



Investing in cycling to tackle transport poverty and promote equity

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Alex Quayle, Sustrans Scotland



Our vision



**Happier,
healthier people**



**Greener, better
local
environments**



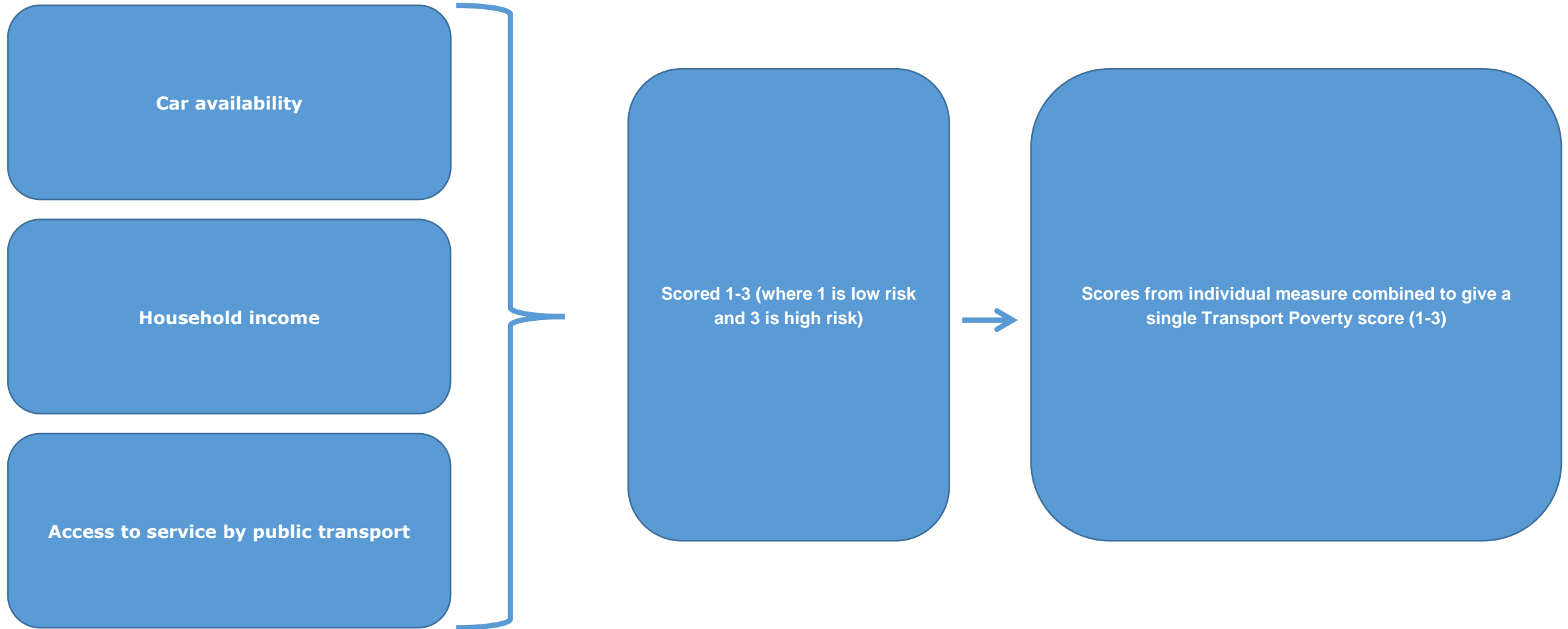
**Stronger
economies
and communities**

***Transport poverty** is when people don't have access to essential services or work because of a lack of affordable transport options.*

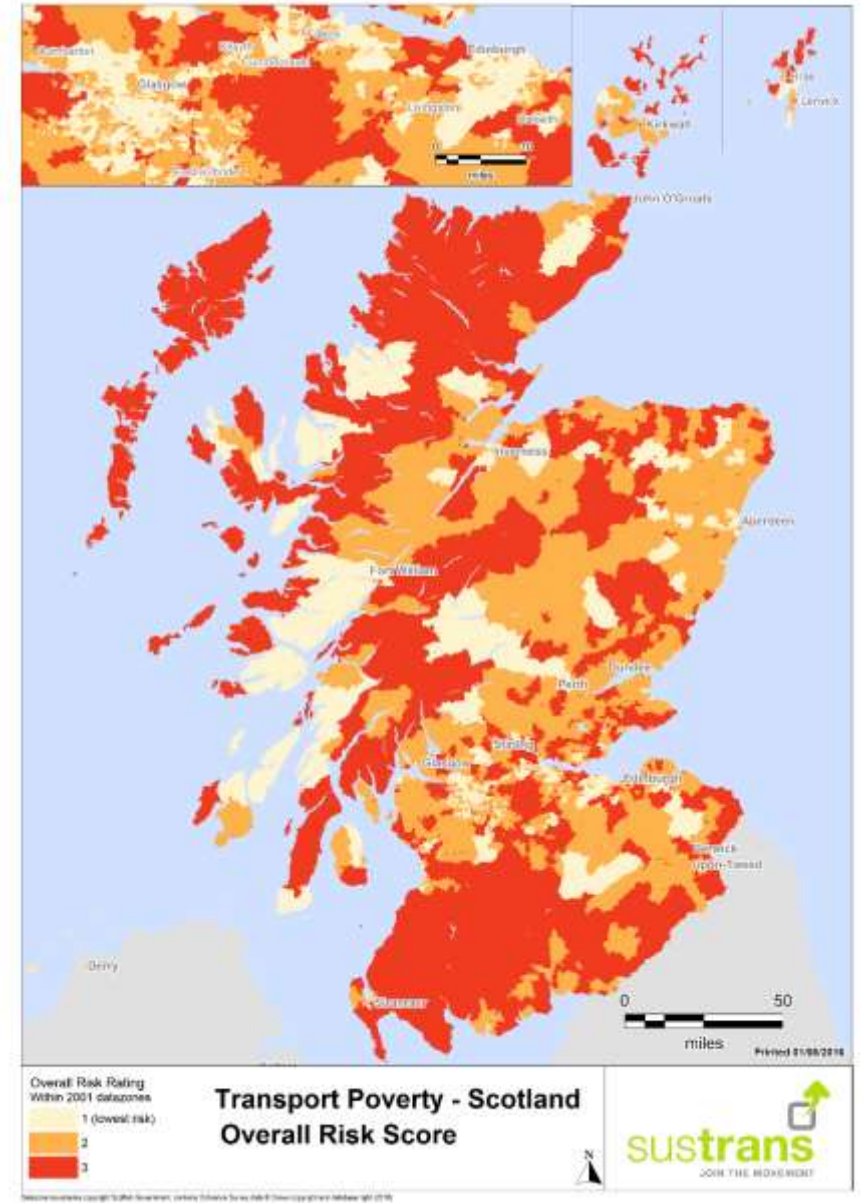
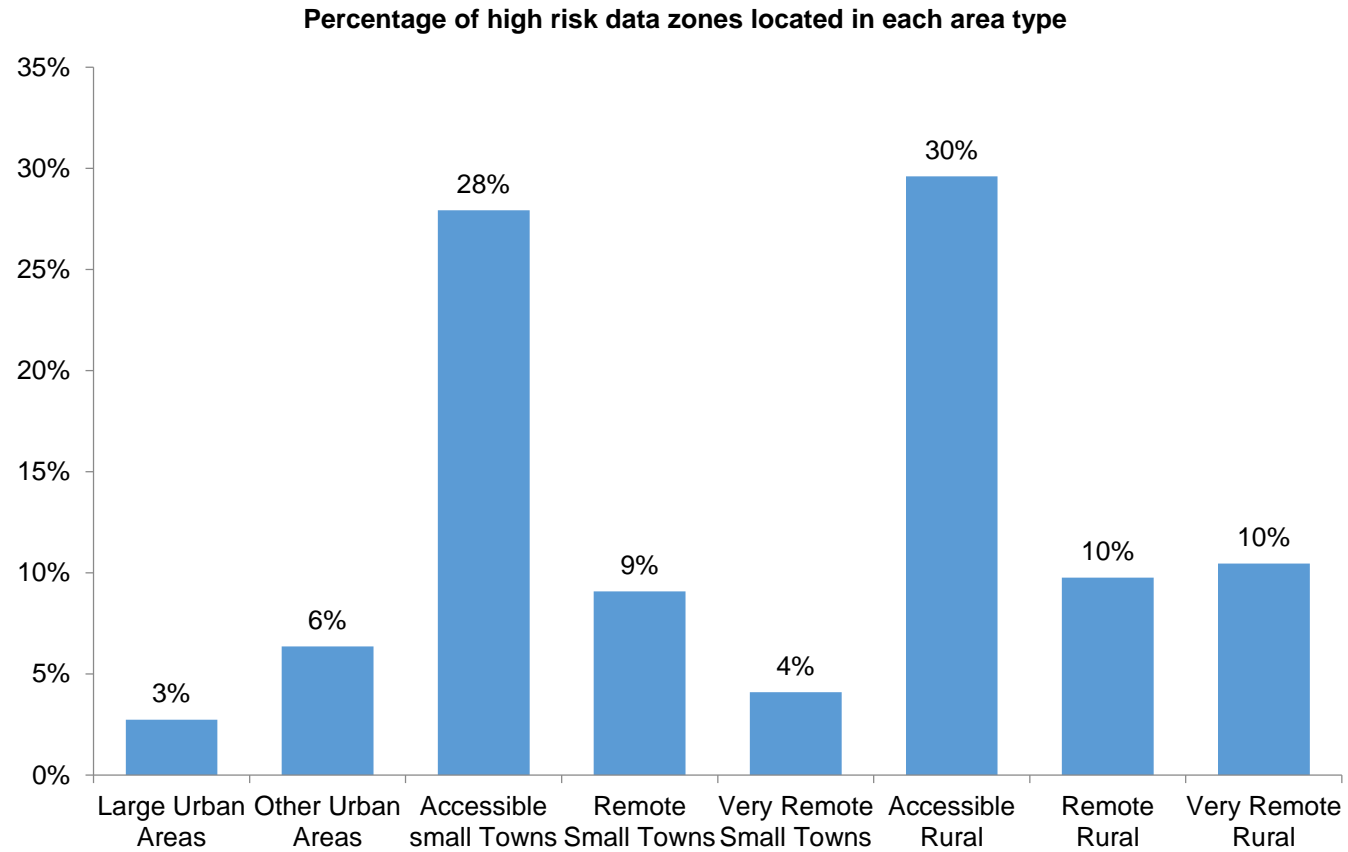
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This can result in a burden on households for those on medium to low incomes and can reinforce pre-existing social disadvantages

Methodology



Results 1: distribution



Results 2: Potential of cycling

- 61% of high risk data zones are areas where essential services can be accessed by bike within 10 minutes.
- 34% of these areas are in 'small, accessible towns' and 20% in 'remote small towns'.
- Cycling could present a viable alternative to driving to access services in these areas
- What barriers might there be?
 - Access to bikes
 - Safe routes
 - Skills/confidence



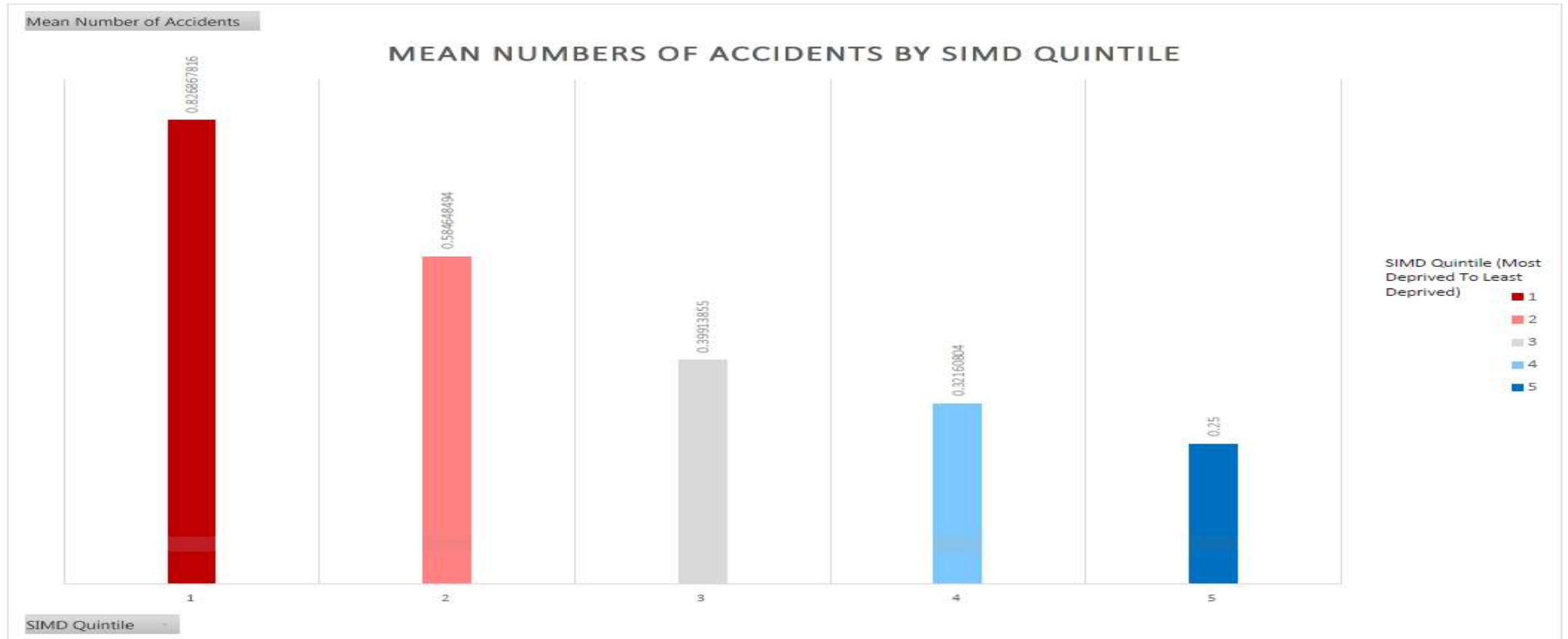
So, what have you done about it?

- *Places for Everyone* (formerly Community Links) scores applications in the 15% most deprived areas more favourably.
- Street Design uses the data as one of several assessment criteria to evaluate opportunities that exist within an area to deliver places for walking, cycling and also for our physical and social health.
- Further research to understand the barriers to cycling, notably road safety.

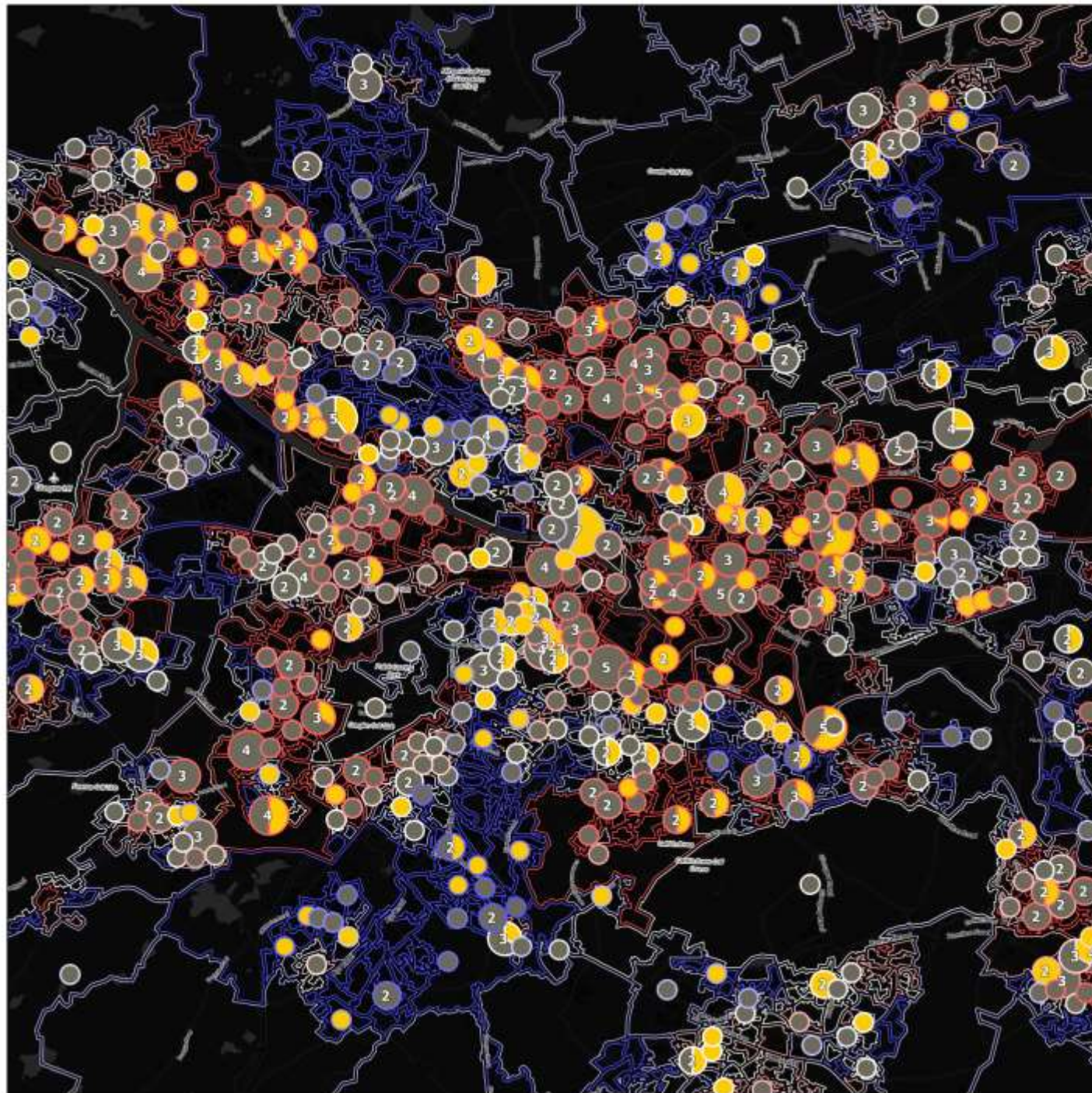


Road safety

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Glasgow



DataZones with Pie Chart of
Accidents Taking Place There.

- Outline Colour Indicates SIMD

■ Serious Accidents

■ Minor Accidents

■ 1st - 20th Percentiles

■ 21st - 40th Percentiles

■ 41st - 60th Percentiles

■ 61st - 80th Percentiles

■ 81st - 100th Percentiles

Data:

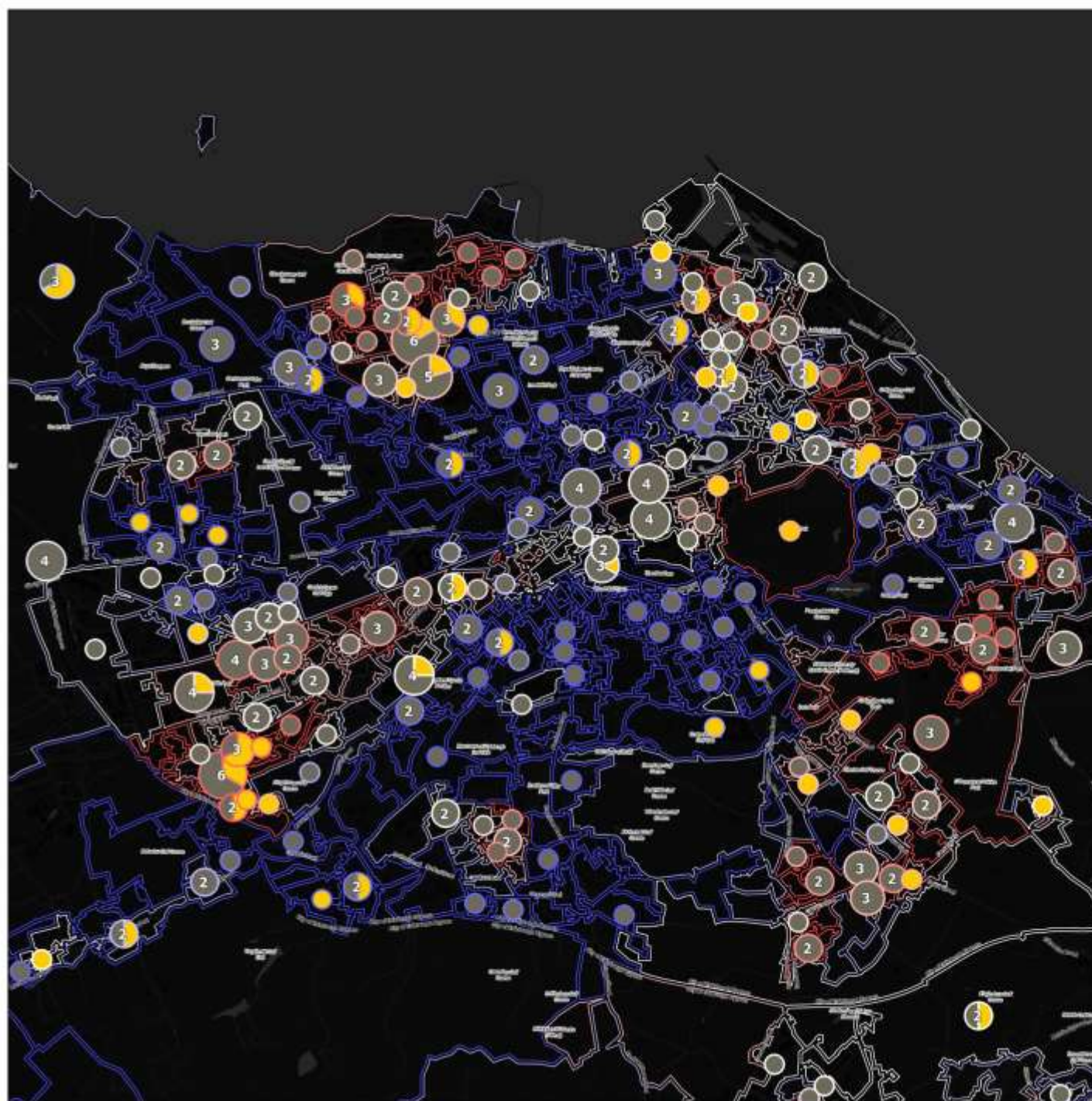
Scottish Index of Multiple Deprivation (2016) -
Scottish Government

Pedestrians Under 16 Involved in Traffic Accidents
(2012-2017) -
Scottish Government

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Edinburgh

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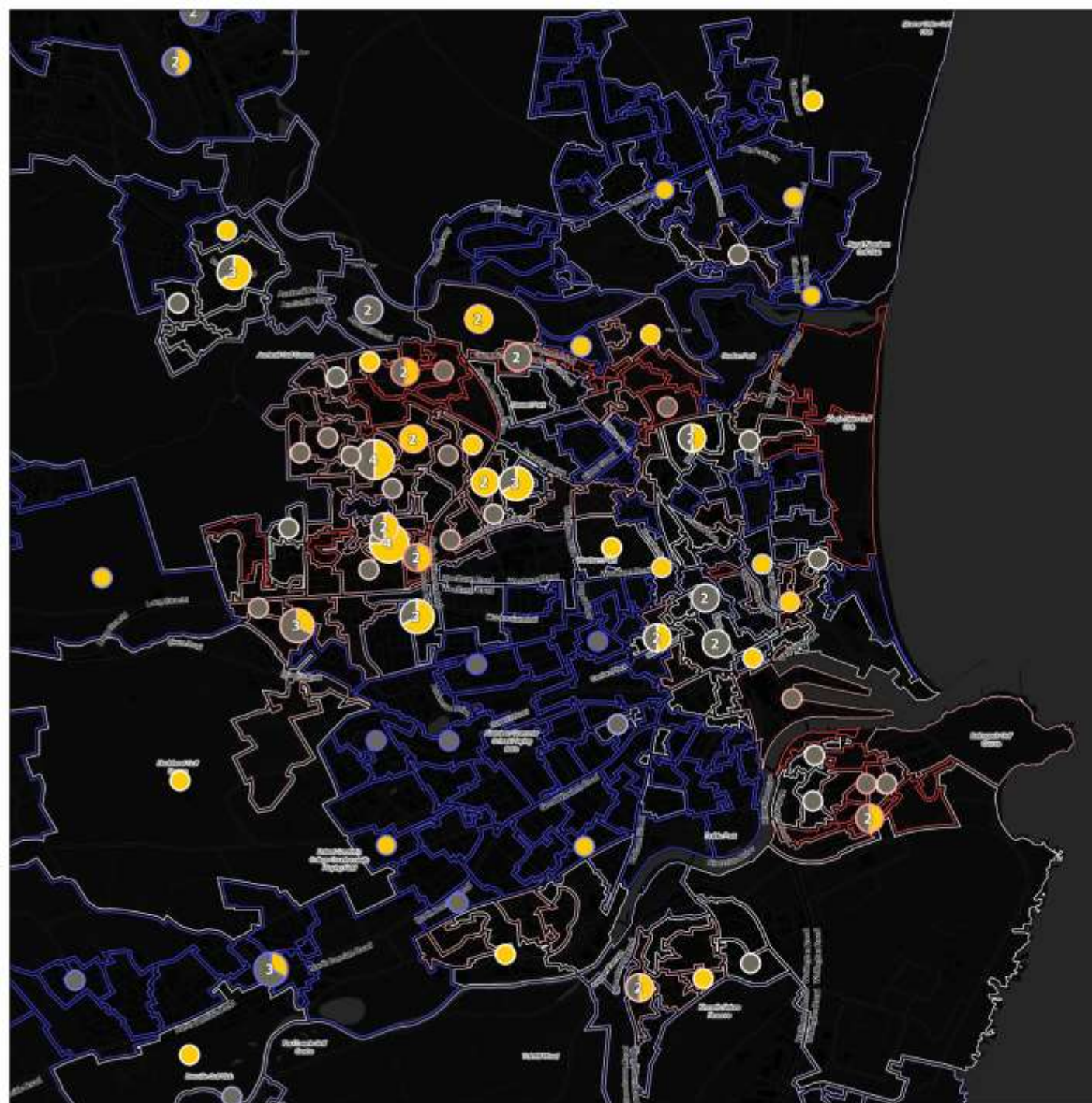
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Aberdeen

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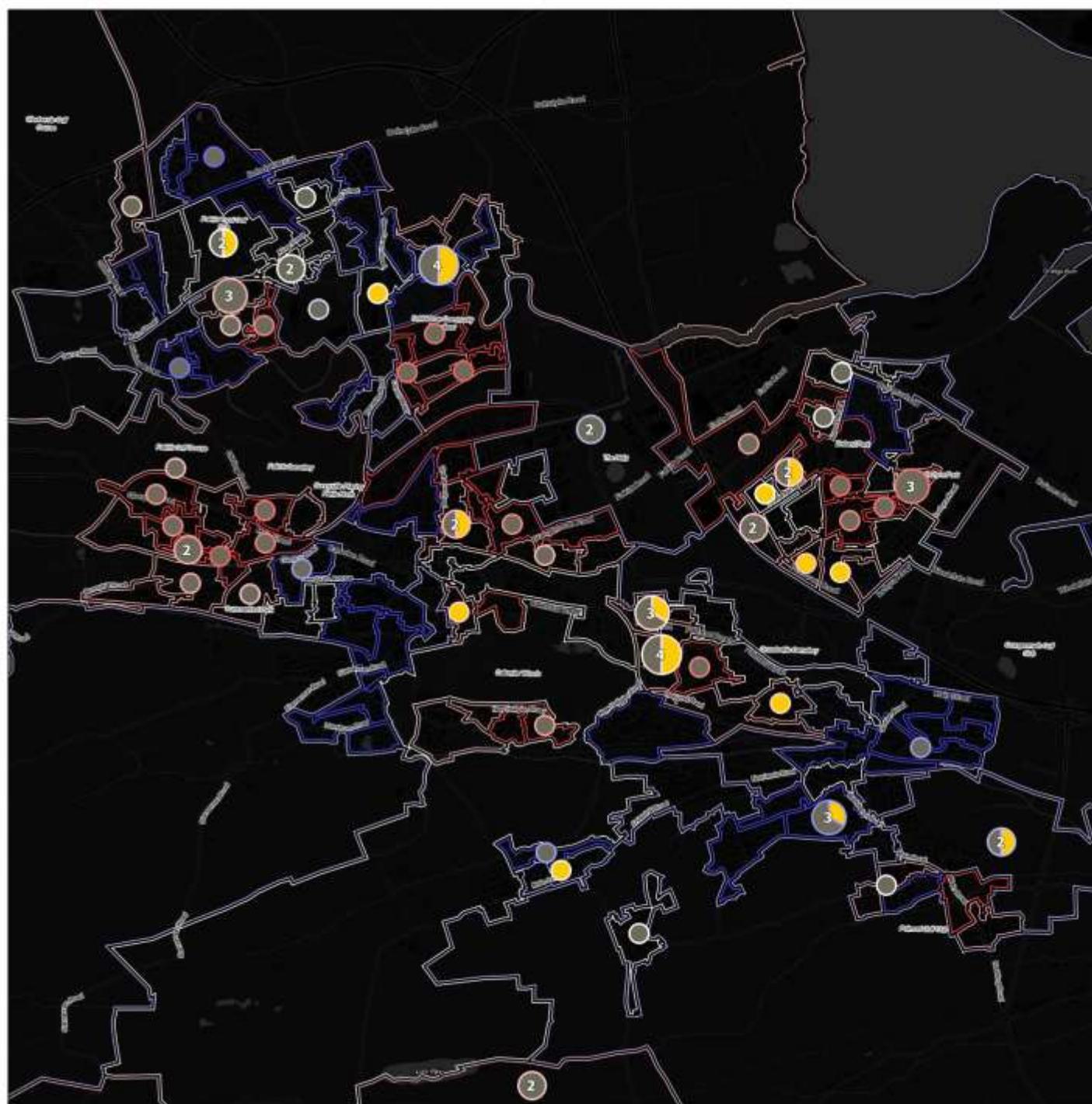
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Falkirk



DataZones with Pie Chart of
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Why might this be?

- **Dense and busy?** We might expect more casualties as there are more people on the streets.
- **More dangerous roads?** Deprived areas are more likely to host busy or fast roads.
- **More walking and cycling?** Car ownership is likely to be lower in these areas (though cars driving through might be higher, as above) which means that people are undertaking more trips on foot or bike to school/work.
- **Lack of infrastructure?** In certain cases there may be a lack of investment in infrastructure and locals may not have the time or resources to complain or organise a response.

What can be done

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- Lots! And everywhere will be different.
- Infrastructure: better pavements, safer cycle routes and traffic calming measures.
- Lower speed limits: Protecting children from cars means that we need to slow down cars. Slower streets reduce both the frequency and severity of collisions.
- Further study

Conclusions

- Transport poverty is a complex problem. There is no single answer or equation.
- Road safety inequalities persist. We do not fully understand why, but we do know that better infrastructure and slower speed streets can help.
- Data and analysis can help us to make better, fairer decisions and to tackle health inequalities and road safety inequality.

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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