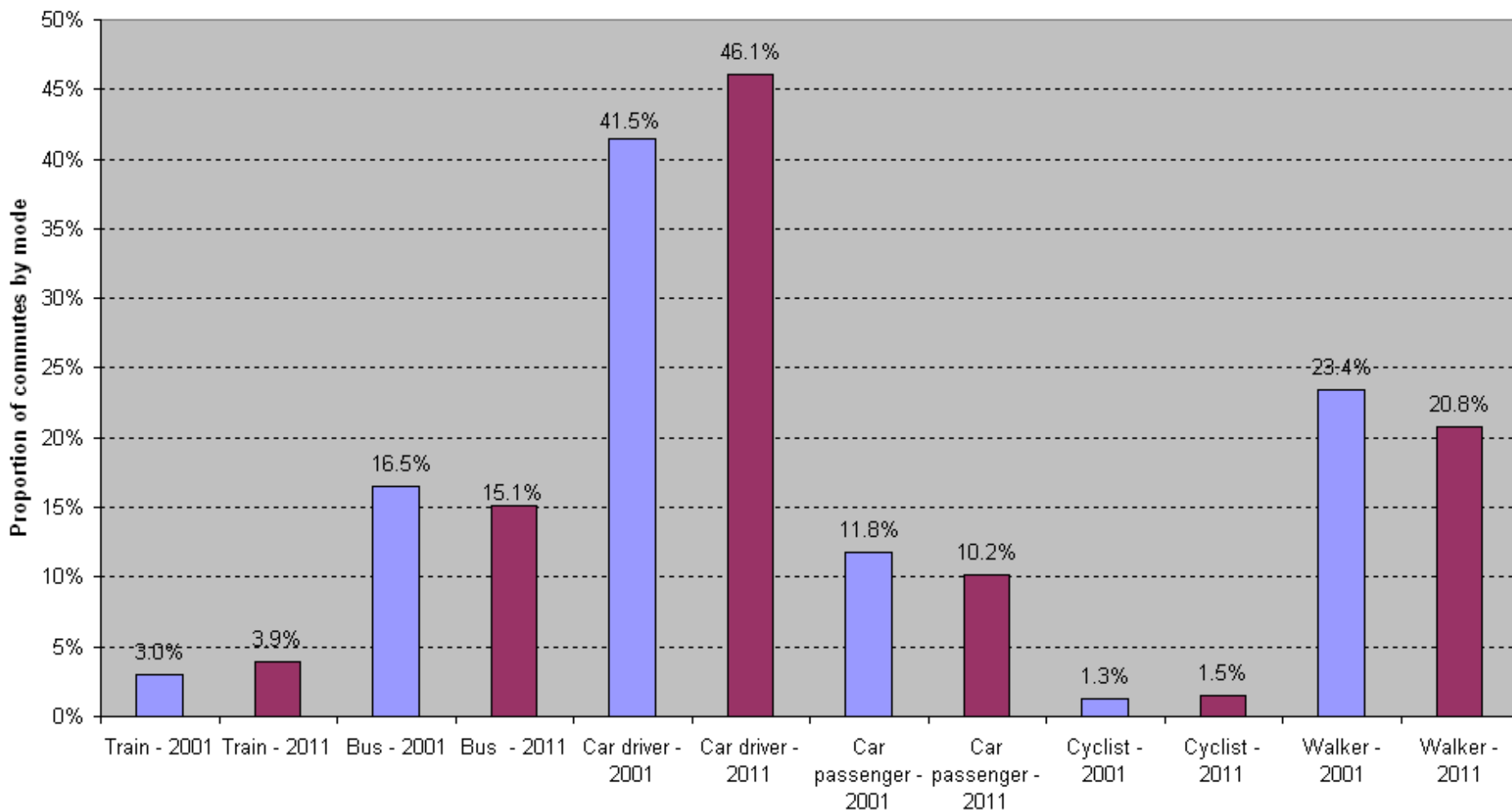
Chapter 5: Road Traffic, Table 5.1



Trends in travel to work or study, Scotland, 2001 - 2011

Proportion of commutes to work or study by mode of transport, Scotland, 2001 vs. 2011

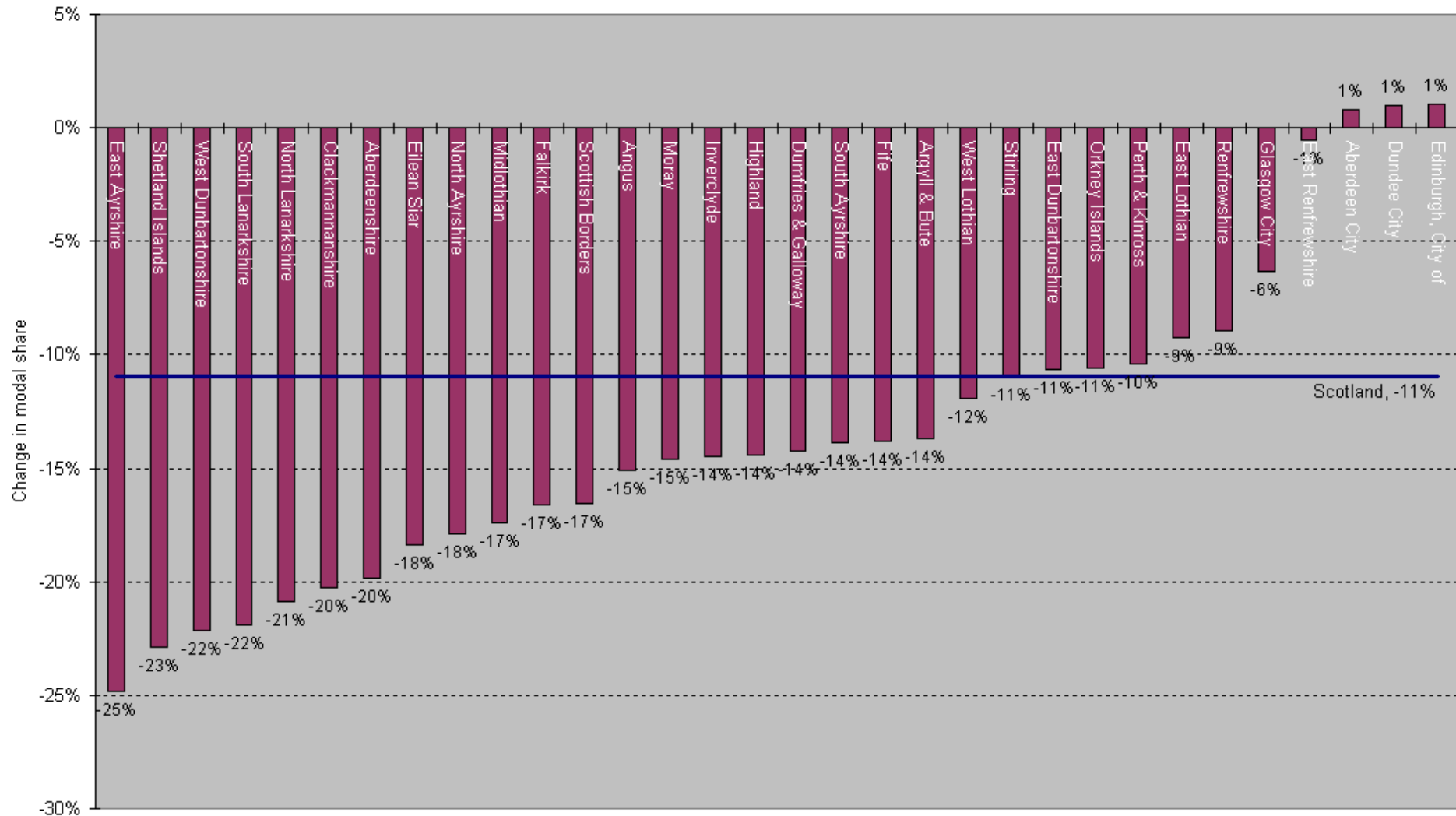
Source: Censuses 2001 & 2011



Trends in walking to work or study, by local authority, 2001 - 2011

Change in walking modal share on journeys to work or study, Scottish local authorities, 2001 vs. 2011

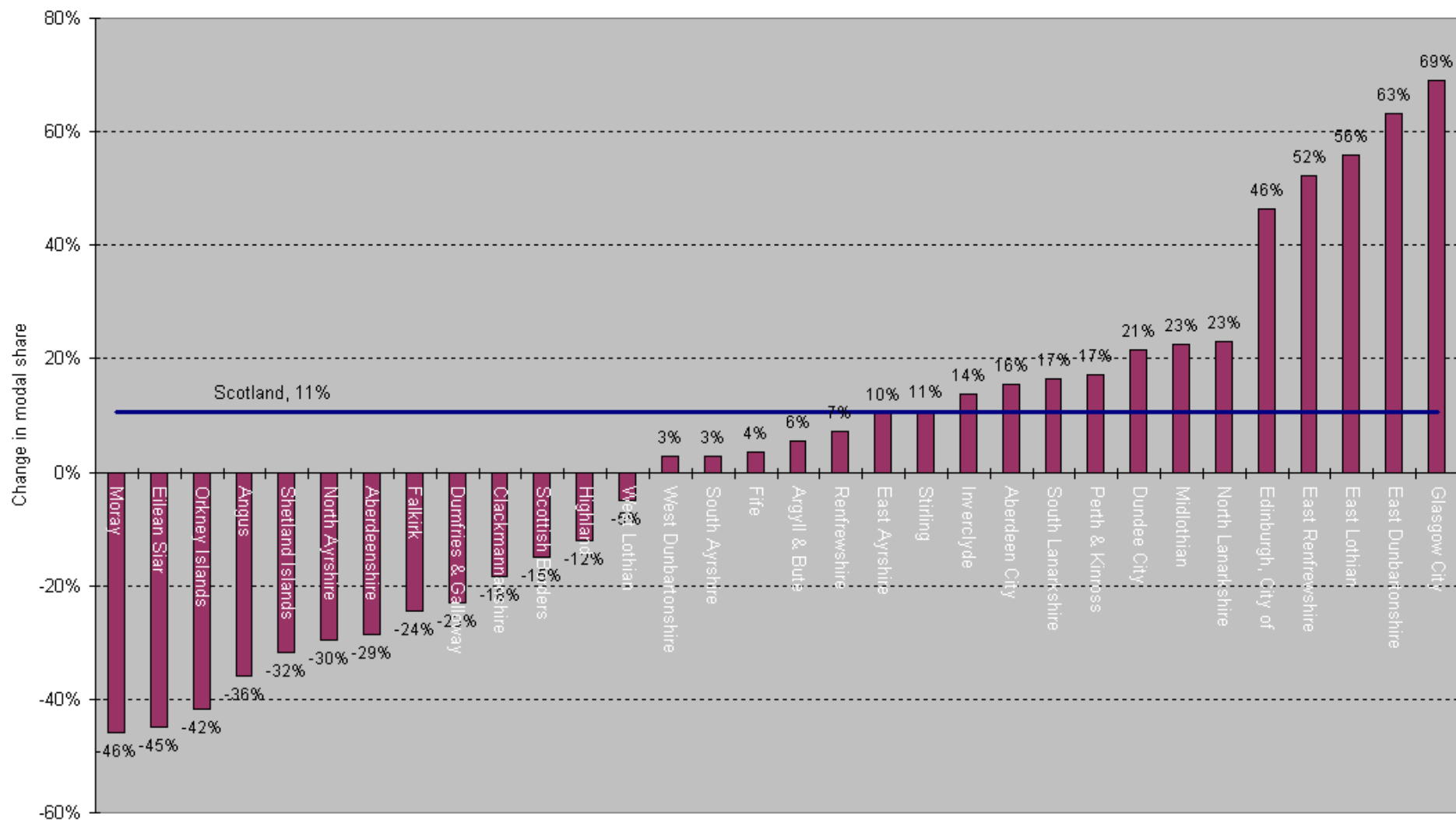
Source: Censuses 2001 (Table A3) & 2011 (Table QS702SC)



Trends in cycling to work or study by local authority, 2001 - 2011

Change in cycling modal share on journeys to work or study, Scottish local authorities, 2001 vs. 2011

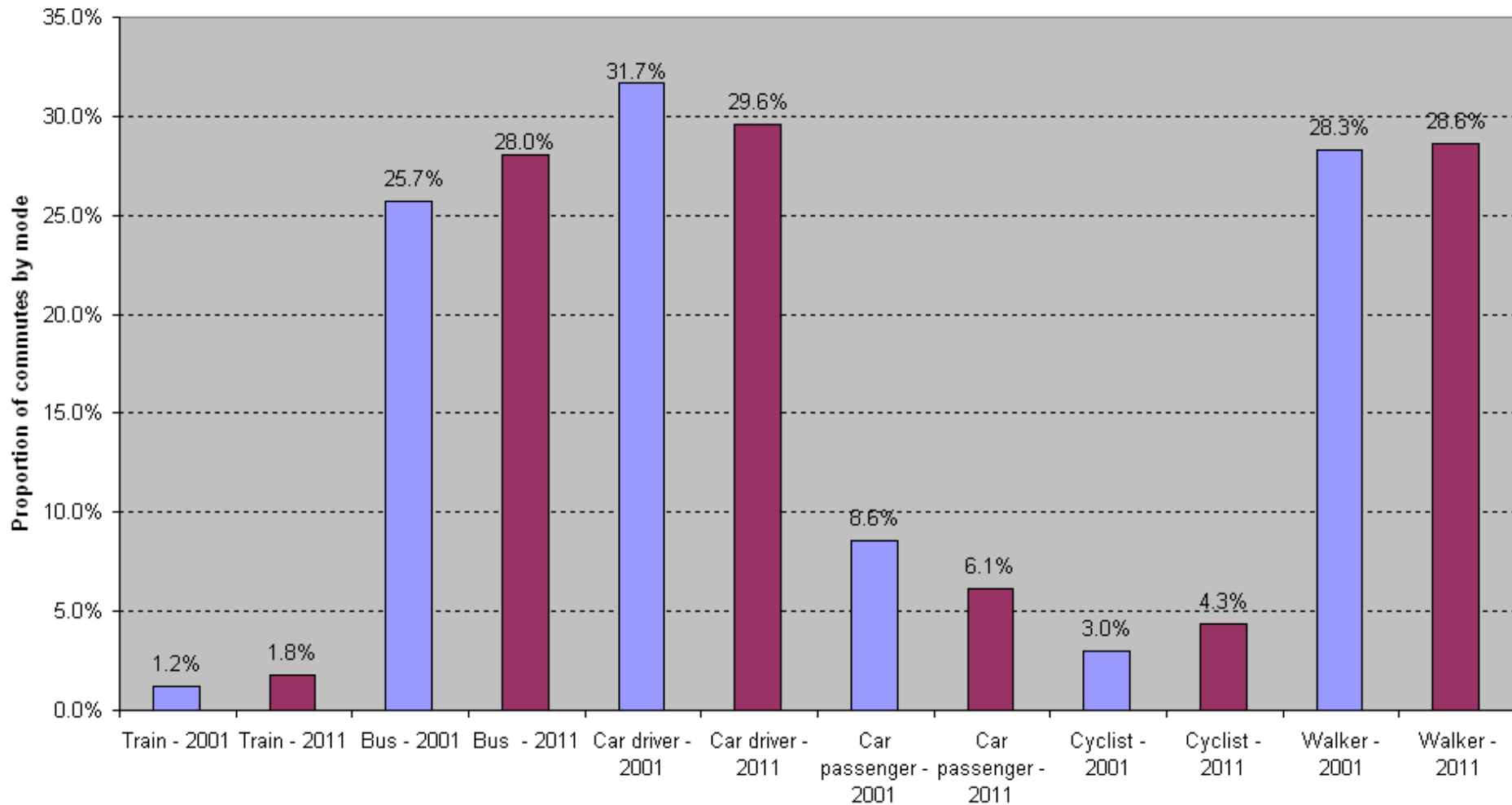
Source: Censuses 2001 (Table A3) & 2011 (Table QS702SC)



Edinburgh

Proportion of commutes to work or study by mode of transport, Edinburgh

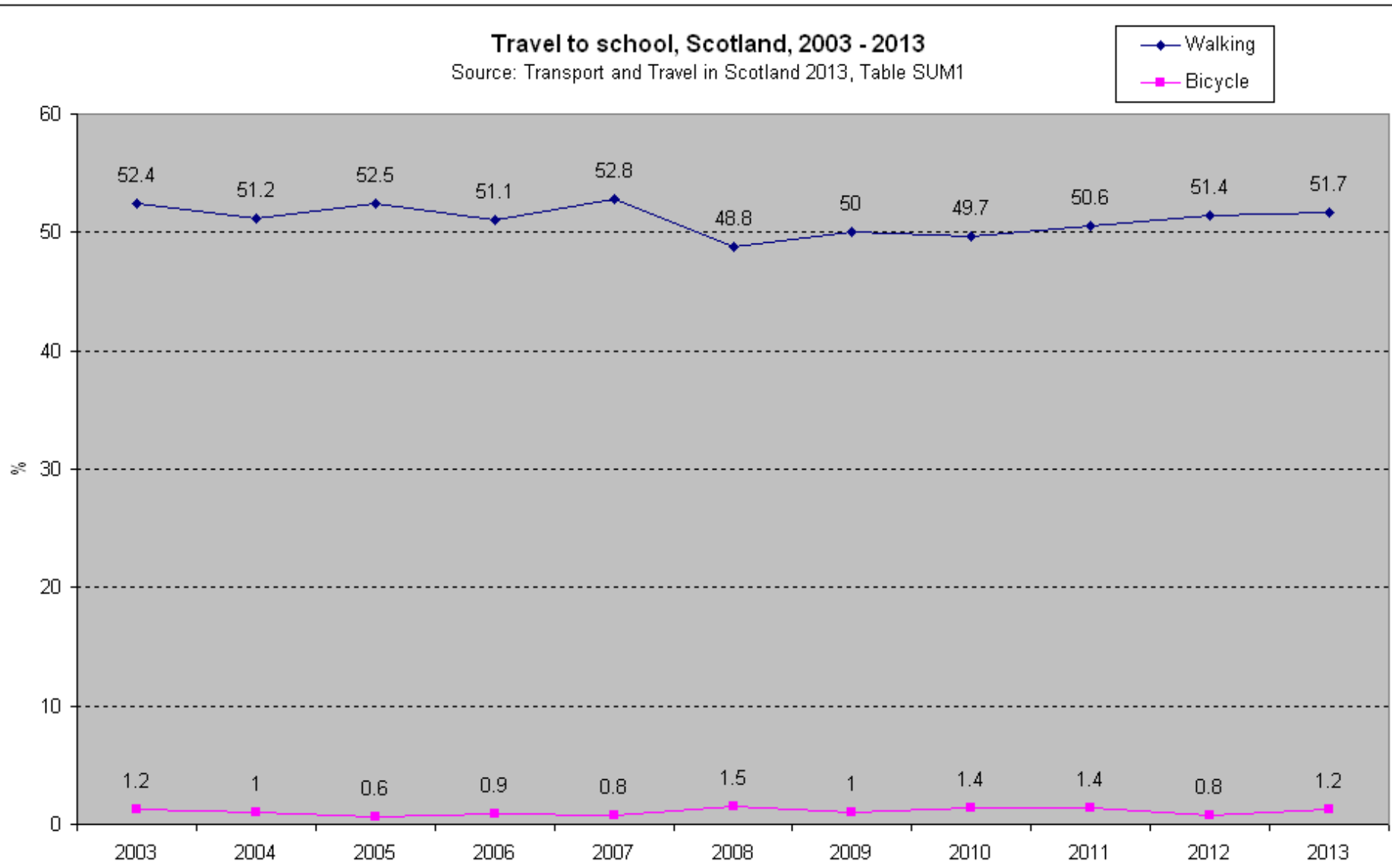
Source: Censuses 2001 & 2011



Children's travel trends



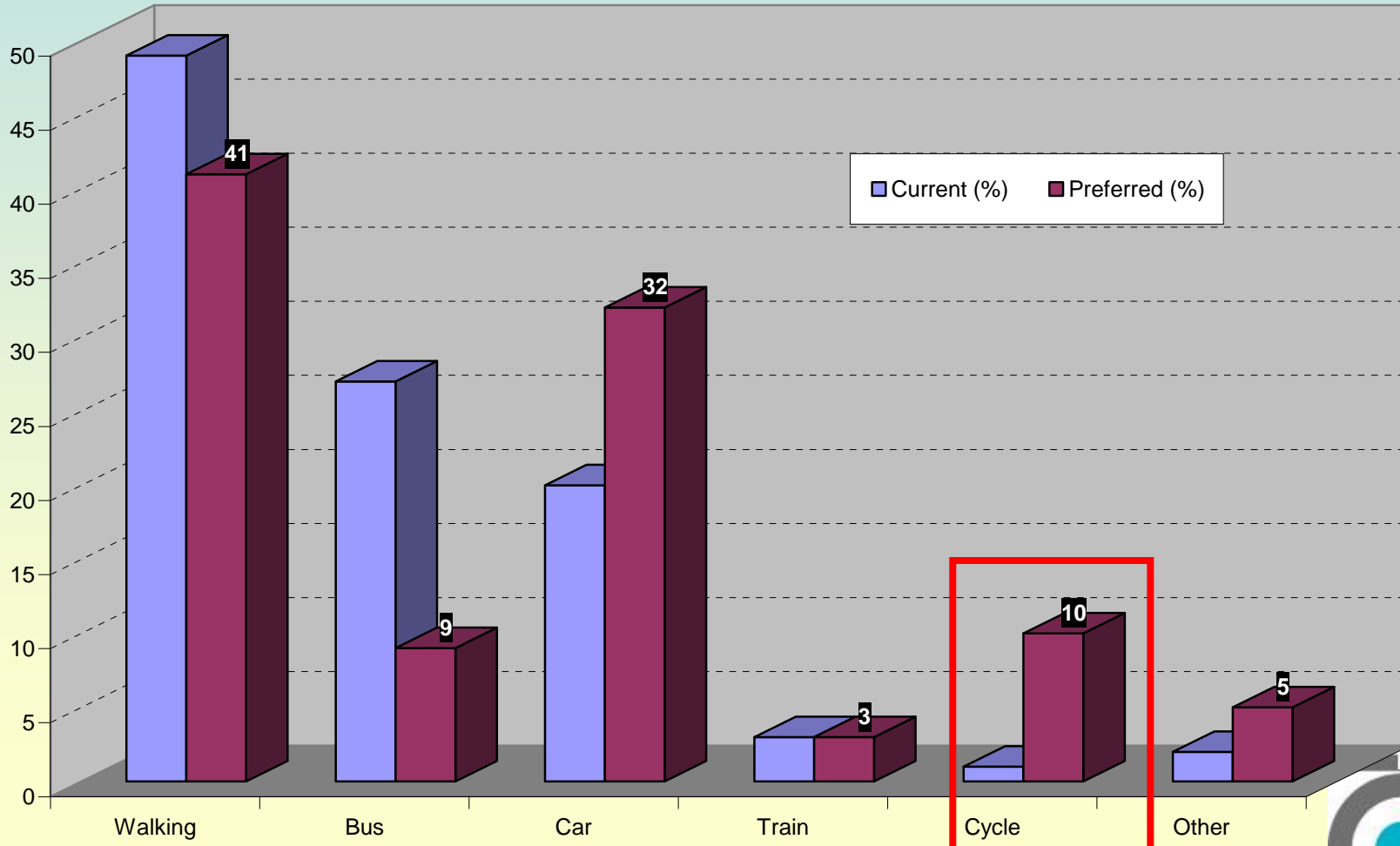
Travel to school trends, Scotland, 2003 - 2013



Current and preferred methods of travel to school in Glasgow

Current and preferred methods of travel to school, S1-S4 Pupils in Glasgow

Source: Schools Survey - Health and Well-being of S1-S4 Pupils in New Learning Community Schools in Glasgow City, 2008



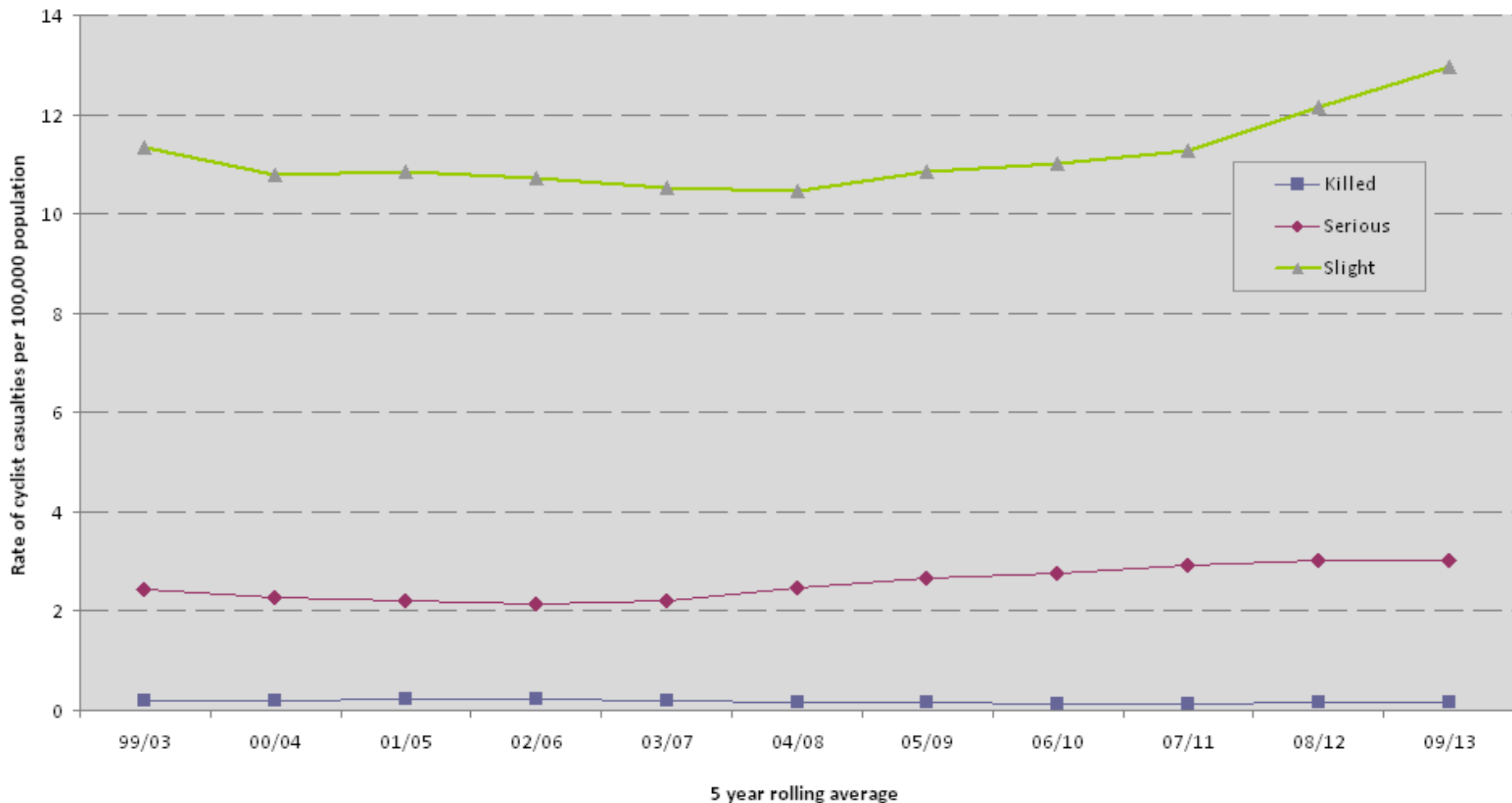
Safety is an issue



Rise in adult cyclist casualty rate

Rate of adult (age 16+) cyclist casualties per 100,000 population in Scotland, by severity of injury, 1999/2003 - 2009/2013

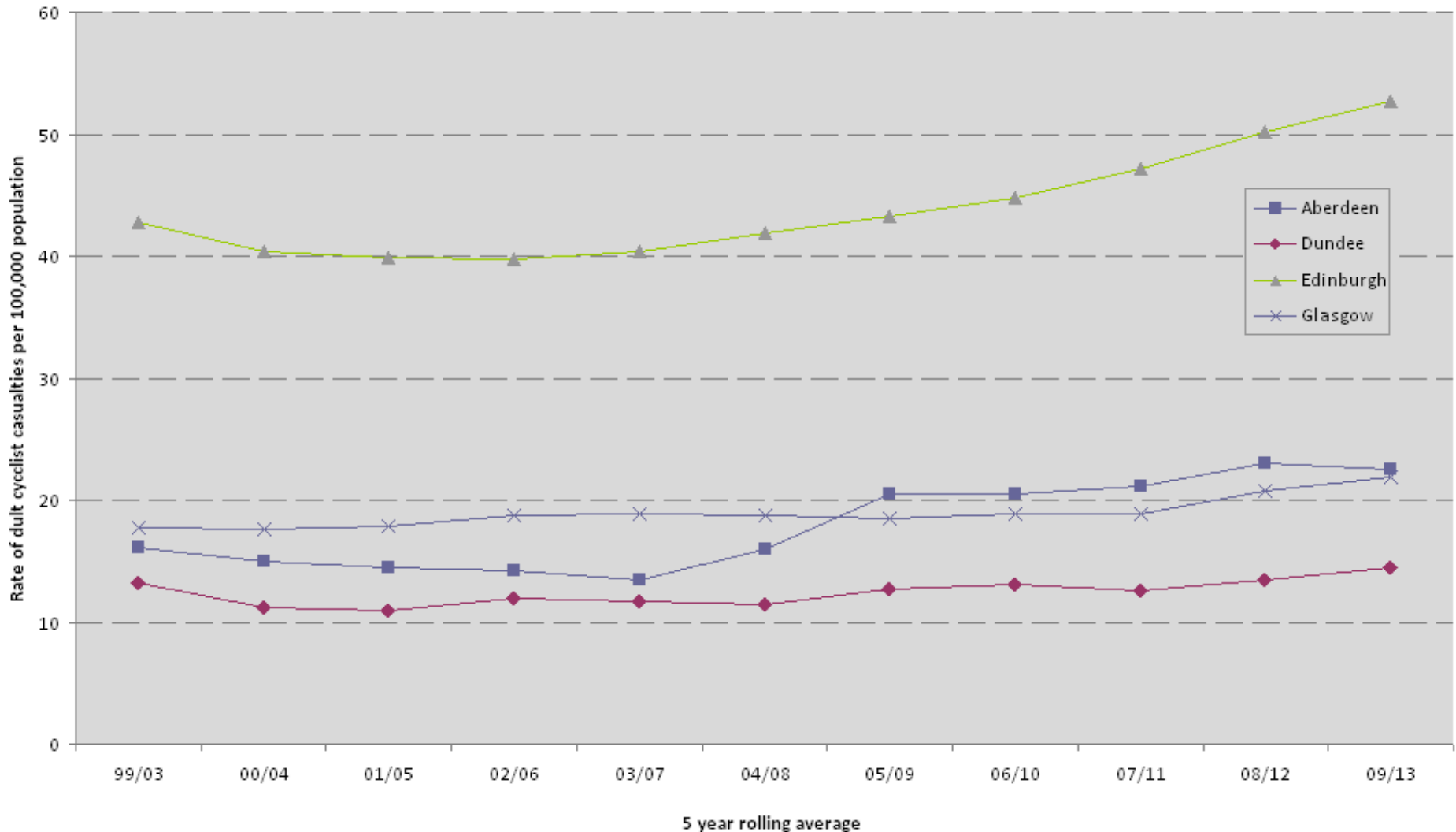
Source: Transport Scotland, Stats19 data



Adult cyclist casualty trends by city

Rate of adult (age 16+) cyclist casualties per 100,000 population in selected Scottish cities, 1999/2003 - 2009/2013

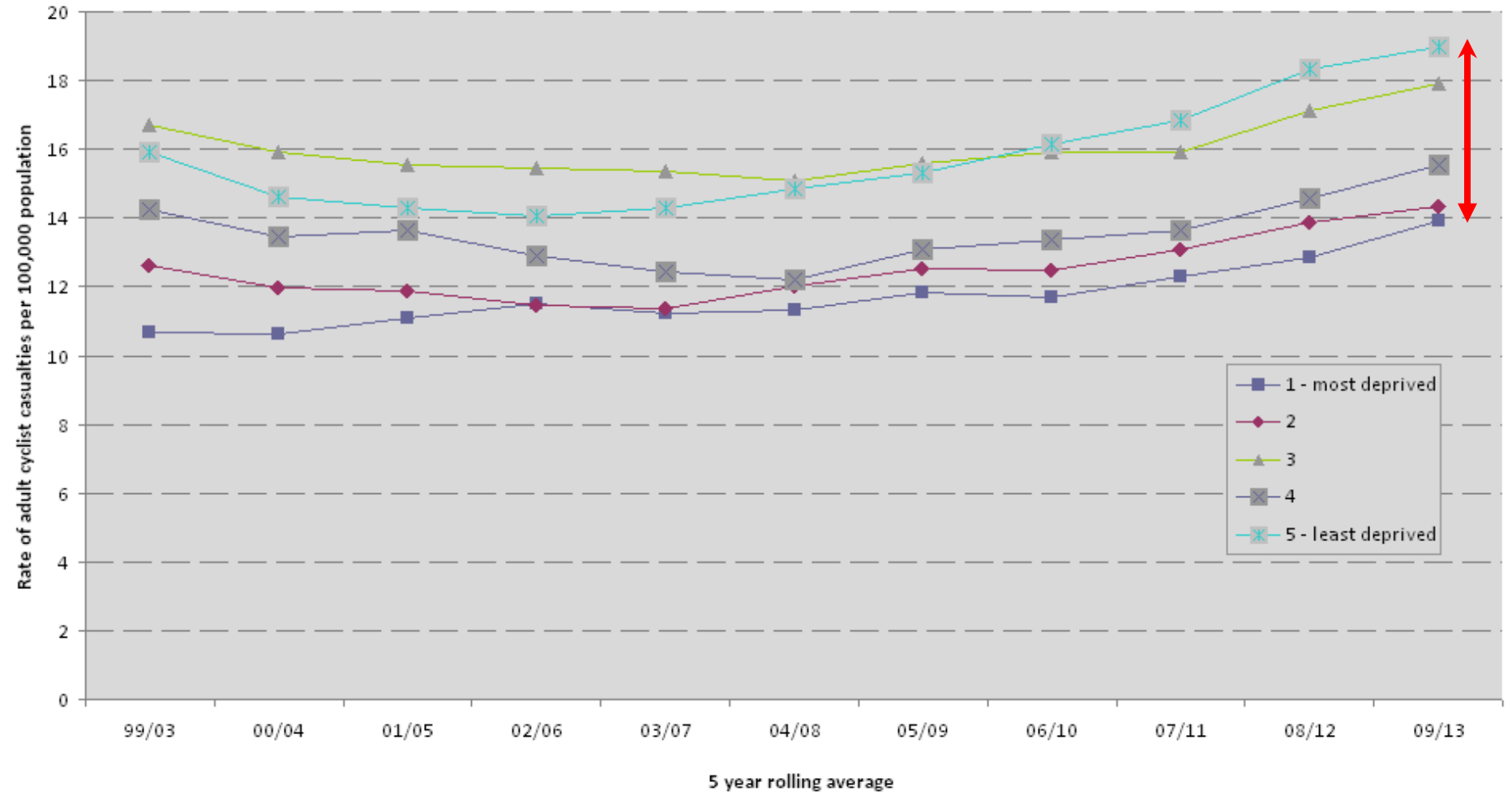
Source: Transport Scotland, Stats19 data



Adult cyclist casualty trends by deprivation

Rate of adult (age 16+) cyclist casualties per 100,000 population in Scotland, by 2012
Scottish SIMD quintiles, 1999/2003 - 2009/2013

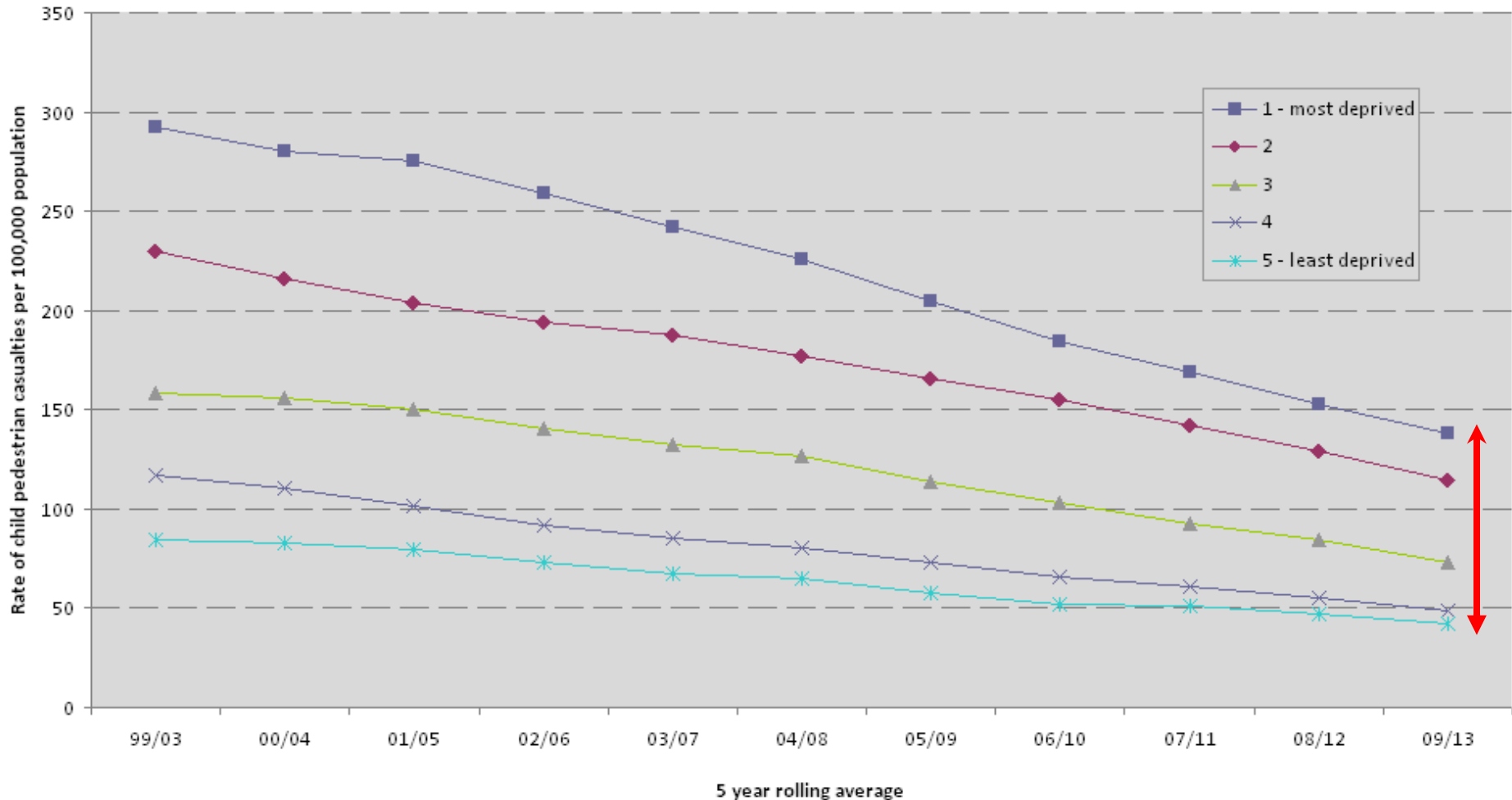
Source: Transport Scotland, Stats19 data



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

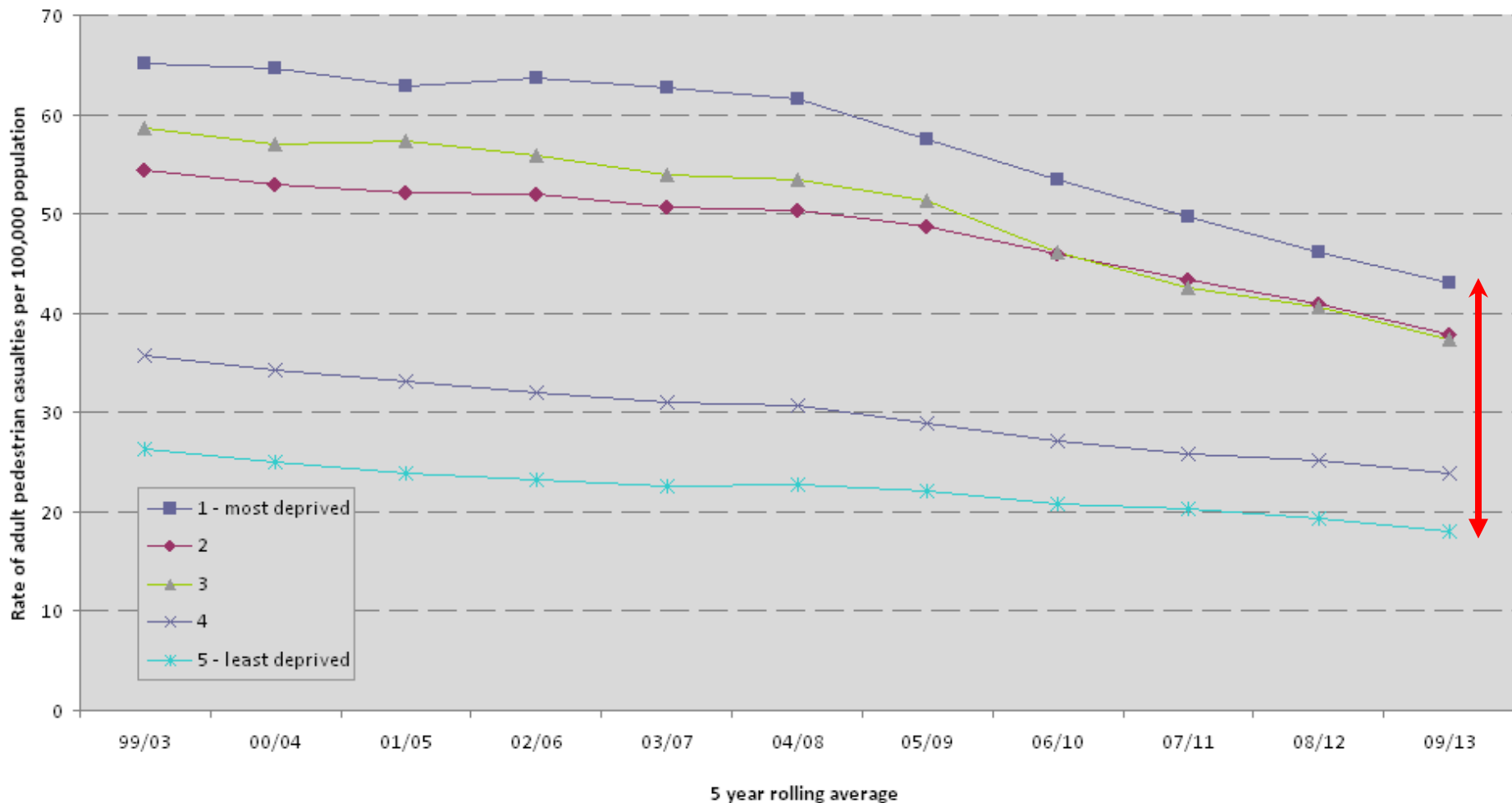
Source: Transport Scotland, Stats19 data



Adult pedestrian casualty trends by deprivation

Rate of adult (age 16+) pedestrian casualties per 100,000 population in Scotland, by 2012 Scottish SIMD quintiles, 1999/2003 - 2009/2013

Source: Transport Scotland, Stats19 data



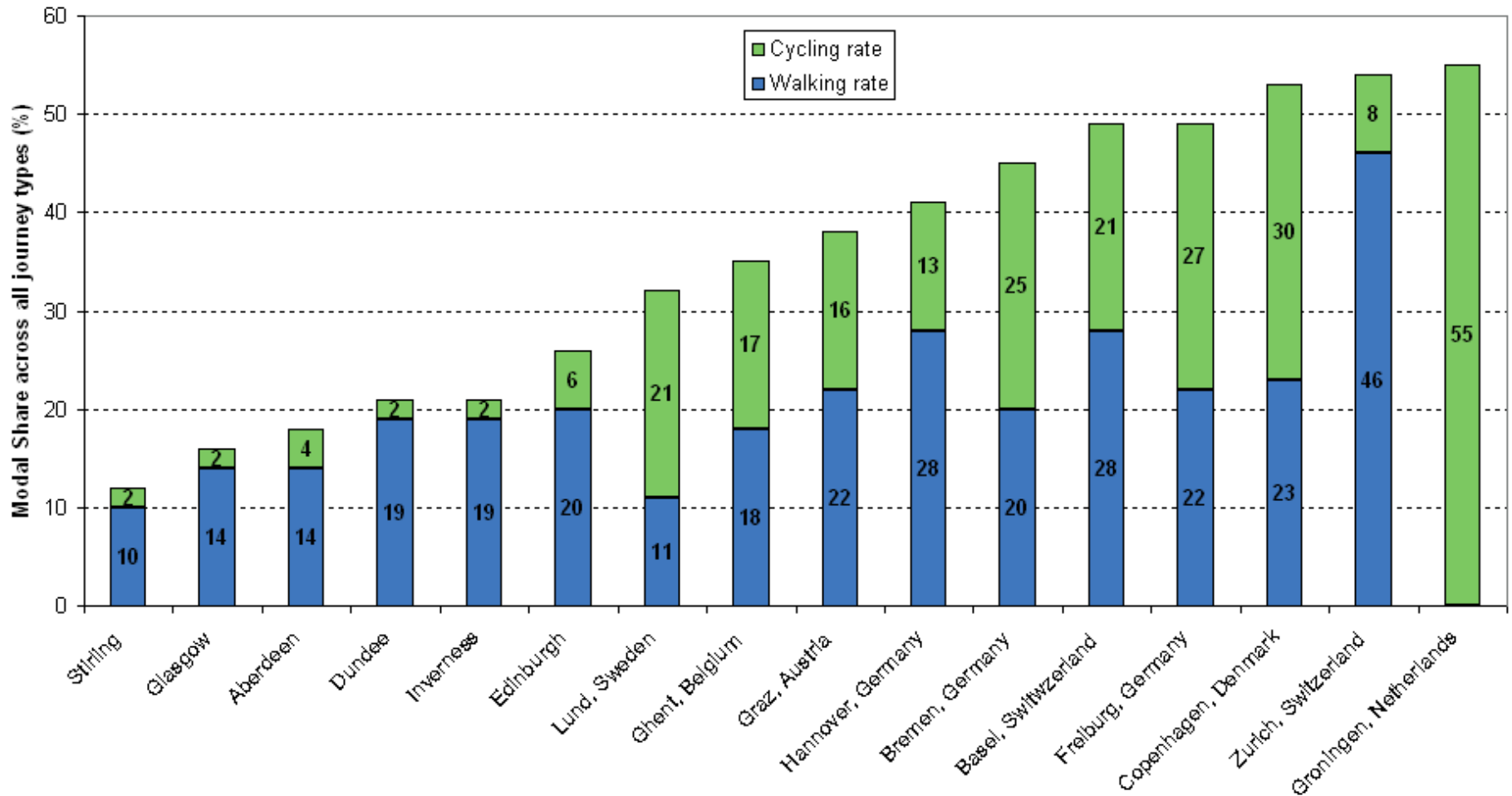
How do we encourage more people to walk and cycle safely?



A European comparison of walking and cycling

Walking and Cycling in selected Scottish and European Cities

Source: Civilising the Streets, Transform Scotland, 2010





- Investigated sustainable transport in 13 European cities similar to the size and geographies of Scotland

Key ingredients that enabled progress:

- Support for investment in infrastructure
- Committed leadership
- Sustained effort over years / decades

Civilising the Streets

How strong leadership can deliver high quality of life and vibrant public spaces

Jolin Warren
for Sustrans Scotland
and the Transform Scotland Trust

June 2010



Road speed restrictions

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20mph speed limit for Edinburgh passed by councillors

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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

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Features



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Congestion charge made London's roads safer for cycling, researchers find

Less driving equals fewer crashes, say boffins

by [John Stevenson](#) March 6, 2015

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As well as thinning out the traffic that was threatening to bring the capital to a halt, London's congestion charge reduced the number of crashes in the city by a whopping 40 percent and also led to a significant decline in the rate of accidents per mile driven, researchers have found.

A paper by Professor Colin Green and colleagues, to be presented at the Royal Economic Society's 2015 annual conference at the University of Manchester later this month found that the benefits extended to cyclists despite fears that faster motor traffic would lead to more crashes involving bike riders.



Congestion charge (CC BY-NC 3.0 photo:img/Flickr)

Related stories

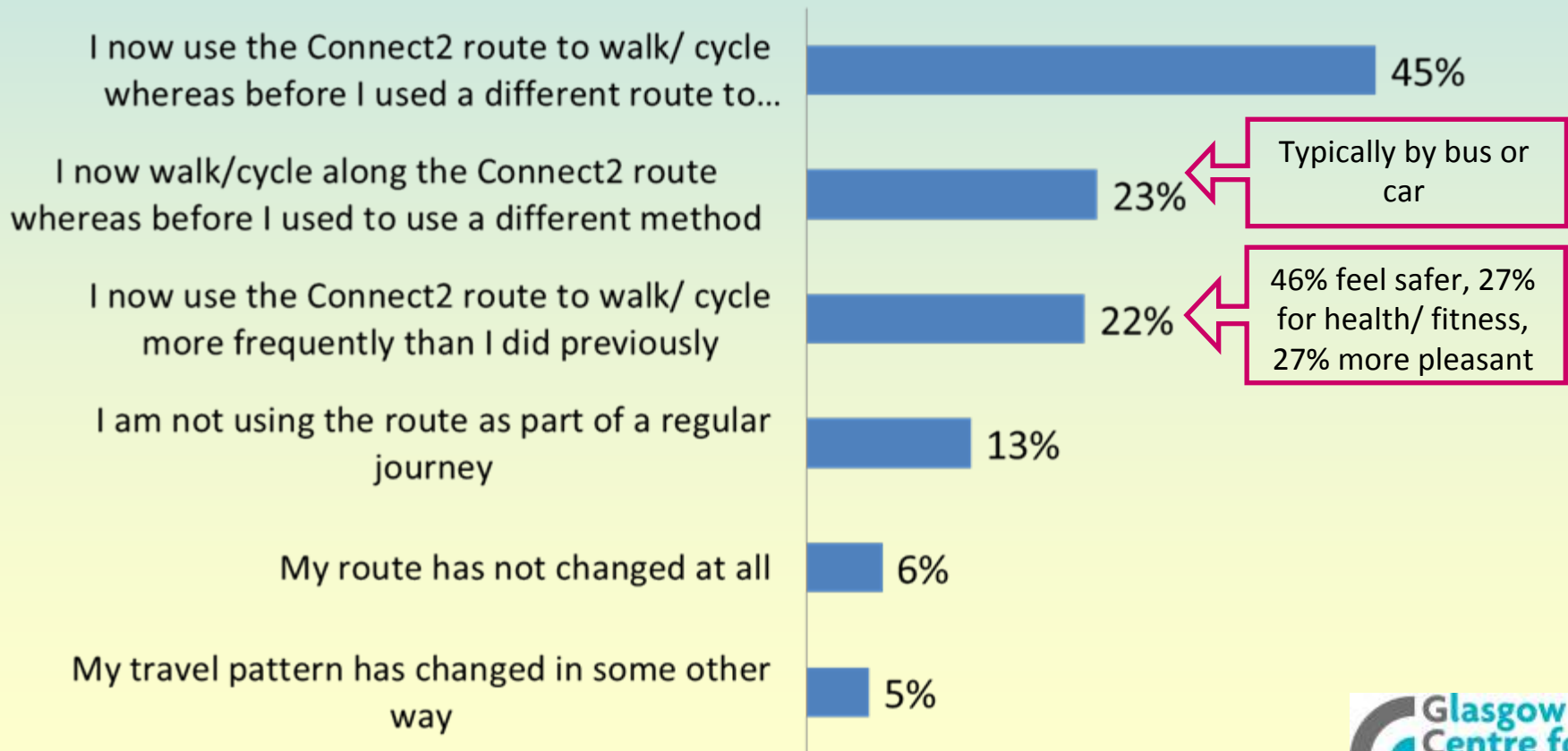
[Vauxhall death](#)



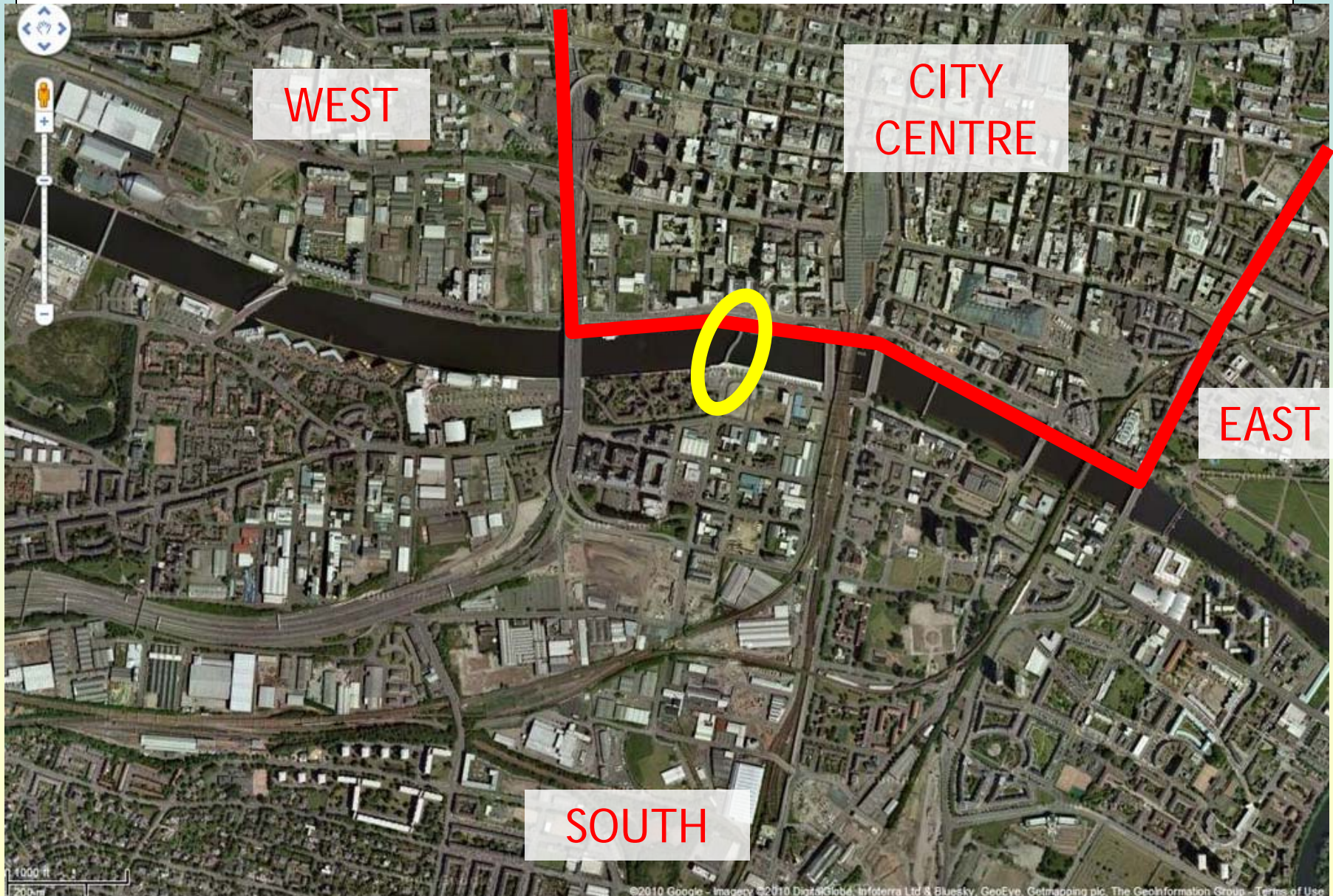
Kelvingrove-Anderston study

Impact of Connect 2 on travel patterns

Q12 Since the opening of the Connect2 route, which of the following statements, if any, best describes the change in your travel pattern?

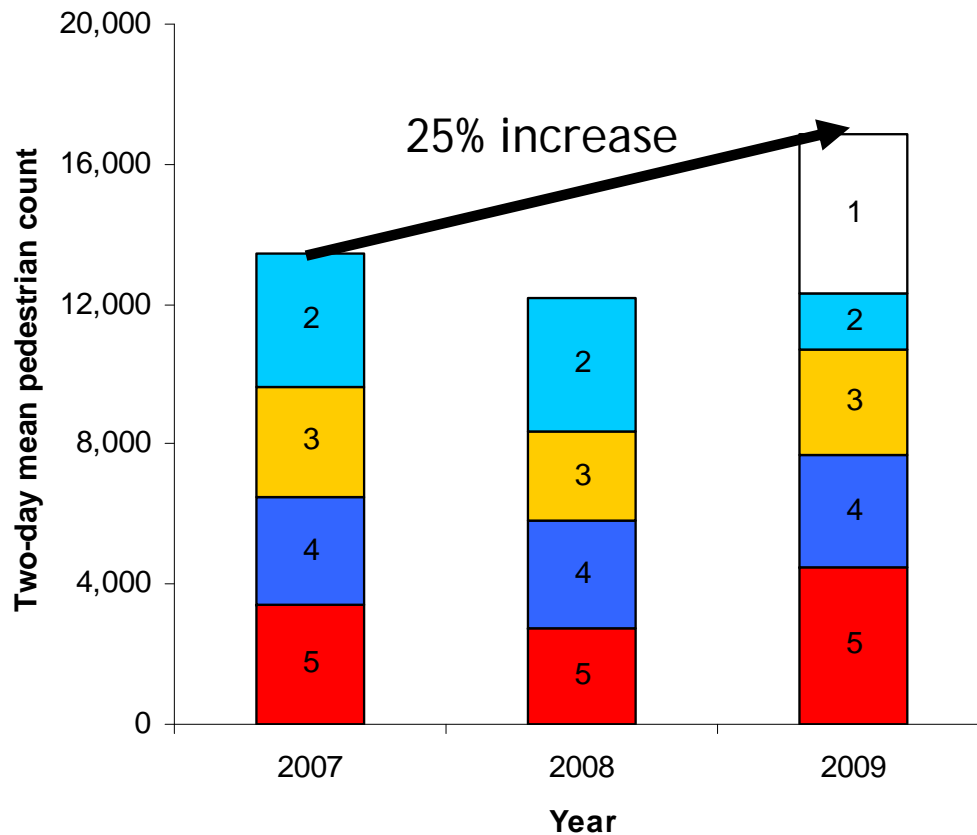


Impact of the Tradeston (or Squiggly) Bridge

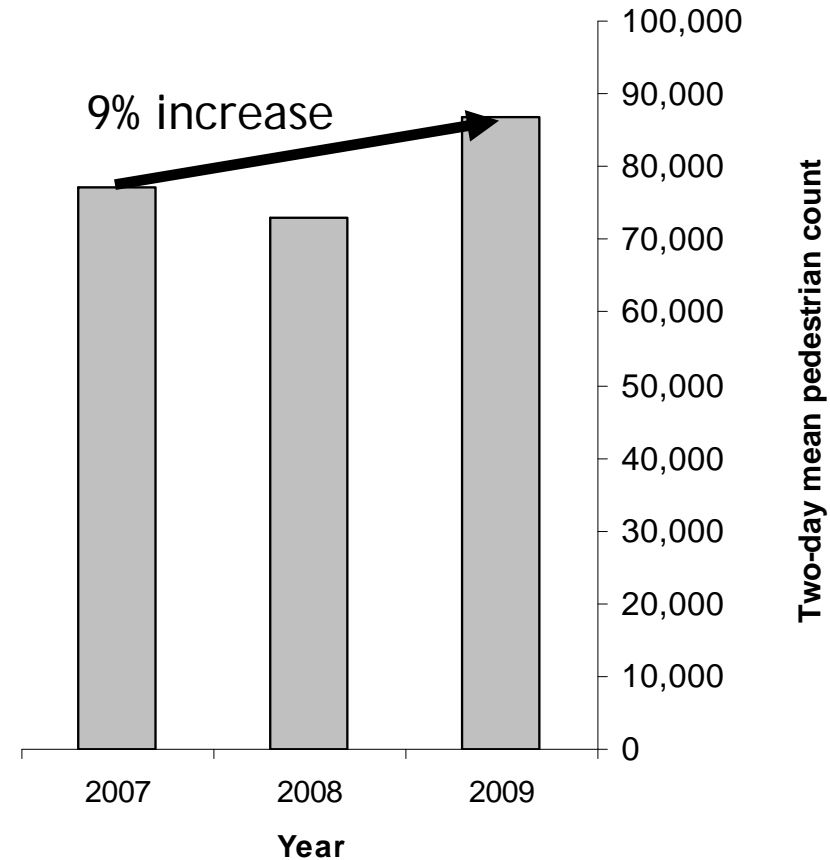


Results – Pedestrian cordon counts over Clyde

Southern crossing points

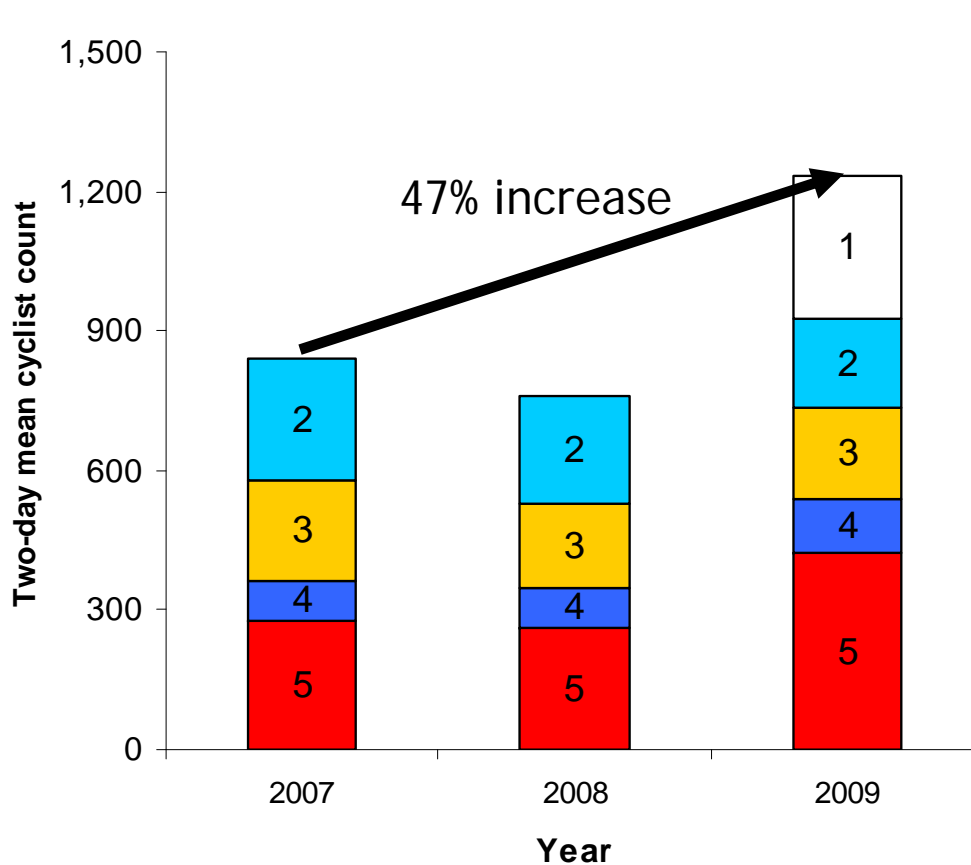


All crossing points into city centre

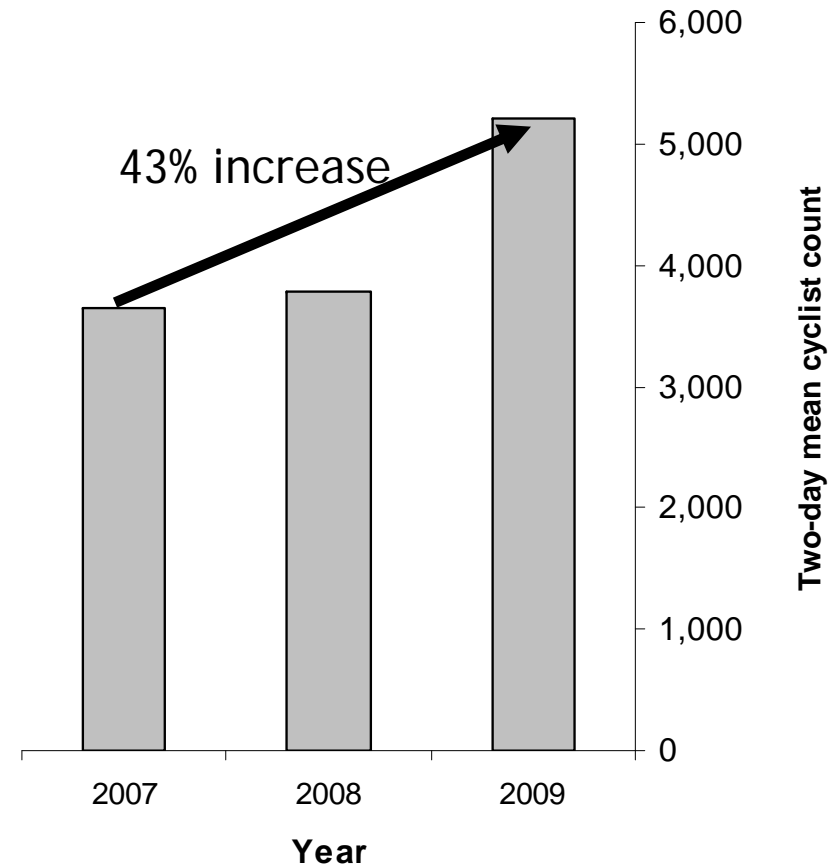


Results – Cyclists cordon counts over Clyde

Southern crossing points



All crossing points into city centre

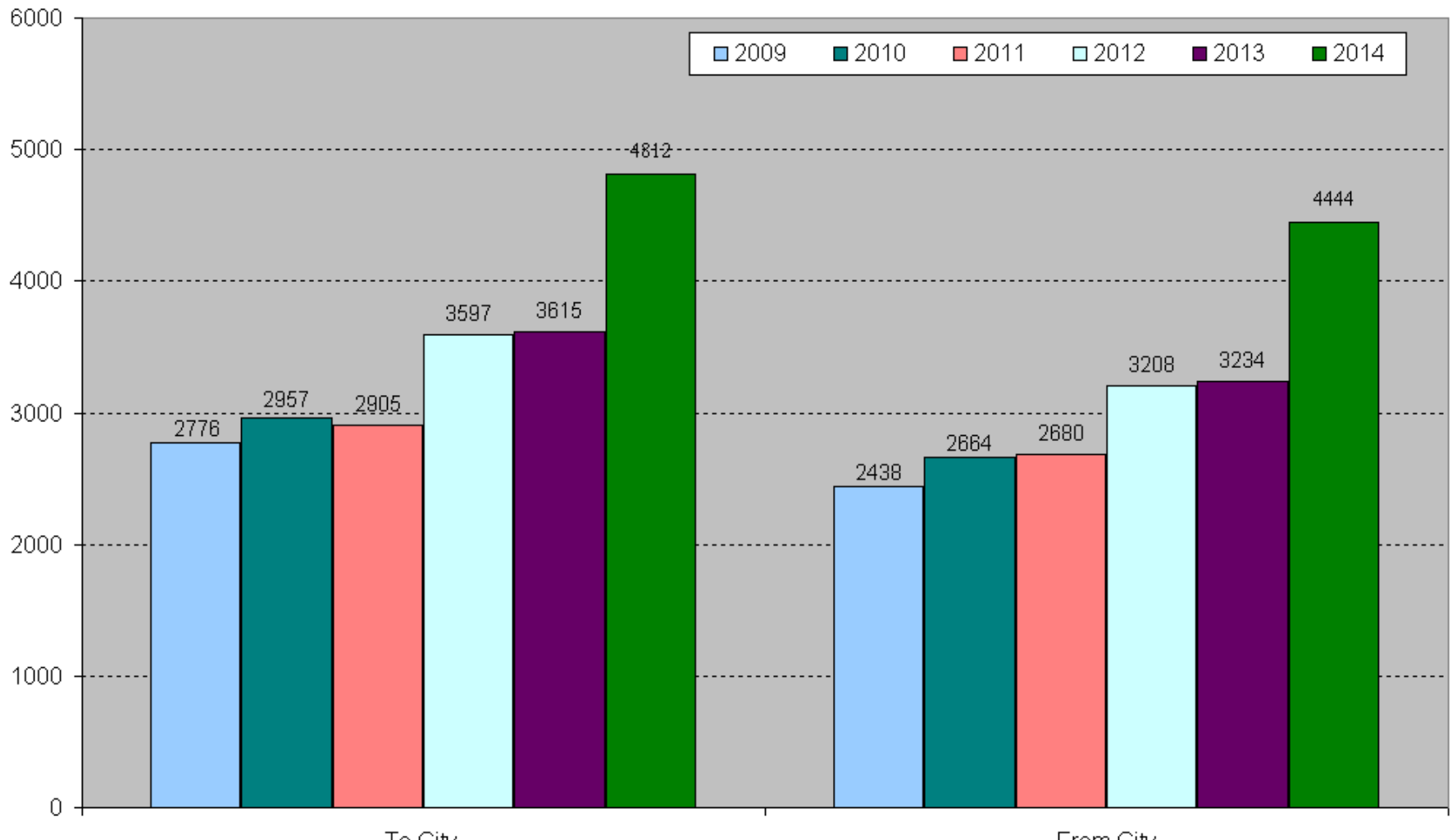


Glasgow City Council

City Centre Cycle Counts, 2009-2014

Glasgow cycle counts from cordon sites around the city, 2009- 2014

Source: Land & Environmental Services, Glasgow City Council



Good infrastructure

301.2 km of potential cycle routes across **Glasgow**

Bus Corridor	83.4 km
On road/low Traffic	40.4 km
On road Demarcation/Signed	20.6 km
Shared Surface	83.0 km
Off Road Park Route/Leisure	70.5 km
Segregated	3.3 km

Gothenburg, a similarly sized Swedish city, has 770km of cycle paths (470km of which are Segregated) and 7,400 spaces for cycle parking in the city centre



alongside...

- Proper maintenance and repair of infrastructure
- Ensuring that pavements and dedicated paths/routes are gritted and kept useable
- Improving the awareness and skills of all road users
 - Cycle proficiency courses, such as Bikeability Scotland
 - Some, but by no means all bus companies provide driver training that aims to increase awareness of cyclists, pedestrians and other vulnerable road users.
- Behaviour change media campaigns

“.... 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

