



# Urban Planning & Physical Activity

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## Walking

- Given highest priority in Scottish Planning Policy
- Extensive walking infrastructure exists in Scotland
- Significant proportion of trips made on foot
- Walking usually part of longer journey

## Cycling

- Second highest priority in policy
- Little dedicated infrastructure
- Small proportion of trips



“UK cycling conditions deter the vast majority of the population from cycling, yet they disproportionately deter young people, older people, women and people with disabilities from cycling.”

Roger Geffen MBE, Cycling UK Policy Director



# Infrastructure

Seville 2006-2011 (Marquez, 2015)

- Increase in segregated cycle ways from 12km to 164km
- Increase in cycle trips from 3.0 million to 16.3 million per year
- Cycling now around 6% of all trips

Denmark (Danish Cancer Society, 2012)

- >70% of cyclists feel safe/secure on segregated cycle paths/tracks; 30% feel safe mixed with traffic
- New cycle paths typically generate 20% increase in cyclists from day one

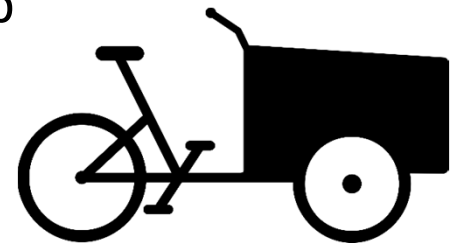
# Infrastructure

## London - Mini-Holland

- Package of street improvements:
  - filtered permeability; reducing through traffic; space for pedestrians & cyclists; changed priority at junctions; tree planting; seating.

## Waltham Forest

- 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) in 2015
- 2016 two-thirds (73%) said they cycle at least once a week, up from 62% in 2015.







**We Support WF MH** @WeSupportWFMH · Apr 23  
Improved public space on Hatherley Rd E17. Once a rat-run for thousands of drivers each day. #wfminiholland @willnorman #doublefilter



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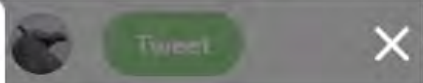




**Robert Weetman**  
@RobertWeetman

Following

Hope & despair 1/2 [HOPE]  
A brand new, genuine, SCOTTISH, continuous pavement/cycleway, producing Dutch style people-first driving behaviour



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# Walkability

- Convenient
  - Convivial
  - Connected
  - Comfortable
  - Conspicuous
- 
- Connswater Community Greenway (East Belfast) walking increased with increase in objective walkability (Longo et al 2015).







# Conclusions

- Provide good quality infrastructure: segregated networks (cf Seville)
- Mini-Holland style street enhancements (filtered permeability; reduced speed – 20mph; changed priorities)
- Green infrastructure & tree planting
- Revision of design guidance
- Community engagement

