

# Moving in the right direction?

An overview of the transport and health programme







# 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



↓ Depression

↓ Air pollution

↓ CO<sub>2</sub> emissions

↓ Osteoporosis

↑ Physical activity

↓ Injuries

↑ Social capital

*And by the way...*  
↓ Infrastructure costs



# Healthy living: physical activity

## **Let's Make Scotland More Active (2003)**

*"All children and young people, including children with disabilities, should take part in at least one hour a day of physical activity. This physical activity should include physical education, play sports, exercise, dance, outdoor activities, **active travel and support to be active in their daily tasks at home, at school and in the community.**"*

## **Five Year Review of "Let's Make Scotland More Active" (2009)**

*"The review group believes the creation and provision of **environments that encourage and support physical activity** offers the greatest potential to get the nation active."*

- Transport
- Sustainable Transport
- Active Travel
- Transport & Planning
- Smart Measures
- Cleaner Vehicles & Alternative Fuels
- Smarter Choices, Smarter Places**
- Budget and Terms

## Smarter Choices, Smarter Places

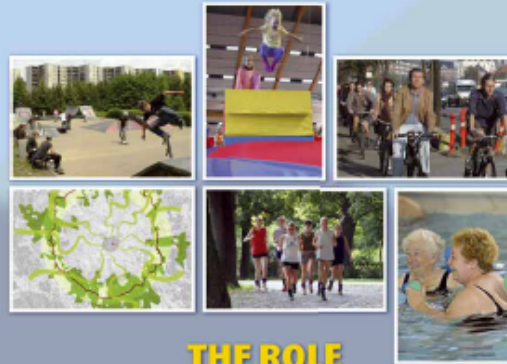
Smarter Choices Smarter Places is a Scottish Government partnership project with COSLA.

Designed to increase active travel and public transport use and tackle transport emissions, it will contribute to a number of objectives in the Scottish Government's National Performance Framework, and Local Authorities' Single Outcome Agreements.

The Scottish Government and COSLA launched Smarter Places, Smarter Choices ( [Letter to Local Authorities](#)) on March 17, 2008 ( [Press Release](#))

A total of 39 proposals from 28 Local Authorities were received for Stage One. The proposals were assessed against an initial set of criteria. Twelve Local Authorities submitted Stage Two proposals and these were assessed according to a further set of

## Promoting physical activity and active living in urban environments



### THE ROLE OF LOCAL GOVERNMENTS



TRAVEL PLANS - AN OVERVIEW

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

\* NATIONAL TRAVEL SURVEY OCT 1997/99

## 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 on 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 ....





## The Essential Guide to **Travel Planning**

### TRAVELLING GREEN A SAFER AND ACTIVE JOURNEY TO SCHOOL



Pupil Information Guide



# Walk in to Work out



Walk or cycle to work



Build up 30 minutes  
of physical activity  
on most days to  
keep you healthy



Health Education Board for Scotland



Features include reduced packaging, recycled plastics and a more energy efficient charger



**A TO B**

Walk in

from

add via +

to

direct  less busy  low pollution ?

### Walking directions from Central station to St andrew's street, Glasgow — 1.3 km (0.8 miles) Time: 17 mins (Average)



- 
1. Start out along CENTRAL STATION CONCOURSE, heading north.
  2. After 53 metres bear right onto STEPS, heading east.
  3. After 11 metres continue onto EXIT 2 - UNION STREET, heading east.
  4. After 19 metres turn left onto UNION STREET, heading north.
  5. After 68 metres turn right onto GORDON



# Healthy Planning

## Scottish Planning Policy (April 09)

*“Opportunities for personal travel should be prioritised by mode in the following order – walking, cycling, public transport, car and other motorised vehicles. Buildings and facilities should be accessible on foot, both within the development and from the surrounding area. The aim is for urban areas to be made more attractive and safer for pedestrians, including people with mobility difficulties. Cycle routes and, where relevant, cycle parking and storage should be safeguarded and enhanced wherever possible.”*

# Progress on active/sustainable travel

- Total vehicle kilometres still increasing and air travel also increasing<sup>1</sup>
- “Active travel is in relative decline”<sup>2</sup>
- “It is imperative that overall emissions from the transport sector are driven down”<sup>3</sup>

<sup>1</sup> Scottish Government, 2008 and 2009

<sup>2</sup> Sustainable Development Commission. Review of Progress by the Scottish Government. November 2008

<sup>3</sup> Scottish Government Climate Change Programme 2nd Annual Report, 2007/8



# Progress on active/sustainable travel

## Scottish Government Spend in Real Terms (£m)

	08/09	09/10	10/11	% change
Motorways & trunk roads	930	1035	1120	+10%
Support for active sustainable travel	11	11	10	-3%

(Source: Scottish Parliament Research Briefing 2008:  
Draft Budget 2009-10 - Finance and Sustainable Growth Portfolio )

# Full speed ahead as firms win £320m M80 contract

Work to start on missing 11-mile link to Glasgow

By IAIN LUNDY

THE missing link in the motorway between Glasgow and Stirling has moved a step closer to completion.

A £320million contract to build an 11-mile stretch of road between Stepps and Hags, near Castlecary, has been awarded to a road-building consortium.

Transport Minister Stewart Stevenson appointed Highway Management (Scotland) Ltd as the contractor for the M80 project.

The work is expected to take more than two years and the contract includes road maintenance for 30 years.

Transport Scotland, the country's roads agency, said the project would create more than 500 construction jobs.



Stewart Stevenson

Mr Stevenson said: "An efficient transport system is essential for enhancing productivity and delivering faster, more sustainable growth.

"The A80 is an essential part of the trunk road

**“The A80 is one of the most heavily used roads in Scotland**

network in central Scotland and one of the most heavily used.”

Up to 74,000 vehicles a day use the road, according to figures from Transport Scotland.

The scheme will see

three major construction projects. They are:

- Almost five miles of dual two-lane motorway and hard shoulders between Stepps and Mollinsburn.

- 1.6 miles of road upgraded to dual three-lane motorway between Mollinsburn and Auchenkilns.

- Almost 4.5 miles of the A80 upgraded to dual two-lane motorway between Auchenkilns and Hags, with hard shoulders and climbing lanes.

Construction will begin immediately, although preparatory works have been under way along the route. This has seen hundreds of trees felled, sparking anger among residents in Cumbernauld, Westfield and Condorrat.

It is expected the motorway will be fully opened in 2011.

The Highway Management (Scotland) Ltd consortium comprises three firms - Bilfinger Berger UK Ltd, John



There have been major jams on the A80, such as this one near Cumbernauld

Graham (Dromore) Ltd

and Northstone (ND) Ltd.

A Transport Scotland

spokeswoman said the

agency was going ahead

with the largest transport

investment programme

Scotland had ever seen.

She said recent invest-

ment in road and rail

projects had supported

nearly 13,000 jobs and

more than £2.5billion

would be invested over

the next three years.

Among the other

schemes in progress are

the £700m M74 extension

in Glasgow.

ian.lundy@  
eveningtimes.co.uk

transport - project seminar

## 10 NEWS

# Cycling groups attack freeze on annual spending

## £20m annual budget to be reviewed in 2011

DAMIAN HENDERSON  
TRANSPORT CORRESPONDENT  
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MINISTERS faced a barrage of criticism from cycling groups yesterday after failing to commit any new funds to meet its ambitious target of ensuring that one in 10 journeys are made by bicycle by 2020.

Only 2% of people currently cycle to work and only 1% of children cycle to school, a statistic that health officials desperately want to improve in order to promote healthy lifestyles, cut pollution and challenge Scotland's obesity epidemic.

Environmentalists have also urged a greater emphasis on cycling to help cut car use and carbon emissions.

However, a delayed consultation on the Cycling Action Plan for Scotland published yesterday was attacked for its "empty promises" after it failed to answer calls to increase the £20m annual spend on cycling - around 1% of the transport budget.

It contained only a commitment to review its budget in time for the next spending review in 2011.

Opposition parties have decided a three-year freeze on

transport spending towards cycling, and the decision to cut £4m capital funding to Sustrans, a charity that promotes "active" transport options such as cycling and walking.

The Herald has also heard claims that spending to promote cycling has fallen in real terms by more than £5m in the last two years as money originally ring-fenced and allocated to Regional Transport Partnerships was re-distributed to local authorities.

Spokes, a cycling charity, said that responses from all but one of Scotland's main local councils showed that, while spending by RTPs had dropped by £4m, local authorities had increased their spending by only £2m.

Financial support for cycling has dropped from £21.7m in 2007/8 to £16.4m in the current financial year, once cuts to other funding streams are taken account of, the charity claimed.

The Cycling Action Plan, which was released without fanfare by the Scottish Government, includes a range of measures to promote a greater shift towards cycling, including improvements to cycling paths, lighting, road designs and clear delineations between cycle routes and bus lanes.

There are also proposals to introduce legal powers to promote driver education so as to improve safety awareness, and separate measures to prevent land owners from refusing access to cyclists.

The strategy considers the introduction of lower speed limits in urban areas, though this is likely to tie in with the Scottish Government's forthcoming Road Safety Strategy.

**"We wanted more investment - the lack of funding is a big concern"**

Ministers also indicated that they would review the condition of Scotland's cycle network, in collaboration with local authorities, in an effort to highlight gaps and obstacles.

David Fee, lead organiser for Spokes, said: "There's good stuff in the action plan but if they're not going to spend anything until 2011 - and even then there's no guarantee that they will - I can't see it making any difference."

Erl Wilkie, chief executive of Cycling Scotland and a member of the board that

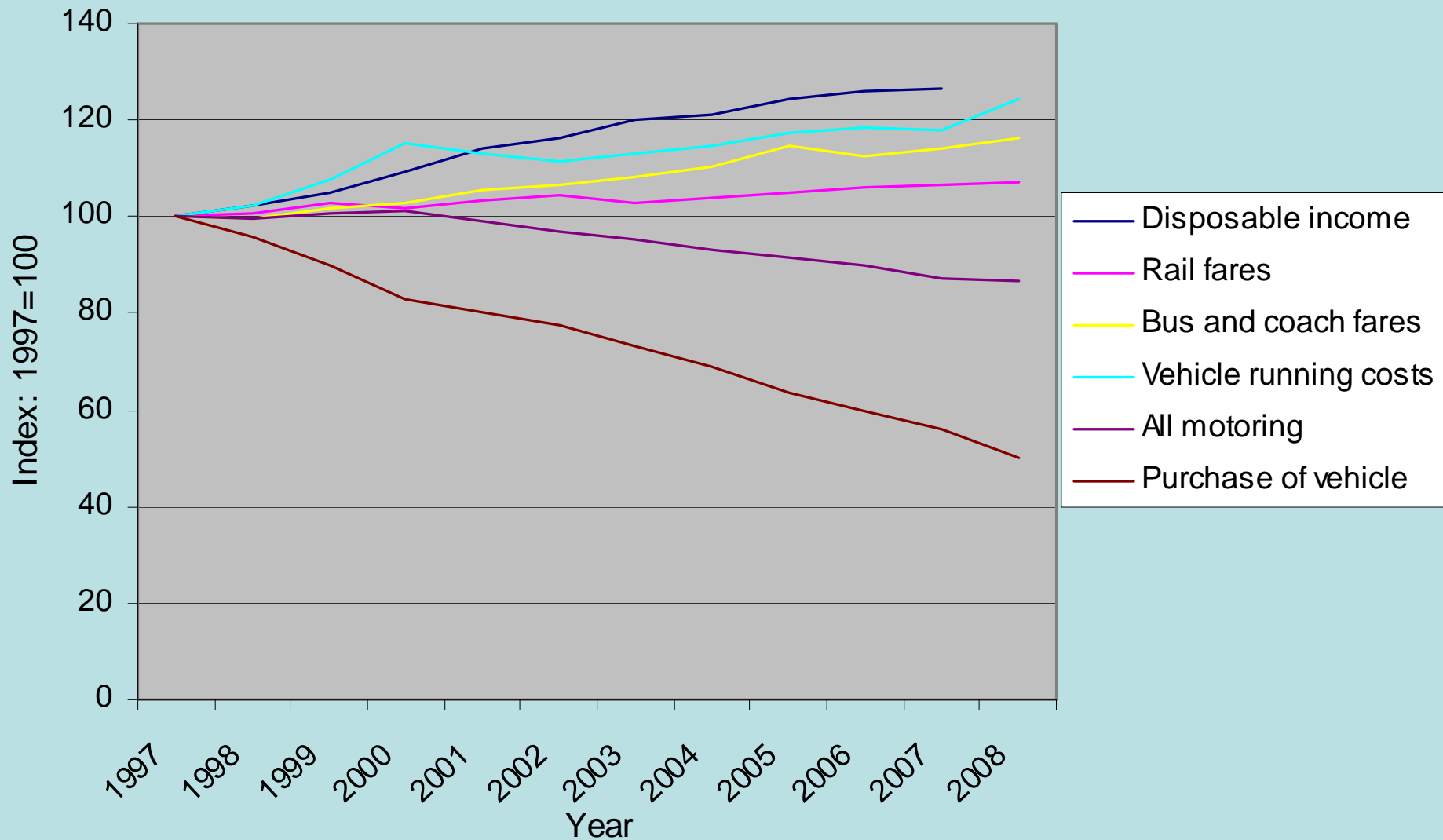
drew up the action plan, also criticised the lack of investment in cycling to increase in the region of tenfold. The lack of funding is a big concern to us," he said.

Alison McInnes MSP, the LibDem's transport spokeswoman, said the Scottish Government had "dropped a gear" in its green investment. "The transport committee has twice recommended that ministers must prioritise spending on cycling. So far this government has ignored these calls," she said.

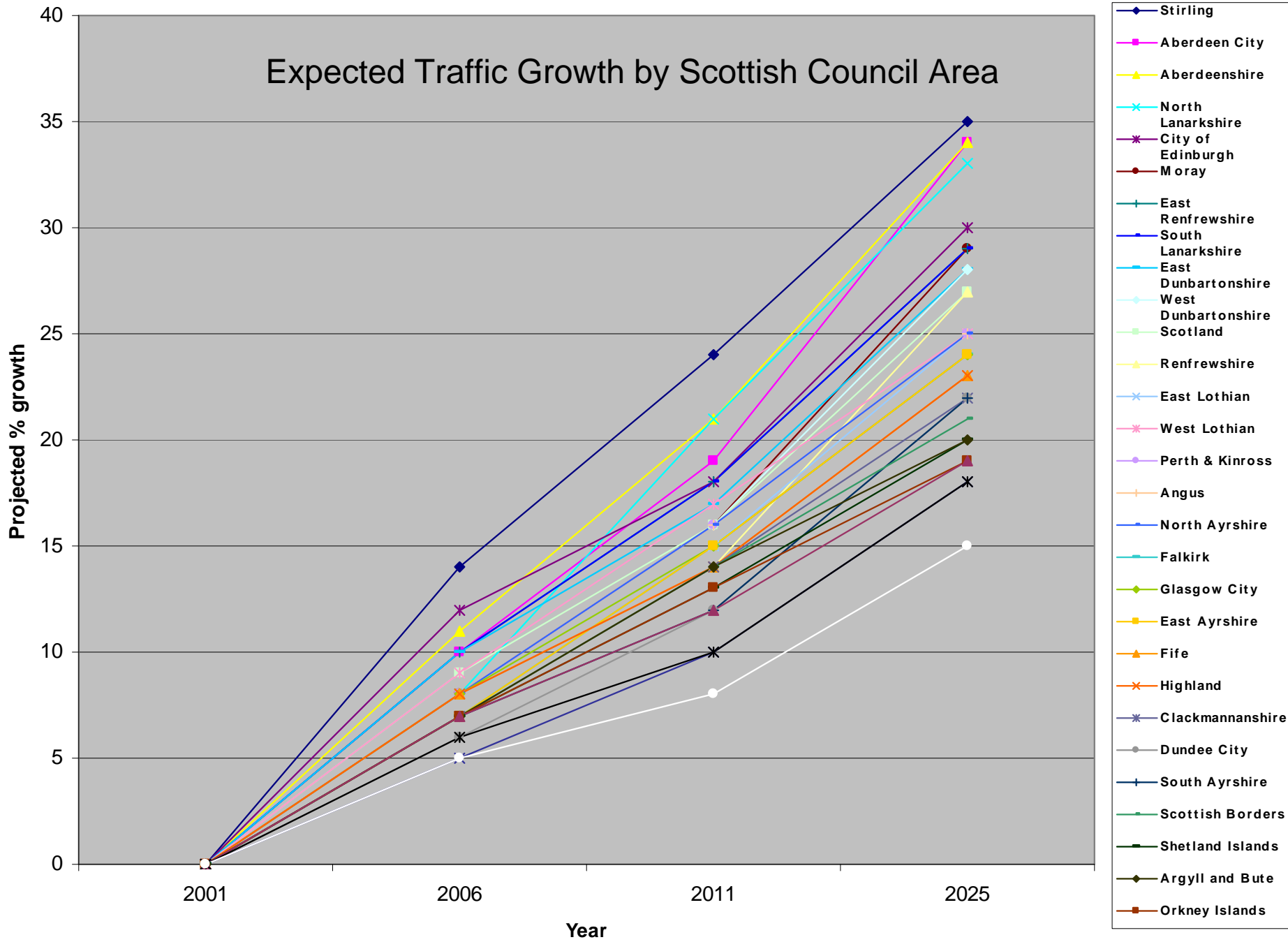
Labour's Des McNulty accused Transport Minister Stewart Stevenson of "empty rhetoric". He said: "Just when we are debating the need for early action to tackle climate change, the Scottish Government is putting off new investment in cycling - something that would not only help reduce emissions but bring added health benefits in terms of exercise and fitness."

A Scottish Government spokesman claimed there was "record" investment in cycling, adding: "Through our concordat with CoSL we have given local authorities more funding than ever before and greater flexibility to invest in local priorities."

# Change in the real cost of transport and in income 1997 – 2008 (DfT, 2008)



# Expected Traffic Growth by Scottish Council Area





# Moving in the right direction?



Building our information base,  
developing our knowledge and  
evaluating the impact of transport  
policies and programmes on  
active/sustainable travel in  
Glasgow and the Clyde Valley  
area



# History

- Collaborative programme of work established in summer 2008
- Multi-agency advisory group
- External funding
- Completion spring 2010



# Main aims

1. To build the information base around modes of transport/travel (in Glasgow and Clyde Valley geographic area)
2. To enhance our understanding of the impacts of transport related policies and strategies on health and well-being
3. To explore current attitudes and culture towards travel

# Outputs

- Data and trends
- Evidence
- Increased awareness
- Fresh thinking and influence on action



# Progress

1. Build the information base around modes of transport
  - Identification and description of potential data sources
  - Collection and analysis of data identified
    - baseline of current patterns at various geographies
    - recommendations for further data collection where gaps exist

More about this later this morning...

# Progress

2. Enhance our understanding of the impacts of transport related policies and strategies on active/sustainable travel
  - Documentary review to:
    - Explore the link between high level policy aspirations nationally and locally and the actions flowing from them
    - Assess the potential for different policies and strategies to complement each other in increasing active/sustainable travel and reduced car use
  - Review of local authority single outcome agreements to explore targets and outcome measures that specifically relate to promoting walking, cycling and sustainable transport and reduced car use

Well underway.....

# Progress

## 3. Explore current attitudes and culture towards travel

- Qualitative research (conducted by JMP Consultants Limited) which aimed to:
  - Better understand how and why people currently travel as they do
  - Explore the scope for encouraging growth in alternatives to car travel

Complete

# Qualitative research outputs



Attitudes toward  
active travel in Glasgow:  
Findings from a qualitative  
research project

Full report on GCPH website

# Next steps

- Further analysis of data
- Completion of review of policy/strategy and single outcome agreements
- Final report, briefing papers etc
- More seminars/presentations
- Potential future work with other partners



