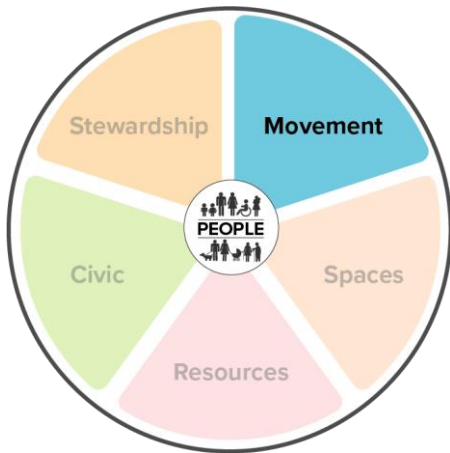


# Shaping Places for Wellbeing Programme

## Active Travel: Impact on Rutherglen's Community



### Active travel can have a positive impact on people when:

- Everyone can easily move around using good-quality, accessible, well-maintained and safe segregated wheeling, walking and cycling routes and access secure bike parking.
- Everyone can wheel, walk and cycle through routes that connect homes, destinations and public transport, are segregated from, and prioritised above, motorised traffic and are part of a local green network.

### This is why it is one of Scotland's Place & Wellbeing Outcomes.

Active travel simply means making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid), cycling or scootering.

## The evidence for active travel<sup>1</sup>



Active travel can improve health by increasing physical activity, weight loss and reducing obesity.



Active travel is associated with reduced risk of death.



Active travel can increase social interactions.



Active travel is associated with improving mental health.



Active travel can minimise harms to health by reducing motorised traffic.



Safety is a key barrier to increasing active travel amongst women.



Walking/cycling to school helps children achieve a healthy weight, with the benefit being greater for children in deprived areas.



1/3 of Scotland's households don't own or have access to a car. This increases to 1/2 of households in deprived areas.



Active travel can provide benefits to local economies.



There is increased public support for investment in walking and cycling, particularly amongst people on low incomes.

1. Source: [Evidence Behind Place Standard Tool & Place and Wellbeing Outcomes](#)

## Active Travel rates in South Lanarkshire<sup>2</sup>

10% of people use active travel to get to work in South Lanarkshire compared to 16% across Scotland 2020

South Lanarkshire is 13<sup>th</sup> out of 32 local authorities for % people who active travel to get to work across Scotland 2020.

43% of children use active travel to get to school in South Lanarkshire compared to 50% in Scotland 2022/2023

South Lanarkshire is 2<sup>nd</sup> out of 10 local authorities in Scotland for a general increase in active travel to school. school 2022/23

## What we heard from a range of communities, organisations and practitioners in Rutherglen in 2023



### Getting around Rutherglen

For people on low incomes, active travel and affordable public transport provide access to essential services and support, plus employment, training and volunteering opportunities.

With high levels of poverty, including child poverty and low car ownership (40% of households in Rutherglen do not have a car), much of Rutherglen's population is dependent on public transport.

There is a lack of clear connections and cycle routes between Rutherglen Main Street and a number of the surrounding areas, such as Burnside, Fernhill and Cathkin where there are also challenges with a steep gradient. Comments are made on how busy the Main Street can be and cars parking on bus lanes having an impact.

There is recognition of the excellent public transport services within Rutherglen but concern over access routes to connect to these services including concerns over safety, anti-social behaviour, low level lighting and the underpass connecting communities with the town centre.



The low level lighting puts me off walking to the Main Street. The underpass is also a problem as I don't feel safe using it. – Rutherglen resident



### Active travel to work and school

By November 2023, 78 schools within South Lanarkshire had developed active travel plans for pupils getting to school.

Spittal Primary School and Nursery Class in Rutherglen is one of the schools developing a School Travel Plan (STP).

The main objective of Spittal's STP is to reduce the number of pupils travelling to school by car and to encourage those who do, to park a little further away and to do this responsibly.

Further objectives are to: reduce congestion around the school; improve the safety of routes to the school; reduce the detrimental impact that cars have on the environment; improve the health and fitness of staff, pupils and parents; and further the school image and develop the school ethos.

In a 2019 Rutherglen and Cambuslang Active Travel Network Plan the top barrier for active travel to work and school and more generally was safety, closely followed by lack of or poor quality of infrastructure; to make walking and cycling attractive modes of transport, infrastructure that feels and is safe is a requirement



*Community transport services are a lifeline for those with mobility issues to support access to activity groups and services. Transport is a huge challenge if you can't make it to a bus stop – local charity worker*



## Knowledge and confidence around active travel

There is recognition of the excellent walking routes in the area, including Malls Mire Community Woodland, Cuningar Loop and Overtoun Park.

There are local walking groups within the community which build confidence and route planning skills.

Poorly maintained pathways, cars parking on pavements, uncertainty about the state of paths and lack of lighting were highlighted as discouraging active travel, particularly for older people, people using wheelchairs & mobility aids and people with young children.



*Cars parking on pavements make it difficult to get round. Also with poorly maintained pavements this makes things even more difficult*

*- Rutherglen resident*



## Collaboration and communication on active travel

From speaking with local stakeholders, we learned about a wide range of initiatives, activities and campaigns supporting active travel in Rutherglen and beyond in South Lanarkshire including walking groups and Rutherglen Bike Town community cycling hub.

However, there's a lack of awareness of what's available amongst local people. It was suggested that improved communication between organisations and more awareness raising with the general public is needed. This also includes an opportunity for communities to feedback about active travel and what does not work such as poorly maintained routes.



*You could have the best transport system in the world but if you can't access it due to poor connection routes then what's the point?*

*- Burnhill Neighbourhood Plan Place and Wellbeing Assessment participant*



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