Active Travel in the west of Scotland
Organisation Survey

Strathclyde Partnership for Transport (SPT) are developing a strategy for active travel across the region. Active travel refers to journeys undertaken by people-powered modes, including walking, people using wheelchairs, and cycling (including e-bikes).

This survey aims to capture the views of organisations in the Strathclyde Region, such as community councils, community action groups, schools and higher education centres, and health and social care practices. If you are a member of an organisation, we ask that you complete this 15 minute survey to help us better understand your thoughts on the existing barriers that members of your organisation experience in relation to walking, wheeling* and cycling for their everyday and essential journeys. Everyday journeys can be for any purpose; commuting, leisure, or exercise. We are also seeking to understand what initiatives (if any) would encourage members of your organisation, and/or those your organisation represent, to walk, wheel or cycle to work more often.

Prior to completing this survey, please read about the active travel strategy principles here: https://bit.ly/3Q0p5em

Please submit this survey by **Sunday 12th November 2023.**

Should you require this survey in an alternative format or if you wish to request a printed copy to be posted to you, please get in touch with us by email at: TellUs-SPT@sweco.co.uk

*Wheeling refers to an alternative to foot-based pedestrian mobility and includes: using a wheelchair, or mobility scooter.

1. What is the name of the organisation that you are responding on behalf of?

Glasgow Centre for Population Health

2. What local authority does the organisation operate in?
Select all that apply.

☐ Argyll & Bute	☐ North Ayrshire
☐ East Ayrshire	☐ North Lanarkshire
☐ East Dunbartonshire	☐ Renfrewshire
☐ East Renfrewshire	☐ South Ayrshire
☒ Glasgow City	☐ South Lanarkshire
☐ Inverclyde	☐ West Dunbartonshire

3. Please tell us the first part of the organisation's postcode. This is the first 2 to 4 digits of the postcode (e.g. PA60)
This information will only be used for the purpose of this survey and will not be used for marketing or passed on to any party outside the project team.

G40 2QH

4. How many people are members of your organisation?

☐ 1-9 people	☐ 500 to 999 people
☐ 10-19 people	☐ 1000+ people
☒ 20-49 people	
☐ 50-99 people	
☐ 100-249 people	
☐ 250 to 499 people	

5. On what scale does the organisation operate?
Select all that apply.

[ ] Local	[X] Regional
[X] National	[ ] International

6. Does the organisation that you represent currently collect data on how members travel for their everyday journeys?
If no, please skip to Question 12.

[ ] Yes	[X] No
[ ] Not sure	

7. If yes, when was the most recent data collection?
Please provide the month and year if known

N/A

8. Please indicate what percentage (%) of members use public transport for their everyday journeys

N/A

9. Please indicate what percentage (%) of members walk or wheel for their everyday journeys

N/A

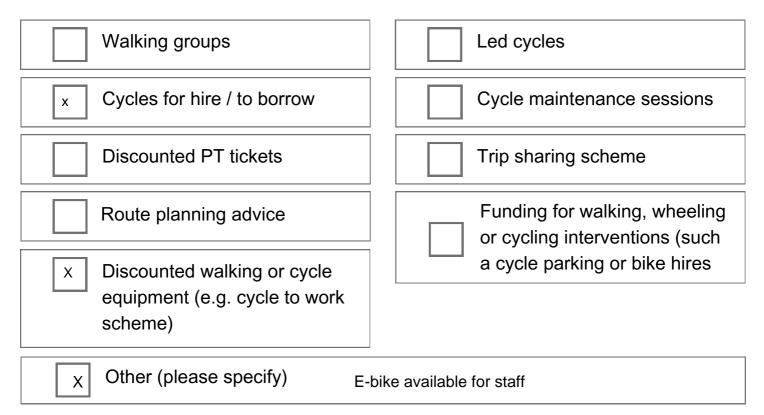## 10. Please indicate what percentage (%) of members cycle for their everyday journeys

N/A

11. Please indicate what percentage (%) of members drive or car share for their everyday journeys

N/A

12. Does the organisation currently offer any support programmes or initiatives to encourage members to walk, wheel or cycle more?
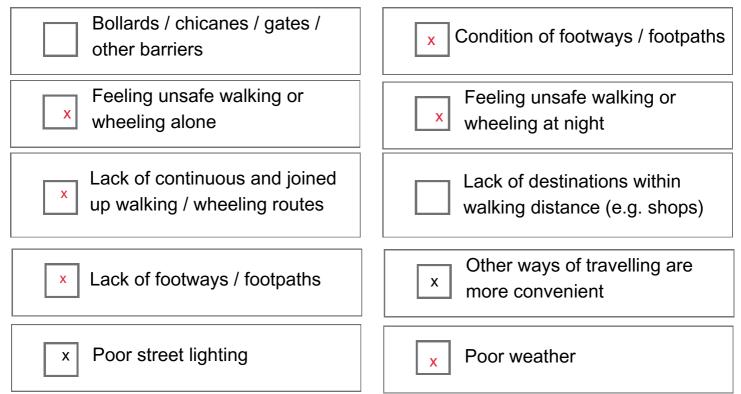
Tick all that apply

☐ Walking groups	☐ Led cycles
☒ Cycles for hire / to borrow	☐ Cycle maintenance sessions
☐ Discounted PT tickets	☐ Trip sharing scheme
☐ Route planning advice	☐ Funding for walking, wheeling or cycling interventions (such a cycle parking or bike hires
☒ Discounted walking or cycle equipment (e.g. cycle to work scheme)	

☒ Other (please specify)   E-bike available for staff

Walking and wheeling

13. What are the main barriers to walking and wheeling, raised by members of your organisation?

Please select all that apply.   *8 members of GCPH staff have contributed to the responses from here. The most common responses are in red*

☐ Bollards / chicanes / gates / other barriers	☒ Condition of footways / footpaths
☒ Feeling unsafe walking or wheeling alone	☒ Feeling unsafe walking or wheeling at night
☒ Lack of continuous and joined up walking / wheeling routes	☐ Lack of destinations within walking distance (e.g. shops)
☒ Lack of footways / footpaths	☒ Other ways of travelling are more convenient
☒ Poor street lighting	☒ Poor weather

[x]	Routes not separated from those cycling	[x]	Steep gradients, such as hills
[x]	Uneven surfaces along paths	[ ]	Narrow footways / footpaths

[ ] Other (please specify)

14. Are there any other barriers to walking or wheeling to work that you wish to provide detail on?

- Housing affordability means it is difficult for some staff to live near their place of work. This can create car-dependence and reduce their available time for active travel.
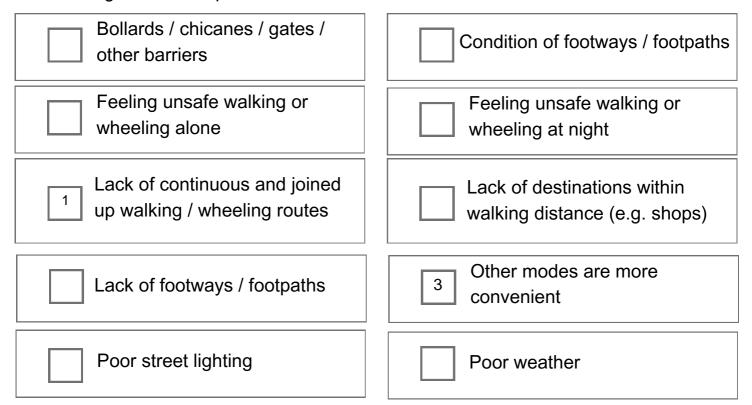- Pavement parking - this prevents active travel and can present particular challenge for wheelchair users.
- Signaling time - this often favours cars over pedestrians, which is a barrier to active travel.
- Street clutter - metal barriers make walking or cycling more difficult/less enjoyable in some areas.

15. Of the barriers listed below, which would you consider to be the three most important to address?

Please place numbers 1 to 3 in three of boxes below, with 1 being the most important and 3 being the least important.

[ ]	Bollards / chicanes / gates / other barriers	[ ]	Condition of footways / footpaths
[ ]	Feeling unsafe walking or wheeling alone	[ ]	Feeling unsafe walking or wheeling at night
[1]	Lack of continuous and joined up walking / wheeling routes	[ ]	Lack of destinations within walking distance (e.g. shops)
[ ]	Lack of footways / footpaths	[3]	Other modes are more convenient
[ ]	Poor street lighting	[ ]	Poor weather

2	Routes not separated from those cycling		Steep gradients, such as hills
	Uneven surfaces along paths		Narrow footways / footpaths

X	Other (please specify)	Walking/wheeling isn't just an individual choice. It's also a choice by employers to mitigate the impacts of climate change and supporting staff wellbeing.

Your Suggested Solutions

16. Please describe the active-travel related solutions that you feel would best address the priorities you have identified for walking and wheeling.

Suggestion 1:

Improve the conditions of footpaths and pavements, including greening, better signage and the removal of 'street clutter'.

Suggestion 2:

Better street lighting: Areas that are safe to walk in during the day are unsafe/ feel unsafe at night. Connecting journeys during the day is not possible at night/in winter.

Suggestion 3:

More cycle lanes across the city (a joined up network) to ensure cyclists' safety and reduce driver/cyclist tensions.

Cycling

17. What are the main barriers to cycling raised by members of your organisation?

Please select all that apply. *Most common responses in red*

[x] Availability of cycle hire locations near journey origin / destination	[x] Do not own a bike
[x] Behaviour of motorists	[ ] Feeling unsafe cycling alone
[x] Feeling unsafe cycling at night	[x] High levels of traffic
[x] Lack in confidence when cycling	[X] Lack of continuous and joined up cycle routes
[X] Lack of dedicated cycle lanes on roads	[x] Lack of routes separate from vehicles
[ ] Lack of showers / changing facilities at destination	[ ] Limited health or fitness
[x] Other ways of travelling are more convenient	[x] Availability of information on cycle routes
[x] Poor weather	[X] Condition of cycle routes
[ ] Steep gradients, such as hills	[X] Condition of roads e.g. potholes, overgrown hedges
[x] Poor street lighting	[x] Unable to maintain a bike
[ ] Lack of destinations within cycling distance (e.g. shops)	[X] Other. Please specify:

18. Are there any other barriers to cycling that you wish to provide detail on?

- Lack of time: Returning to the office and finding time to travel actively is too time consuming with other life pressures.
- Lack of affordable housing close to workplace: Commute distance is too far to travel actively.
- Lack of available bike hire near place of residence.
- Potholes and poor quality road surfaces, especially at dangerous at night!
- Pervasive feeling that cycling isn't for certain people. Not a 'culture of cycling' yet.
- Lack of segregated cycle lanes/ network of cycle lanes means it is not a consideration for many.
- Poor weather and darkness are barriers to many. This links to issues of safety and the convenience of other modes.

Cycling

19. Of the barriers listed below, which would you consider to be the three most important to address?

Please place numbers 1 to 3 in three of boxes below, with 1 being the most important and 3 being the least important.

[ ] Availability of cycle hire locations near journey origin / destination	[ ] Do not own a bike
[ ] Behaviour of motorists	[ ] Feeling unsafe cycling alone
[ ] Feeling unsafe cycling at night	[ ] High levels of traffic
[ ] Lack in confidence when cycling	[ ] Lack of continuous and joined up cycle routes
[1] Lack of dedicated cycle lanes on roads	[ ] Lack of routes separate from vehicles
[ ] Lack of showers / changing facilities at destination	[ ] Limited health or fitness
[2] Other ways of travelling are more convenient	[ ] Availability of information on cycle routes
[3] Poor weather	[ ] Condition of cycle routes
[ ] Steep gradients, such as hills	[ ] Condition of roads e.g. potholes,
[ ] Poor street lighting	[ ] Unable to maintain a bike
[ ] Lack of destinations within cycling distance (e.g. shops)	[ ] Other. Please specify:

Your Suggested Solutions

20. Please describe the active-travel related solutions that you feel would best address the priorities you have identified for cycling.

Suggestion 1:

Safety:
- Motion activated street lighting in parks and other public spaces.
- Enforce speed limits (20mph).
- Improve condition of roads and cycleways.

Suggestion 2:

Incentives:
- More flexible working to facilitate active lifestyle, especially in the winter.
- Links to bikehire schemes and widening of scheme across region.
- Better workplace facilities.
- Linked ticketing.
- Cheaper/free public transport for users with greatest financial need.
- Workplace incentivisation of active travel.

Suggestion 3:

Cycle lanes:
- A more integrated network of cycles lanes, in line with many other European cities.
- Complete segregation (i.e. not having to rejoin traffic).
- Better information on existing infrastructure.
- Better signage and route finding.

Public transport

21. What are the main barriers to active travel and public transport journeys raised by members of your organisation?

Please select all that apply. Journeys including public transport refers to undertaking a journey via more than one method of travel. For example, cycling to a train station to take the train, or walking to a bus stop to catch a bus.

[X] Affordability of public transport

[X] Availability of active travel routes close to bus stops

[ ] Availability of active travel routes close to ferry terminals

[X] Availability of active travel routes close to subway stations

[X] Availability of active travel routes close to train stations

[X] Availability of cycle parking at bus stops

[ ] Availability of cycle parking at ferry terminals

[X] Availability of cycle parking at subway stations

[X] Availability of cycle parking at train stations

[X] Lack of cycle spaces on buses

[ ] Lack of cycle spaces on ferries

[X] Lack of cycle spaces on the subway

[X] Lack of cycle spaces on trains

[X] Limitations on taking bikes on a bus

[X] Limited accessibility to bus stops, such as dropped kerbs

[ ] Limited accessibility to ferry terminals, such as ramped access

[X] Limited accessibility to the subway, such as step-free access

[X] Limited accessibility to train stations or trains, such as ramped access

[ ] Limited safe crossing points to enter or leave stations

[X] Other (please specify)

Public transport needs to be reliable, joined up and affordable.

Public transport

22. Do you have any further comments about connections between walking, wheeling or cycling and public transport?

- Public transport is not consistently available, reliable or affordable. Public ownership of transport should be pursued.
- Route finding: It is not always obvious that places can be easily connected.
- Storage and facilities: It should be easier/culturally acceptable to take a bike on public transport.

23. Of the barriers listed below, which would you consider to be the three most important to address?

Please place numbers 1 to 3 in three of boxes below, with 1 being the most important and 3 being the least important.

1 Affordability of public transport	Availability of active travel routes close to bus stops
Availability of active travel routes close to ferry terminals	Availability of active travel routes close to subway stations
3 Availability of active travel routes close to train stations	Availability of cycle parking at bus stops
Availability of cycle parking at ferry terminals	Availability of cycle parking at subway stations
2 Availability of cycle parking at train stations	Lack of cycle spaces on buses
Lack of cycle spaces on ferries	Lack of cycle spaces on the subway
Lack of cycle spaces on trains	Limitations on taking bikes on a bus
Limited accessibility to bus stops, such as dropped kerbs	Limited accessibility to ferry terminals, such as ramped access
Limited accessibility to the subway, such as step-free access	Limited accessibility to train stations or trains, such as ramped access
Limited safe crossing points to enter or leave stations	

Your Suggested Solutions

24. Please describe the active-travel related solutions that you feel would best address the priorities you have identified for journeys that include public transport.

Suggestion 1:

Creating 'car-free' areas in the city. This should be complemented by good quality active travel and public transport options.

Suggestion 2:

An integrated regional public transport system controlled by SPT. It should be affordable, reliable, integrated, prioritise good geographic accessibility and provide regular services to Glasgow city centre for a greater proportion of residents living across the region.

Suggestion 3:

Improve safety - through a combination of measures (e.g. improved lighting, reducing traffic speed, removing dangerous potholes). There should be an objective that all Glasgow residents should be able to safely access the city centre through a combination of active travel and affordable public transport. This should be a measurable objective across Glasgow neighbourhoods.

25. How would improving walking, wheeling and cycling in the Strathclyde region benefit your organisation?

Improved health, less pollution, nicer public spaces, less congestion, a culture of active travel for the whole population.

26. If you have any questions in relation to this Active Travel Strategy, please detail these questions below and a member of the project team will get back to you.

Please remember to leave your email address below.

info@gcph.co.uk

27. If you would like to be added to the project distribution list, please provide your email below:

Your email address will be securely stored and managed, and will only be used for the purpose of communicating project updates.

End of Survey

Thank you for taking the time to share your feedback.

Please post your completed survey to the below postal address or email a scanned copy to TellUs-SPT@sweco.co.uk

Sweco Transport Planning, City Park, 368 Alexandra Parade, Glasgow, G31 3AU