

Active Travel in a Time of Austerity: A Golden Opportunity?



**Tuesday 19th October 2010, 09.30am to 1.00pm,
Radisson Hotel, Glasgow**

Seminar Report

January 2011

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Acknowledgements

Many thanks to all attendees at the seminar who gave generously of their time and energy and provided constructive comments and suggestions as to how active, sustainable travel could become more of a reality in Scotland.

A big thank you also to:

- GCPH staff who organised and managed the event – Fiona McKie, Morag Jardine and Ricky Fleming
- The transport and health advisory group for their help in planning, publicising and delivering the event
- All of the facilitators who coordinated discussions at each table and provided clear notes of points raised
- The external speakers and panel members: Jonathan Findlay, David Ogilvie, Jolin Warren and Patrick Harvey
- Carol Tannahill who introduced the morning and summed up at the end
- Andrew Lyon who chaired the session

Introduction

Improving physical activity and developing sustainable transport are high on political and public health agendas. Over the past two years, Glasgow Centre for Population Health (GCPH) has been conducting a programme of research, data analysis and policy review to inform strategy, policy and practice in this area.

This work programme has been facilitated and funded by GCPH with additional sponsorship from the Scottish Government, Strathclyde Partnership for Transport (SPT) and NHS Greater Glasgow and Clyde (NHSGGC). It has been supported by a multi-agency advisory group comprising: Transport Scotland; NHS Health Scotland; NHSGGC; local authorities from the Glasgow and Clyde Valley region; SPT; Glasgow and the Clyde Valley Strategic Development Planning Authority; and the MRC Epidemiology Unit Cambridge.

Research Seminar

On the morning of Tuesday 18th October 2010, a research seminar was held to present and discuss research findings in relation to travel and transport and to think about opportunities for active travel within the current economic climate. The seminar programme can be found in Appendix 1. The seminar took place in Glasgow's Radisson Hotel and was attended by over 100 delegates from a range of backgrounds. All delegates were invited to participate in a short pre and post-event online survey to garner opinion before and provide feedback after the seminar.

Andrew Lyon from the International Futures Forum chaired proceedings and led the discussion session with the help of a number of facilitators. Carol Tannahill, GCPH Director, introduced the morning. Councillor Jonathan Findlay, Chair of Strathclyde Partnership for Transport (SPT), provided an opening address, outlining SPT's vision for active travel. A podcast of Councillor Findlay's address can be listened to on the GCPH website.

Presentations then followed from:

- David Ogilvie from the Medical Research Council Epidemiology Unit and Centre for Diet and Activity Research (CEDAR), Cambridge presenting recent research findings and the growing evidence base regarding active travel and public health
- Fiona Crawford and Bruce Whyte from GCPH presenting their findings from data analyses and policy review
- Jolin Warren from Transform Scotland presenting research by Transform Scotland regarding successful approaches in increasing active travel in other European cities.

Copies of David Ogilvie's presentation can be obtained on request from Rebecca Lenagh-Snow in GCPH (rebecca.lenagh-snow@drs.glasgow.gov.uk); the other two presentations can be downloaded from the GCPH website.

The presentations were followed by delegate group discussions with each group presenting key questions to a panel comprising Patrick Harvey (MSP), Jonathan Findlay, David Ogilvie, Jolin Warren, and Fiona Crawford. Carol Tannahill summed up key points from the seminar and her reflections regarding key messages that had

emerged. A podcast of Carol's concluding remarks can be listened to on the GCPH website. Facilitators took notes in order to provide discussion feedback for this seminar report and following the event, a post-event questionnaire was circulated to delegates.

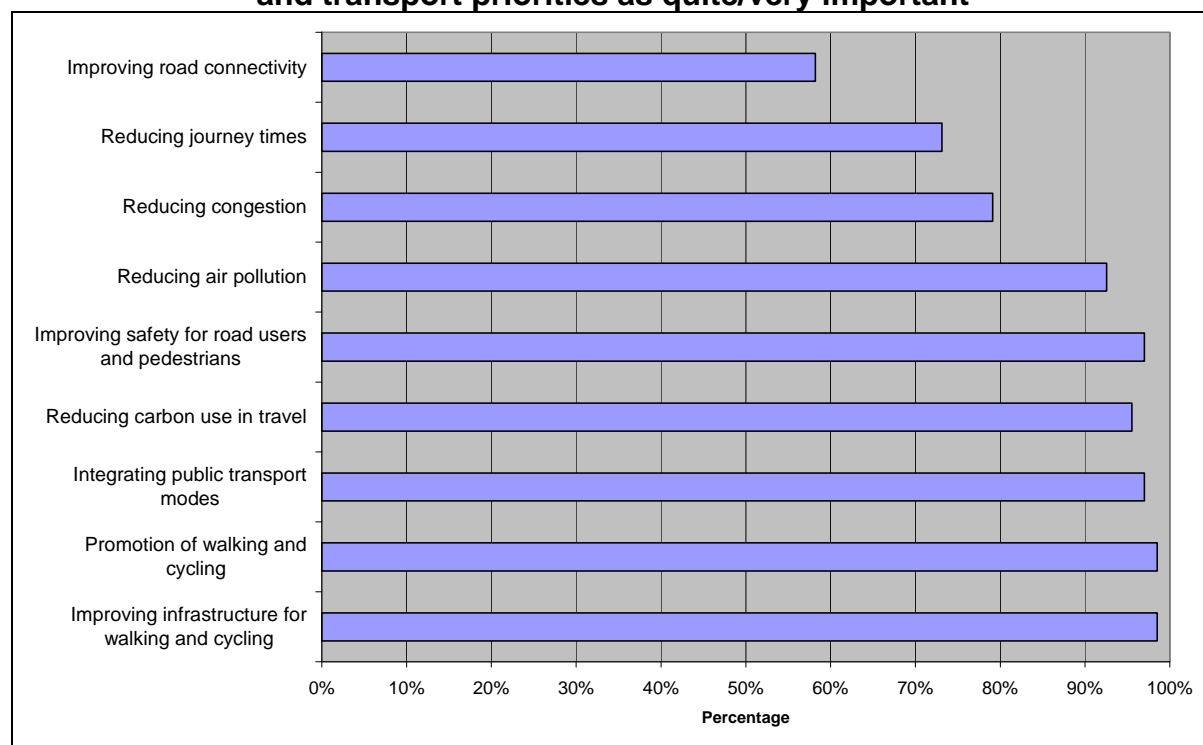
Pre Event Survey

67 people responded to the pre-seminar online questionnaire.

In Question 1, respondents were asked whether they considered that the current economic climate was a good time to promote the use of public transport, walking and cycling. Almost 90% of respondents agreed or strongly agreed with this statement.

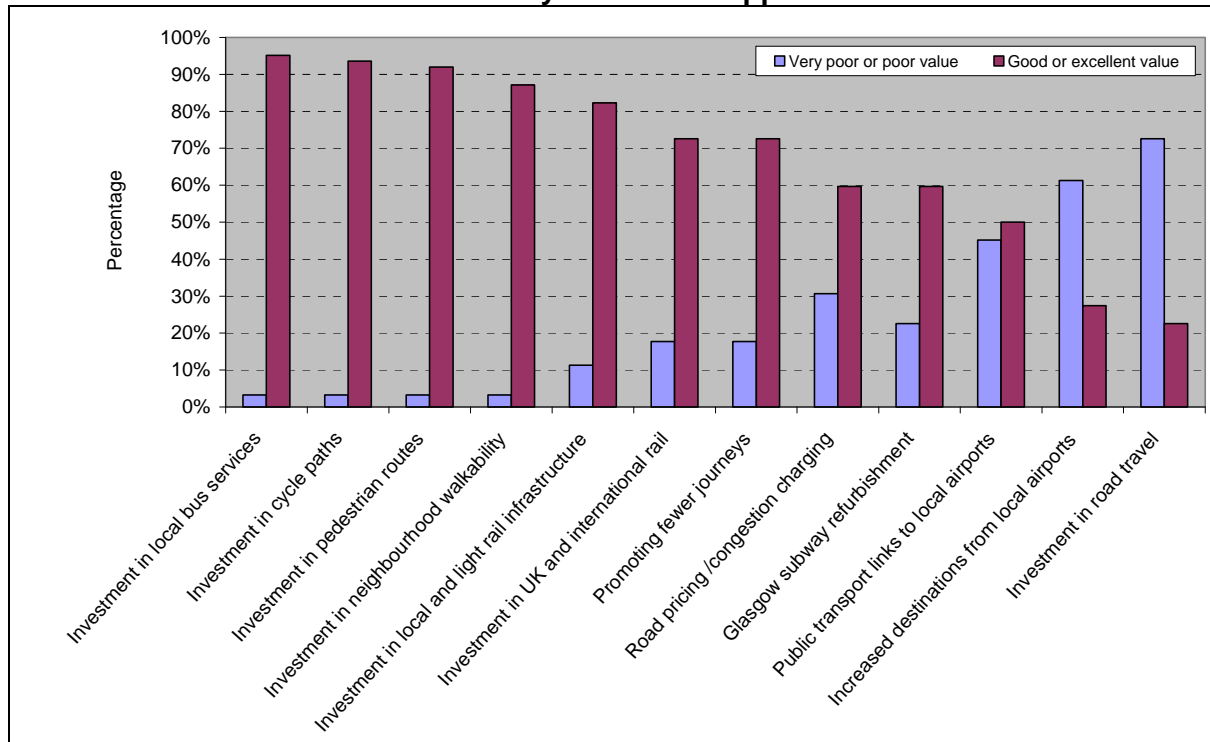
Question 2, asked respondents to rate the importance of a number of travel and transport priorities. As the graph below shows, improving the infrastructure for walking and cycling and promotion of walking and cycling was regarded as most important. Integrating public transport modes, reducing carbon use in travel, improving safety for road users and pedestrians and reducing air pollution were also perceived as important. Improving road connectivity was felt to be least important.

Proportion of respondents rating selected travel and transport priorities as quite/very important



Question 3 asked respondents to indicate the extent to which they thought a number of strategic approaches/initiatives represented value for money.

Perceived value for money of selected approaches/initiatives



As the graph above shows, in terms of perceived value for money, there was strong support for investment in public transport, walking and cycling infrastructure, as well as approaches to promote fewer journeys. Investment in road travel was the least favoured option.

Comments regarding other areas that were perceived as good value for money included: investment in transport hubs/interchanges and their promotion and investment in encouraging short to medium walking journeys; safer storage of bicycles; promotion schemes for schools and businesses; extending subway opening hours; more joined up services and information; walking schemes and other introductory schemes; river transport.

Group Discussions and Panel Debate

During round table discussions facilitators at each table posed the following questions as starting points for debate.

- Where do we stand now on active travel, what are current concerns, what is missing, what is good?
- What does the ideal system look like, where are we trying to reach?
- What actions might help the city move in that direction?
- Where are the signs of good practice here (and elsewhere) now?

Discussion and debate that ensued in response to these questions generated many comments identifying active travel issues and constructive suggestions for action. These comments and suggestions for action are outlined on the following pages of this report, organised under six broad themes.

a) Leadership and Political Support

There was a consensus that clearer, stronger leadership and political support was necessary to stimulate change and nurture good practice on the ground and a feeling that this was currently lacking. However, some delegates questioned how directive politicians/leaders should be on this issue; others queried the role of Transport Scotland in taking forward the active travel agenda and what potential there was for action at community level. The importance of more effective evaluation and reporting of small-scale local interventions to share good practice were raised.

Comments and suggestions included:

There are examples of leadership in London with congestion charges and 'Boris' bikes' which have made a discernable difference

There is a potential time when change can happen but it needs leadership

There is a lack of vision – leadership is the fundamental cross cutting issue

We need to make sure that agencies 'keep at it' – active travel requires long term investment and support

Key people in the community like school janitors can have a very pivotal effect in encouraging active travel but if their role changes this can make initiatives vulnerable, so leadership needs to be mainstreamed

There is a lot of good practice in Dundee Active Travel that: a) does not get evaluated properly and fed into policy and b) we did not hear about today – a missed opportunity

Strong leadership is present in Scotland but it isn't enough as policy and strategy is not being implemented. While some projects are underway there isn't a paradigm shift and the current appraisal system for assessing major projects doesn't account for health or carbon impacts. Even economic arguments don't stack up for several major trunk road projects, but there is a strong lobby to ensure they are taken forward

We need creative thinking, like one day a week no traffic in city centre (happens in some European cities)

Important to have political support there is a need for political champion

We should focus on individual experience as examples to others

Malamo and Copenhagen were mentioned as examples of ideal vision. To achieve this a multi-level solution is required to implement a paradigm shift

We need to develop a Centre (or City) of Excellence, with an integrated public transport and cycling network, like the "Boris" bikes in London – also being implemented in Cardiff and piloted in Dumfries – and we need to market it widely – perhaps Glasgow is an ideal place to do this

b) Policy and Strategy

More effective translation of policy and strategy into action was identified as crucial. Delegates questioned whether there could be a commitment from all local authorities to include indicators for active travel in their Single Outcome Agreements. There was discussion regarding the balance of incentives/disincentives that should be used to encourage modal shift and the potential role of re-regulation. It was noted that in the presentation from Jolin Warren of Transform Scotland, the cities which had been most successful in improving active travel had all featured some level of restriction or charges associated with car use.

Comments and suggestions included:

Active Schools is now funded by Sport Scotland not health. The subtle shift in emphasis is to sport and exercise not physical activity or active travel

There's a strong feeling that national policy 'talks the talk' but that there is not enough 'walk the walk'

Active Schools and school travel planning seemed to vary in implementation, e.g., Glasgow and Inverclyde

Getting an integrated strategy – so that active travel is part of transport strategy and not an add-on and connectivity across the travel system reflects that

There is a need for local, lasting and funded commitment to active travel projects

Bodies need to practise what they preach in terms of active travel, the sentiment/policies/strategies are right but the reality is often very different, particularly in terms of resource allocation

Implementation of national policy is not there at a local level

Funding should be concentrated on particular cycle routes

Need better coordination in Glasgow across local groups and council teams, regarding active travel

An integrated approach – lots of levels needed to contribute to modal shift

Strategy and opportunity should be pursued together – we need both a thought-out integrated transport strategy with active travel as an integral element, as well as some tangible (and perhaps small-scale) progress on the ground (such as extra bike racks at rail stations)

Perhaps it is worthwhile to adopt a range of strategies rather than a one size fits all. It was suggested that perhaps the focus should be solely on children in the hope of encouraging good habits which persist. It was agreed that whilst this seemed like a great idea, children learn from parents and it was therefore not enough only to focus on children

c) Planning and Infrastructure

There were differing views regarding the adequacy of infrastructure for active travel; some delegates felt that the emphasis should be on awareness-raising and behavioural change as they felt that the infrastructure was there but people weren't aware of it or using it. Others considered that the infrastructure was patchy at best and an integrated network supporting active travel was needed.

Comments and suggestions included:

Active travel and decent public transport both require better infrastructure and better thinking about connectivity. For example, several West of Scotland rail stations have little to no provision for cyclists (but lots of car parking spaces) and most offices have little in the way of cycle storage or shower facilities. This supports a perception that commitment to active travel is not currently sufficient. The public sector could at least look to lead the way in these latter respects

Small scale projects are often more effective than large shiny new, photo opportunity friendly ones

Engaging with planners especially road engineers - designing streets may be a key opportunity

The planning system needs a greater focus on active travel. Purely economic considerations can often favour increased car usage (e.g. with shopping centres)

Active travel in the planning process seems to be based on retrofit

All new housing, retail and office developments should favour active travel. If such considerations are built in from the start then it is a lot easier to continue with them than to retro-fit development

Major developments such as hospitals need to place active travel at the core of their travel plans decisions. The Southern General Hospital does nothing to foster active travel

Cycle routes should be 'joined up'

Restricting car usage, perhaps even banning it on certain days

There should be more shared surfaces – importance of using 'Designing for Streets Guidance

How could we create no parking/stopping zones around schools to discourage parents driving their children?

SPT needs to put money into developing soft skills like advocating for active travel, rather than continuing to develop infrastructure

d) Culture and Promotion

Many delegates felt that prevailing Scottish cultural norms militated against active travel but that there was scope for better, more creative, targeted promotion to help change attitudes and behaviour. Social marketing campaigns for active travel were seen by some delegates as an important component of such an approach. An analogy was drawn with the marketing pressures for consumption of unhealthy food choices rather than fruit and vegetables. However, a broader question was posed by one delegate as to how we could tackle the larger cultural issues which dominate 21st Century culture in order to move towards a simpler, less harmful life both for individuals and the planet.

Comments and suggestions included:

Who are active travel messages aimed at? Is it everyone or are we trying to target specific groups? People who exercise regularly without adopting active travel methods might not feel the need for any additional health benefits associated with active travel. Using the environment as a reason for promoting active transport only works if individuals care about the environment

Other cities in the EU, with similar climate and social mixes have managed to shift towards active travel, though this can take time and needs to be maintained in the face of initial resistance. It is important that cycling is not seen as the preserve of the Scandinavian middle classes, but is for everyone

Offering 'cycle mile' points to staff and combating to some extent the overwhelming investment of resources in car usage

Edinburgh has passed the 'tipping point' regarding cycling, but this has not happened in Glasgow where it is still seen as unusual

Need to focus on car drivers and attitude and behavioural change – can we do that (cyclists need to behave too)

There is a lost culture of cycling, parents need to become involved with their children

There should be more promotion of walking. The infrastructure is already there

What about barriers to active transport reported by women or parents with young children

Appropriate use of the car – this should be discussed as many car journeys are inappropriate where there are a number of alternatives available

The consumer side of it – making it 'sexy'

Make teaching cycling in schools mandatory as adults who've never cycled don't tend to take it up

Greater encouragement needs to be given to children to cycle to school. Correspondingly, parents should be persuaded not to use cars for the school run

Active travel might be given a more prominent role in the Healthy Working Lives award scheme

Is there a role for celebrity endorsement like Jamie Oliver re food in schools etc or even role models in everyday contexts?

e) Safety and Equity

A number of issues were discussed in relation to safety and equity including the needs of different population groups such as those who can't drive and the elderly. One delegate wondered whether the promotion of active travel might widen inequalities as it would be the well informed who would take up the messages. Further questions included how active travel could be promoted in more deprived areas where there are increased accidents, less commuting due to lower employment rates, and issues of security and territorialism etc.

Comments and suggestions included:

Evidence shows that legislation/regulation can work better to tackle health inequalities than other approaches (such as information and awareness campaigns). It is important that such lessons are used for active travel, perhaps by banning cars in city centres on certain days

Some people do travel actively but messages don't reach everyone, especially those who experience various inequalities

What are people's rights? These should be rights to mobility, rather than the right to the

Initiatives to promote active travel can have unintended consequences, for example, pedestrianisation of Milngavie town centre has meant that people using disabled buggies are no longer able to park there, as there are too many

Things like litter, graffiti and fear of crime can prevent cycling and walking. The car is security and independence for many people.

f) Economic Climate

Opportunities and threats were identified by delegates regarding the potential impact of the economic climate on active travel. One view was that the current economic situation might lead people to question the costs of car usage and even challenge their own perspective on what constitutes progress leading to more sustainable travel behaviour such as car-sharing on cost grounds and even a wider population shift to active travel, if supported by effective health promotion campaigns. Potential threats identified included the impact of the imminent withdrawal of central funding for local/voluntary groups who promote and support active travel.

Comments and suggestions included:

In the current 'doing more with less' public spending agenda active travel has a higher benefit/cost ratio

Austerity is a time of golden opportunity because it allows time for reflection, developing ideas, identifying good practice and determining best ways of implementation

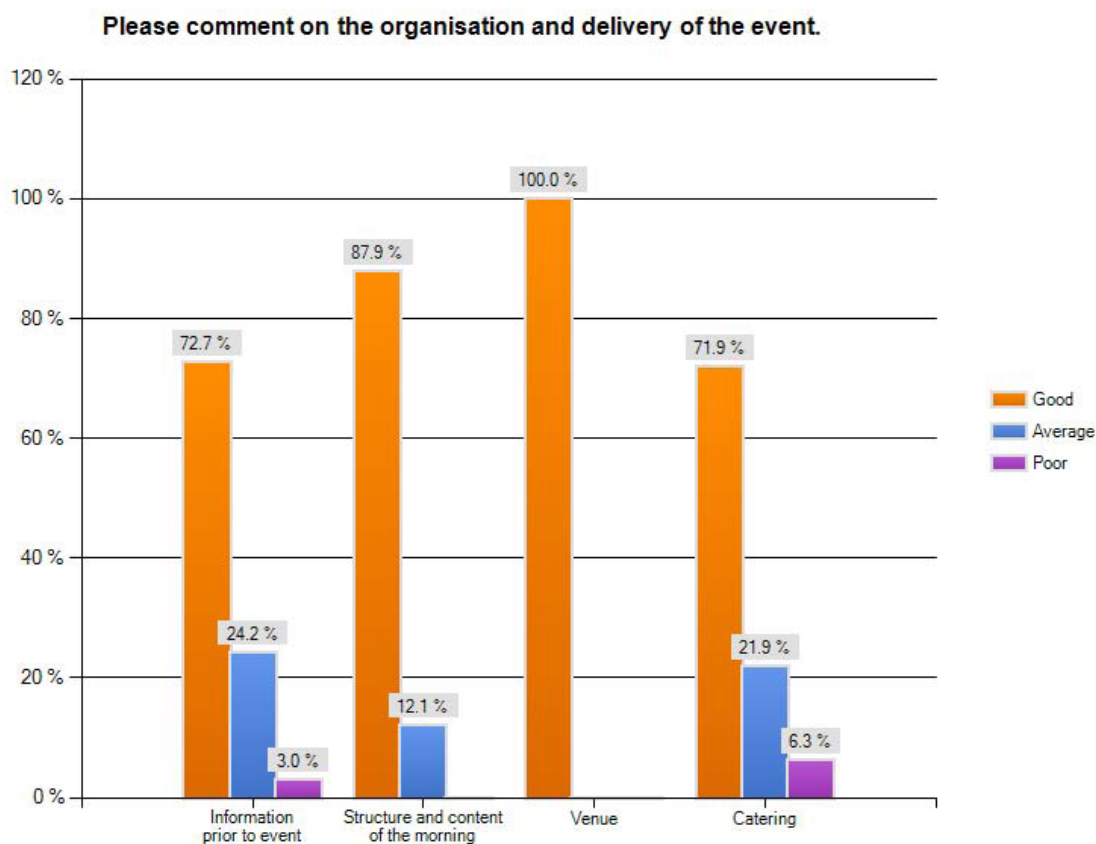
At a time of funding restriction how can awareness and choices available to the public be improved?

In Glasgow, will the policy to close schools (and presumably therefore increase distances to schools) and cut buses have an impact on active travel? Is this an opportunity as well as a threat?

Post Event Survey

Following the seminar, a second, short online survey was sent to all participants to seek feedback regarding the event. Participants were asked to comment on the organisation and delivery of the event; aspects of presentations that they found particularly helpful; usefulness or relevance of the group discussions and 'question time' plenary session. Respondents were also asked to indicate how they might use any of the material presented and/or discussed to influence policy and practice; what they thought was needed to realise the potential of active, sustainable travel in policy or practical terms and what role they considered GCPH might be able to play in realising this potential.

Overall feedback on organisation, venue and structure of the event was very positive. Eighty eight percent of respondents considered that the structure and content of the morning was good and the venue suited all respondents.



Feedback on Presentations

The majority of respondents rated the presentations very highly. They welcomed the presentation of active travel data, research and policy analysis within a local, national and international context. They also welcomed the recognition of the importance of multi-agency approaches to encouraging uptake of active travel and the opportunities created by bringing together planners, academics and politicians:

“Useful to get detailed stats and up to date information on the state of active travel in Scotland today.”

“Excellent range of speakers covering various aspects of active travel. This helped to reinforce that sustainable travel is a complex and multifaceted topic, relevant to professionals from a myriad of specialist areas.”

“Useful presentations on how to get policy makers to promote active travel effectively.”

A few respondents commented that despite useful information and a strong case for active travel, little progress appeared to have been made. A small minority of respondents felt that presentations were too academic and told respondents what they already knew without offering practical examples or findings on what actually works/can work for the future:

“To be honest - I came away with very little. I found the content too academic focused, relaying what we all already know without offering practical examples or findings on what actually works/can work for the future.”

Usefulness and Relevance of Group Discussions

The majority of respondents found the group discussion session both useful and relevant:

“The mix of people and professions at my table lead to a very enlightening discussion, it was interesting to hear the views of others and how they approach active travel issues.”

“Group discussions on policies/legislation, car free zones etc. helped me understand what is happening in other authorities.”

However, some respondents considered that there could have been more of a focus on practical steps to achieve change and greater account taken of the economic climate:

“Group discussions are always useful to allow delegates to put their views forward and to make an active contribution to the event. However, felt that the discussion could have focussed more on how to take things forward.”

“Group discussions and questions were lively although there didn't seem to be a huge emphasis on the austerity angle. I think this will be a key factor in changing people's behaviour in the next few years.”

Translating Policy into Practice

Respondents reported that they would share information and data from the event with colleagues and also use data within their own roles to make an evidenced case for the benefits of active travel in reducing environmental pollution and promoting good health. Encouragingly, this included use at policy level, locally and nationally with the intention of engaging local and national government.

“We will use the information to try to engage local authority and Scottish government”.

“I would consider using the information as a way of showing active travel is positive in terms of reducing air pollution and noise and improving public health.”

“Stats to highlight that progress has not been made and policies need to change.”

What is needed to realise the potential of active, sustainable travel in policy or practical terms?

Many respondents expressed a desire for stronger, more visible leadership from policy makers and politicians, and made some specific practical suggestions.

"In many ways the policies are there - what is needed is leadership and funding commitments - particularly in the current climate. Our politicians need to be more courageous in putting words into practice - and we need to press them to do so - and give them the information to back that up as a sensible course of action."

"Strong governmental leadership that allows an integrated approach across departments. From the presentations I saw, it would seem that strong leadership coupled with major changes in the infrastructure of towns and cities could, realistically, change the population mindset to ensure that more sustainable forms of transport become the norm. This may also require regulation of bus services which seemed to be a recurrent message during the seminar as a potential barrier to progress."

There was also a common view that active travel should be part of mainstream transport policy not just an 'add on' as it was currently perceived.

"Safe, joined up cycling and walking routes are needed across the country."

"Ensure that policy commitments are translated into local practice. As Fiona pointed out in her presentation - all too often it's 'business as usual'. Further cost benefit analysis research would also prove useful in the current climate."

Active Travel and the Role of GCPH

Eighty percent of respondents felt GCPH had a future role to play in influencing policy and practice of active travel. Respondents saw the future role of GCPH as taking a number of forms which included further research and data analysis, engagement with policy makers, facilitation of debate, discussion and new thinking. Examples of suggestions included:

"Working with partners to develop: UK case studies and their effects; practical toolkit on how to retrofit improved infrastructure on existing towns and cities; easy to use (ratified) models that prove the economic benefits; more intelligent use of SOAs and better indicators that will show we are beating the (downward) trend."

"Key advocacy role in promoting the benefits and also a key strength in developing further evidence of such benefits and in what works to promote active travel."

"More research on the economic benefits of active travel investment to give this leverage."

"To continue to make the case for active, sustainable travel in Glasgow, raising the issue with all who may be in a position to drive change."

"A policy critique of why active travel has so little traction in transport policy, and what would be the wider economic benefits of greater active travel."

Conclusions and next steps

Feedback shows that the research seminar on the 19th October provided attendees with concrete, relevant evidence, and ideas that they have indicated they will use to influence policy and practice in their spheres of work. Local and national politicians present at the event, articulated their support for a move towards greater prioritisation of active travel by decision-makers. GCPH plans to continue with its programme of research and data analysis on travel and transport. Future priorities have still to be finalised but may include: learning from what works elsewhere; cost-effectiveness of active, sustainable travel interventions; local trends and patterns in travel and transport; and impacts of specific interventions such as urban traffic calming. Another seminar will be held during the autumn of 2011 to present and discuss further results and learning from this programme of work.

Appendix 1: Programme



Active Travel in a Time of Austerity: a Golden Opportunity? Tuesday 19th October 2010, 9.30am – 1.00pm, Radisson Hotel, Glasgow

Programme

9.00 – 9.30	Coffee and registration
9.30 – 9.40	<i>Introduction</i> Carol Tannahill (Director, Glasgow Centre for Population Health)
9.40 – 9.50	<i>Overview of SPT's vision for active sustainable travel in Glasgow</i> Councillor Jonathan Findlay (Chair, Strathclyde Partnership for Transport)
9.50 – 10.00	Questions
10.00 – 10.20	<i>Active travel and public health: recent research findings.</i> David Ogilvie (Medical Research Council Epidemiology Unit and Centre for Diet and Activity Research (CEDAR), Cambridge)
10.20 - 10.30	Questions
10.30 – 10.50	<i>Are we moving in the right direction? Findings from data analyses and policy review</i> Fiona Crawford, Bruce Whyte (Glasgow Centre for Population Health)
10.50 – 11.00	Questions
11.00 – 11.20	Coffee
11.20 – 11.40	<i>Civilising the Streets</i> Jolin Warren (Transform Scotland)
11.40 – 12.50	<i>Discussion and 'Question Time' plenary session</i> Facilitated by Andrew Lyon (International Futures Forum) Panel members: Jonathan Findlay; David Ogilvie; Jolin Warren; Patrick Harvie (MSP); Fiona Crawford
12.50 – 1.00	<i>Summing up</i> Carol Tannahill
1.00	Lunch

The Healthy Sustainable Transport programme is a collaborative programme of work facilitated by GCPH, with support from a multi-agency advisory group and sponsorship from the Scottish Government, Strathclyde Partnership for Transport and NHS Greater Glasgow and Clyde

Appendix 2: Delegate List



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Delegate List

First	Surname	Organisation
Norman	Armstrong	Free Wheel North
Geoff	Atkins	Scottish Natural Heritage
Kenny	Auld	Loch Lomond & The Trossachs National Park
Avril	Blamey	Avril Blamey & Associates
Duncan	Booker	Glasgow City Council, CEO's Office
John	Boyle	South Lanarkshire Council, Traffic & Transport Services
Graham	Brennan	University of Strathclyde
Penny	Bridger	NHS Health Scotland
Lucinda	Broadbent	Media Co-op
Andrew	Brown	Glasgow City Council, Land and Environmental Services
Caroline	Brown	Heriot-Watt University
Carol	Brown	Transport Scotland
Margaret	Comrie	Health at Work
Karen	Conaghan	West Dunbartonshire Council
Alastair	Corbett	Glasgow & Clyde Valley Green Network Partnership
Mackay	Craig, Cllr	Glasgow City Council, Kelvin City Branch
Fiona	Crawford	Glasgow Centre for Population Health
James	Crawshaw	Glasgow City Council, Land and Environmental Services
James	Curran	GP, Glasgow
Michael	Donnelly	Glasgow City Council
Jackie	Dryburgh	NHS Greater Glasgow and Clyde
Matt	Egan	MRC CSO Social and Public Health Sciences Unit
Anne	Ellaway	MRC CSO Social and Public Health Sciences Unit
Jonathan	Findlay, Cllr	Strathclyde Passenger Transport
Sandra	Frame	Glasgow City Council, Glasgow Life/Sport
Karen	Furey	Transport Scotland
Jim	Gibbons	East Dunbartonshire Council
Scott	Gibson	Renfrewshire Council, Roads & Transport
Phillip	Glennie	Transport Scotland, Smarter Choices, Smarter Places

First	Surname	Organisation
Daniel	Gotts	Scottish Natural Heritage
John	Grant	Inverclyde Council
Brian	Grogans	Glasgow City Council, Glasgow Life
Peter	Hayman	CTC Scotland
Martin	Higgins	NHS Lothian
Sue	Hilder	Glasgow City Council
Debbie	Hinds	Glasgow Caledonian University
Dave	Holladay	Independent specialist integrated transport
Mark	Hudson	Glasgow City Council, Education Services
Anthony	Hughes	Glasgow City Council, Development and Regeneration Services
Allison	Hunter, Cllr	Glasgow City Glasgow, Govan Ward
Kevin	Hutchison	NHS Inverclyde Community Health Care Partnership
Rosie	Ilet	Glasgow Centre for Population Health
Keith	Irving	Living Streets Scotland
Mark	Irwin	Glasgow City Council, Education Services
Morag	Jardine	Glasgow Centre for Population Health
Russell	Jones	Glasgow Centre for Population Health
Vittal	Katikireddi	MRC Social and Public Health Sciences Unit
Ruth	Kendall	NHS GGC, Public Health Resource Unit
Jason	Kennedy	
Mark	Kiehlmann	East Dunbartonshire's Cycle Co-operative
Bruce	Kiloh	Strathclyde Passenger Transport
Louise	Kirk	North Ayrshire Council
Collin	Little	Glasgow City Council, Land and Environmental Services
Mark	Livingston	University of Glasgow, Department of Urban Studies
Jake	Lovatt	Glasgow City Council, Glasgow Life
Matt	Lowther	NHS Scotland, Evidence for Action Team
Allan	MacLean	Glasgow City Council, Land and Environmental Services
Patti	MacLeod	Glasgow City Council, Development and Regeneration Services
Alasdair	Marshall	Cycling Scotland
Eva	Martinez	Fife Council
Chloe	McAdam	Scottish Physical Activity Research Collaboration (SPARColl)
Ian	McCall	Paths for All
Heather	McCann	North Ayrshire Council, Auchenharvie Academy
Gerry	McCartney	NHS Health Scotland
Paul	McCrorie	Glasgow Caledonian University
Jacqui	McDove	North Lanarkshire Council
David	McDove	North Lanarkshire Council, Road Strategy & Safety
Niall	McGrogan	NHS Greater Glasgow and Clyde

First	Surname	Organisation
Vincent	McInally	Glasgow City Council, Land and Environmental Services
Laura	McKenna	Glasgow Science Centre
Fiona	McKie	Glasgow Centre for Population Health
Ruth	McLaughlin	Glasgow Centre for Population Health
Kelda	McLean	Glasgow Centre for Population Health
David	McMinn	University of Strathclyde
Wendy	Mitchell	South Ayrshire Council
Ian	Monteague	Family Action in Rogerfield and Easterhouse (FARE)
John	Mooney	Scottish Collaboration for Public Health Research and Policy (SCPHRP)
Laura	Mullen	West Dunbartonshire Community Health Care Partnership
Nanette	Mutrie	University of Strathclyde
David	Ogilvie	Medical Research Council Epidemiology Unit
Susie	Palmer	Glasgow City Council, CEO's Office
Harvie	Patrick	MSP, Co-convenor, Scottish Green Party
Ruth	Peebles	NHS Health Scotland
Lorna	Renwick	NHS Health Scotland
George	Roberts, Cllr	Glasgow City Council, Hillhead Ward
Mark	Robinson	NHS Health Scotland
Pete	Seaman	Glasgow Centre for Population Health
Shona	Seymour	Strathclyde Passenger Transport
Baligh	Shaar	Glasgow City Council, Land and Environmental Services
Damian	Shannon	NHS Ayrshire & Arran
Caley	Slidders	JMP Consultants
Michelle	Sloan	NHS Greater Glasgow and Clyde
David	Smith	NHS GGC Retired Surgeon
Patrick	Smyth	Clubnet/Scottish Association for Mental Health
Susan	Solomon	Scottish Government
Clare	Strain	Strathclyde Passenger Transport
Stuart	Tait	Glasgow & Clyde Valley Strategic Development Planning Authority
Koji	Takenaka	Waseda University, Faculty of Human Sciences, Japan
Liz	Thomas	Impart
Jane	Thompson	Glasgow City Council, Chief Executive's Department
Irene	Thorburn	North Lanarkshire Council
Gary	Todd	Edinburgh City Council, Strategic Planning
Kirsteen	Torrance	East Renfrewshire Council, St Luke's Cluster
Ian	Travers	Renfrewshire Council
Vicky	Trim	Forestry Commission, South Lanarkshire Schools
James	Trolland	Spae Consulting
Lorraine	Tulloch	Transport Scotland, Good Places, Better Health

First	Surname	Organisation
David	Turner, Cllr	Glasgow City Council, Ballieston Ward
Claire	Wallace	Glasgow City Council
Jolin	Warren	Transform Scotland
Emily	Watts	Transition Scotland Support
Paul	Whybrow	Heriot-Watt University
Bruce	Whyte	Glasgow Centre for Population Health
Jonathan	Wright	Scottish Government
Lorna	Young	Glasgow City Council

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