



## **Active, Sustainable Travel: Are we moving in the right direction?**

**Thursday 8<sup>th</sup> October 2009, 9.30am – 1pm  
St Andrew's in the Square, Glasgow**



### **Seminar Report**

**December 2009**

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## Key Messages

Active sustainable travel is good for individual and public health – other countries are successfully using tried and tested methods to make it easier, safer and popular

Lowering speed limits to 20mph in cities would reduce child pedestrian injuries and deaths and make streets more people friendly

Primary and secondary school pupils want to cycle to school but very few of them do so

Children and young people from deprived areas are more likely to be killed or injured on the roads as pedestrians than those from more affluent areas

School travel patterns vary from one school to the next in the same local authority. It is not clear why this is the case

We all need to practise what we preach and lead by example in our individual behaviour!

Stronger and more visible political leadership and funding for active travel infrastructure is needed if active travel is to become more of a reality in Scotland

## **1. Introduction**

Transport and travel play an important role in our health and well-being as individuals, in our communities and at a regional, national and international level. We know that motorised transport contributes to climate change, to lower levels of physical activity in the population and to inequalities in child pedestrian injuries and deaths. Public health leaders have called for greater and more visible priority to be given to planning decisions and initiatives that make walking and cycling easier, safer and more popular.

It is clear that the promotion of active and sustainable modes of travel is becoming increasingly important to policy makers, nationally and locally. Nevertheless, how successful have our strategies, policies and programmes been in promoting active, sustainable travel? What do we know about recent trends in travel patterns? What are public attitudes in and around Glasgow towards different modes of travel? What are we actually doing as policy makers, practitioners and individuals to prioritise and practise active travel?

In order to try and answer these questions, Glasgow Centre for Population Health is facilitating a programme of work that aims to create a more comprehensive information base, to build understanding of the impacts of transport related strategies, policies and plans on travel patterns and to generate insight regarding current attitudes towards travel in the Glasgow and Clyde Valley area. The programme is supported by a multi-agency advisory group with sponsorship from the Scottish Government (SG), Strathclyde Partnership for Transport and NHS Greater Glasgow and Clyde (NHSGGC). The programme of work was established during the summer of 2008 and aims to report by spring 2010. A number of outputs have already been produced from the different strands of work and various dissemination activities are underway to present and discuss findings and emerging recommendations.

## **2. Research seminar**

On the morning of Thursday 8<sup>th</sup> October, GCPH organised a research seminar - Active Sustainable Travel: are we moving in the right direction? The aim of the seminar was to provide an update on progress in relation to the promotion of active travel internationally, nationally and locally, present evidence and findings from the GCPH programme of work and hear about local work on the ground. A copy of the programme can be found in Appendix 1.

The seminar attracted nearly 150 delegates from diverse backgrounds and levels of seniority. A copy of the delegate list is attached in Appendix 2.

Andrew Lyon from the International Futures Forum chaired the morning's proceedings and led the discussion with the help of a number of facilitators. The seminar commenced with a keynote presentation by Prof John Whitelegg, Professor of Sustainable Transport, Liverpool John Moores University. Fiona Crawford then presented an overview of the Glasgow Centre for Population Health's programme of work and Bruce Whyte and Mark Livingston provided results relating to analyses of school travel data. The final presentation consisted of an imaginative, lively input by pupils from Kings Park Primary school travel team to illustrate how they had gone about promoting safe and active travel in and around their school. Questions, debate and discussion featured throughout the event and the final session was dedicated to facilitated group discussion. One of the aims of this session was to task delegates with suggesting concrete actions they could undertake as individuals as well as providing recommendations for constructive action at a strategy, policy and practice level.

This report sets out key messages emerging from the seminar, provides a synopsis of key features of each presentation and lists the many actions flowing from the discussion session. This report and the presentations are all available to download from the GCPH website.

### 3. Presentations

*Professor John Whitelegg: Keynote address*

John presented the 'big picture' regarding measures taken to promote active sustainable travel, drawing on examples from around the world.



He described some examples of good practice, for instance from Germany. The photographs shown above are of two of Freiburg's 177 home zones, where the speed limit is 7km/hr in order to permit walking, cycling and playing on the street. All residential streets are traffic calmed, with a speed limit of 30km/hr or less.

He also referred to less good practice as shown below.



John suggested that there were tried and tested ways of prioritising pedestrians, cyclists and people who use other forms of transport involving physical activity (including those whose mobility is impaired). These included widening pavements; introducing cycle lanes; restricting motor vehicle access; introducing road-user charging schemes and traffic-calming schemes; and creating safe routes to schools. He referred to Portsmouth City Council's

city wide implementation of 20mph limits which has reduced pedestrian injuries and which has been hailed as a major success. A number of other cities across the UK are now implementing mandatory 20mph zones.

John concluded his presentation by proposing that the big issues for the future that societies need to tackle if we want to live in safe, sustainable, people-friendly, active places include: child-friendly/older person friendly public space; car-reduced cities; climate change; fiscal re-balancing; and public health integration.

*Fiona Crawford: Moving in the right direction? An overview of the transport and health programme*

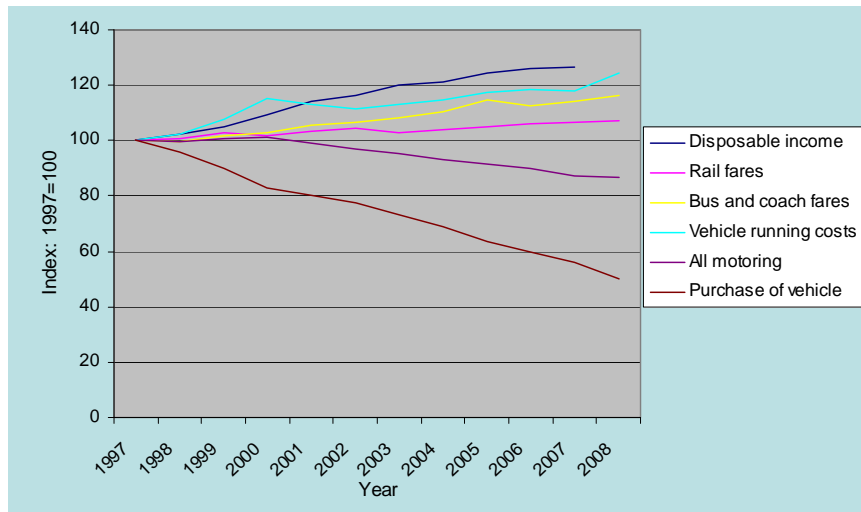
Fiona outlined the context that led to the establishment of the GCPH programme of work. She highlighted the increasing evidence in relation to the harmful effects of motorised transport and the benefits of active travel. She described the Scottish policy context in relation to physical activity, transport and travel and presented data relating to trends in travel patterns. One of her key points was that despite a stated commitment to active sustainable travel in national, regional and local strategies and policies, the trends are moving in the wrong direction. Data from the SG and other national bodies shows that total vehicle kilometres are still increasing, active travel is in relative decline and carbon emissions from the transport sector continue to rise. Furthermore, resource allocation does not appear to follow stated support and commitment. The SG spends a tiny proportion of the overall transport budget on support for active/sustainable travel as the table below illustrates.

**Scottish Government Spend in Real Terms (£K)**

	08/09	09/10	10/11	% change
Motorways & trunk roads	930	1035	1120	+10%
Support for active sustainable travel	11	11	10	-3%

(Source: Scottish Parliament Research Briefing 2008: Draft Budget 2009-10 - Finance and Sustainable Growth Portfolio)

Data from the Department of Transport, shown below, illustrate that the costs of purchasing a vehicle as well as motoring costs are steadily declining in relation to income, rail and bus fares thus continuing to incentivise car use.



(Source: Department of Transport, 2009)

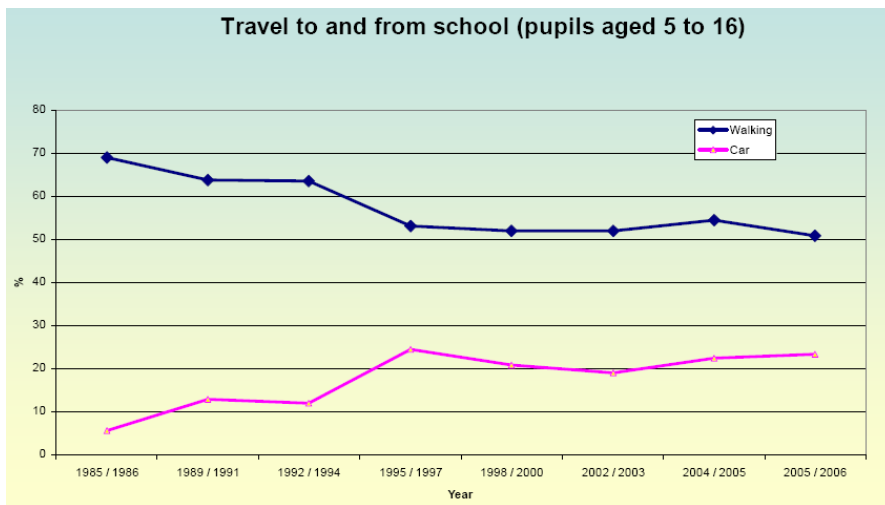
Fiona went on to describe the main elements of the GCPH programme of work, progress on each element and plans for the future. The main elements of the programme involve building the information base, developing our knowledge and evaluating the impact of transport policies and programmes on active/sustainable travel in the Glasgow and the Clyde Valley area. Outputs to date include: published research findings exploring how and why people currently travel as they do and the scope for encouraging alternatives to car travel; analyses of school travel patterns at local and regional level; and a review of targets and indicators relating to walking and cycling in Local Authority Single Outcome Agreements (SOAs).

*Bruce Whyte/Mark Livingston: School travel trends*

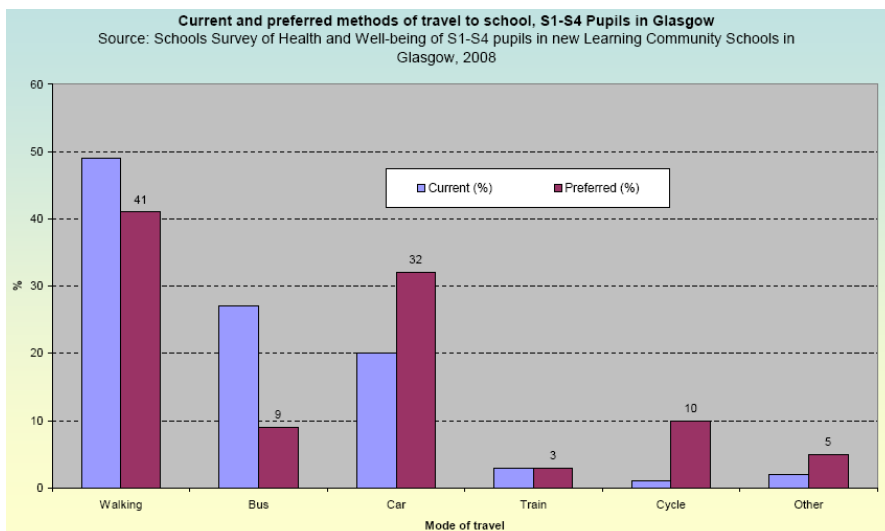
Bruce introduced this talk with a poem about travelling to school written by Lucy of Gavinburn Primary School in 2001, which starts with the fine sentiment 'If you leave the car and walk, you will have a chance to talk....' He explained how this talk was about one part of the work towards building the information base around modes of travel in Glasgow and Clyde Valley.

Mark then introduced the main focus of the talk which was an analysis of children's travel patterns in the region. He started by setting the context showing how car travel to and from school has increased steadily over the last ten years at the same time as walking to and from school has reduced.

*(Scottish trends from the National Travel Survey)*



Mark then went on to describe some statistics on active travel to school based on the 'Hands Up' survey – an annual survey of school travel conducted by Sustrans. These analyses show that around 60% of primary pupils in the region travel to school by active means e.g. walk, cycle, skate or 'park and stride.' However, there are huge – three- to four-fold - variations between primary schools within local authorities. Levels of cycling are low across the majority of primary schools in the region, although some schools, where cycle commuting to school reaches as high as 15%, are clearly being more effective in encouraging this type of active commuting. Levels of active commuting vary by deprivation but the patterns are difficult to interpret.



What is clear is that active travel drops significantly when pupils enter secondary education. However, again, there is wide variation in active travel prevalence across secondary schools within each local authority.

Mark noted an encouraging figure in a recent Glasgow schools survey which showed that while most pupils would prefer to be driven more, to walk less and to use the bus less than they do currently, ten out of a hundred would prefer to cycle, although less than one in a hundred currently do so. Mark finished by showing that while pedestrian child casualties have dropped over the last ten years casualty rates are still three times higher in the most deprived areas compared to the least deprived areas. Bruce highlighted some new analysis of cycling commuting in Glasgow and ended by asking whether targeting schools not achieving SOA targets for active travel would be a way to boost walking and cycling to school.

### *Kingspark Primary School Travel Team Presentation*

The school travel team performed a short, humorous drama based on an imaginary 'school run.'



The play highlighted some of the barriers that discourage parents from walking to school with their children and the consequences of car use. The pupils re-enacted a scenario where a mother ignores her children's preference to walk due to lack of time and insists on taking the car.

**'Look David, I know where you're coming from son but we just don't have time, it's ten to nine. Come on into the car – have you got your lunch and your homework and what about your school bag. Aw where's your coat. Ahhh just GET IN THE CAR I am sick of this nonsense every morning!'**

Whilst in a hurry to get to school, Mum then nearly runs over the lollipop person and a family crossing the road.

**'MUMMMM that's Auntie Gemma and the kids you've nearly run them over – twenty's plenty!'**

The final line in the play captures the pupils' determination to do something about the situation.

**'One thing is for certain, there are a lot of parking losers just like Mum – putting us in danger outside our school every day and we have to sort them out.'**

Following the drama, the school travel team went on to describe how they had conducted their own school travel survey as well as taking photographs of irresponsible and dangerous parking outside the school. They decided the best way to tackle the problems around their school was to establish a Parking Club for



parents and teachers with the support of Strathclyde Police, MSPs and Glasgow City Council.



Anyone joining the Club had to sign up to a set of rules. Car window stickers displaying membership were issued to Parking Club members. Strathclyde Police conducted random checks in the morning and the afternoon, cautioning and booking any drivers parking illegally or dangerously.

The school travel team reported that the Club has been a great success, pupils are much safer when walking to school and the proportion walking regularly has increased from 37% to 52%.

#### 4. Group discussion session

In the final session of the morning, participants took part in a facilitated discussion. The first part of the conversation explored the following questions:

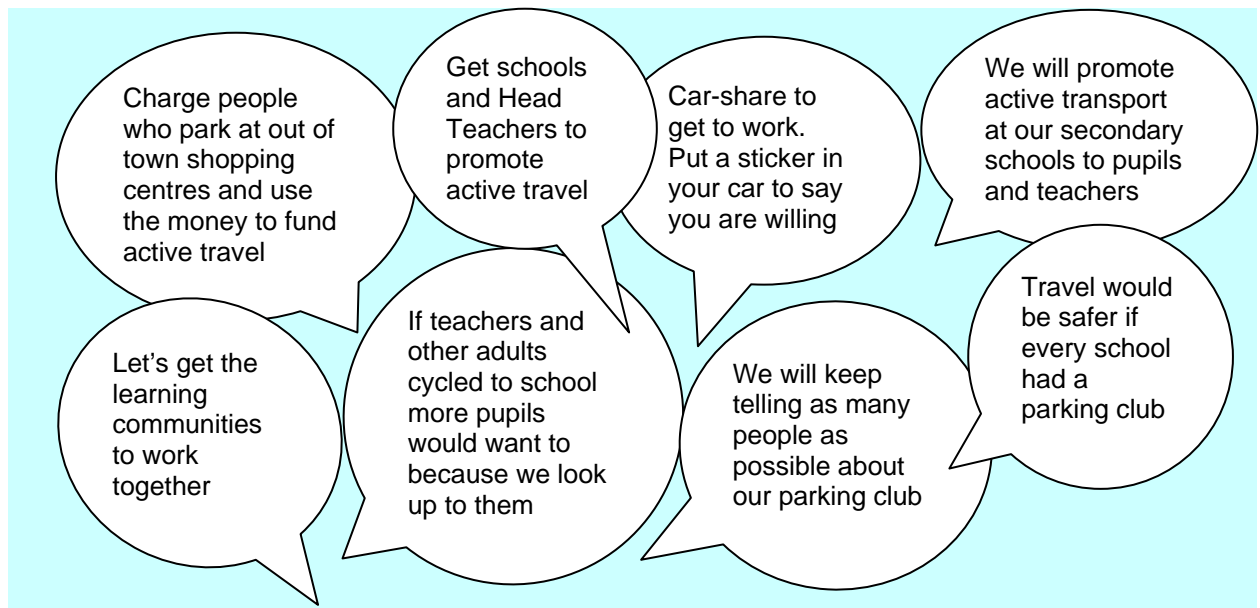


- How will we be able to tell if we are moving in the right direction?
- What are some examples of where we are doing well and less well?
- What are the barriers?

During the second part of the conversation, participants discussed and articulated what they felt they could do in practice using words such as 'I will', 'we will', etc. Each group was asked to come up with a number of short statements which were considered to be important actions for moving in the right direction. These short statements were written on small hexagon shaped 'post it' notes along with other points recorded on flipchart paper. These were posted on the wall for everyone to see during lunchtime. In the final plenary session, the chair asked the facilitator from each table each to make one statement, reflecting priorities identified by the group discussion, in a (really) short sentence.

## 5. Actions suggested by participants

Kings Park Primary pupils made the following suggestions and comments

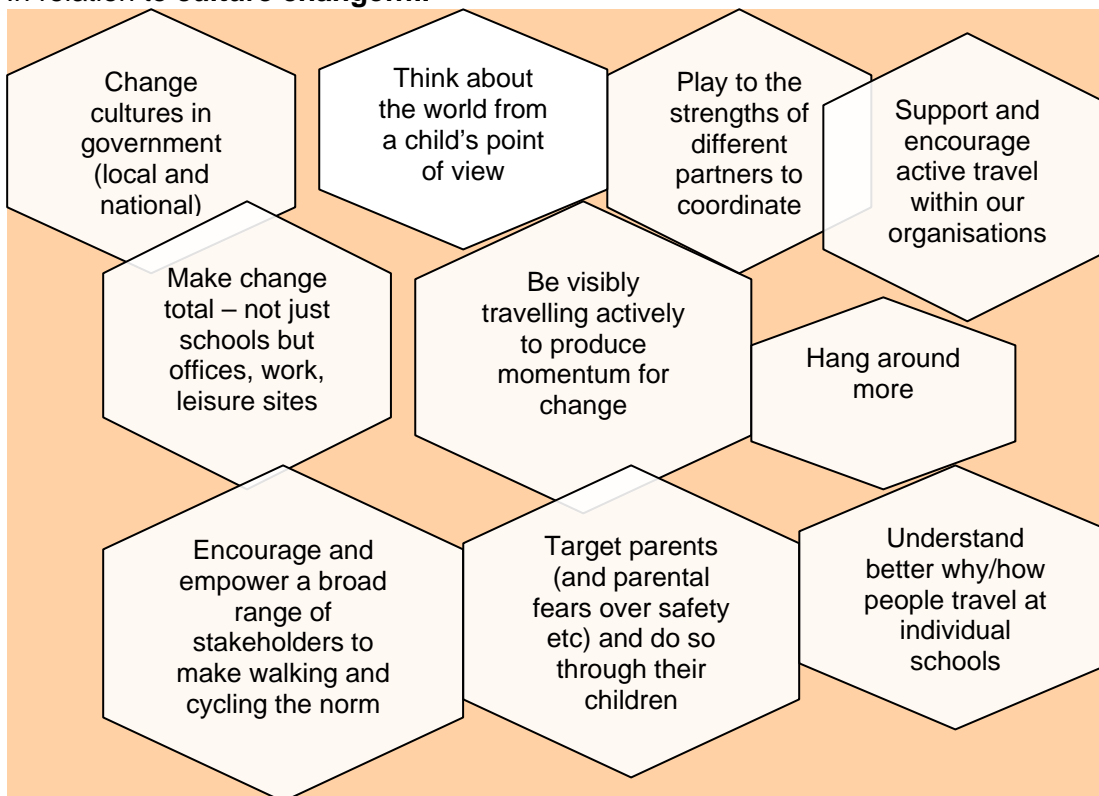


Other participants said

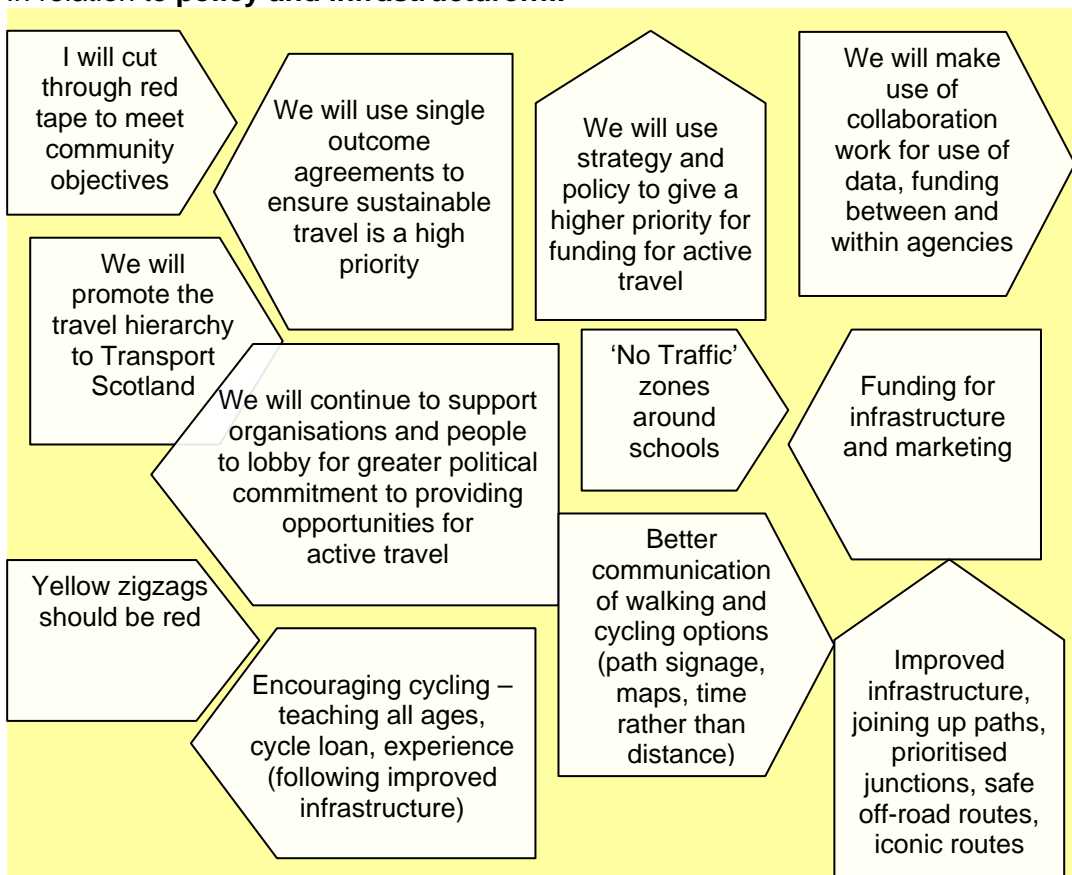


## Other suggestions

In relation to **culture change**.....

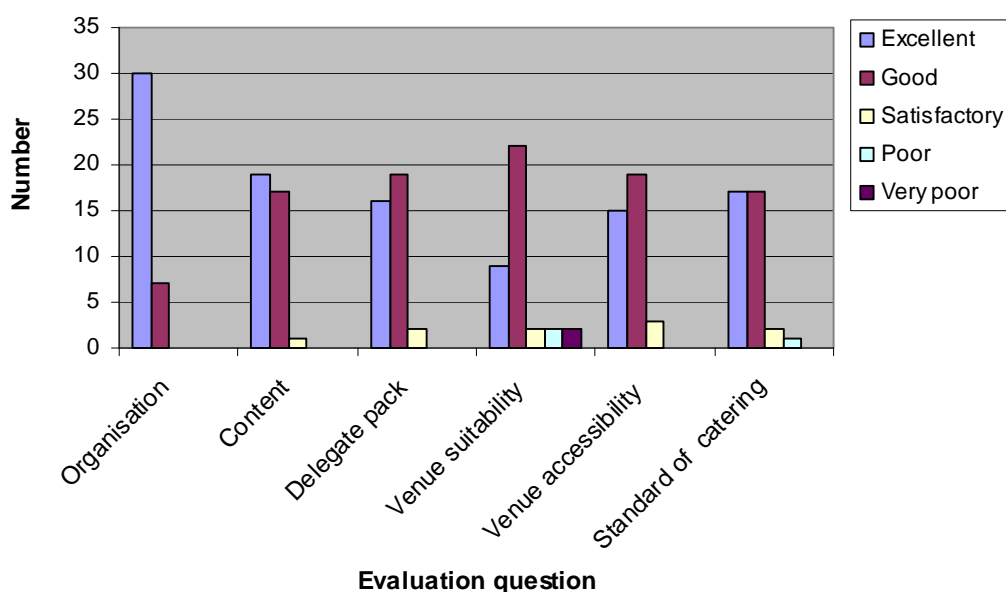


In relation to **policy and infrastructure**.....



## 6. Seminar evaluation feedback

In order to gauge the success of the seminar, delegates were asked to fill out a short one page evaluation form included in their pack. Six questions were asked relating to how satisfied participants were with the following dimensions: organisation and content of the seminar; content of the delegate pack; suitability and accessibility of the venue; and standard of the catering provided. Thirty seven delegates responded. Responses are shown below and indicate that the organisation and content of the seminar was rated extremely positively. The suitability of the venue was rated less positively due to the fact that some of the presentations were partially obscured by sunlight coming through the stained glass windows in the building.



Some quotes from participants provide an indication of the perceived value of the seminar.

'Good presentations and facilitated discussion was good – school pupils' input was great'

'Opening speaker was great. Overall a very good variation of presentations.'

'John Whitelegg's presentation – "inspiring as usual" "no punches pulled" "great."'

'Group discussion brought out a number of concerns for both city and towns regarding parking and I felt I could take my experiences to others and put forward my concerns.'

## 7. Conclusions and next steps

Transport and travel is a crucial public health issue which is growing in prominence. The presentations at this seminar highlighted the urgency of this issue and the need to start doing things differently at national, regional and local level. Participants came up with a number of concrete and practical suggestions as to how active, sustainable travel could be made easier, safer, cheaper, and more pleasant.

Further dissemination and discussion of emerging findings will continue during 2010 and work will continue on other dimensions of this programme of work. Copies of presentations from the seminar can be accessed from our website at <http://www.gcph.co.uk/content/view/211/1>. Further information regarding the programme of work can be found at <http://www.gcph.co.uk/content/view/115/102>.

We hope to be able to host another research seminar during spring/summer 2010.

## **8. Acknowledgements**

Many thanks to everyone who attended the seminar and participated in the discussion session. The clear and accessible actions that flowed from discussions are testament to participants' hard work, vision and enthusiasm.

A big thank you also to:

- GCPH staff who played a key role in the practical organisation and management of the event – Fiona McKie, Kelda McLean and Ricky Fleming
- The transport and health advisory group for their help in planning, publicising and delivering the event
- All of the facilitators who so skilfully nurtured discussions at each table and kept everyone 'on task'
- Professor John Whittlelegg, our keynote speaker, who presented us with both challenge and inspiration
- Kingspark Primary School Travel Team and their teacher, Geraldine Smith, for their wonderful presentation, indictment of adult behaviour and their example of what pupils can do to make travel to school safe and active
- The secondary school pupils from Kingspark Secondary, Kirkintilloch High, Park Mains High, St Andrew's Academy, Barrhead High, and St Luke's Secondary who attended the seminar. Their participation and contribution was greatly appreciated.
- Andrew Lyon who chaired the session, stimulating debate and discussion with his customary warmth and humour while keeping us all to time



## Active, Sustainable Travel: Are we moving in the right direction?

Thursday 8<sup>th</sup> October 2009, St Andrew's in the Square, Glasgow

### Programme

9.00 – 9.30	Coffee and registration
9.30 – 9.40	Andrew Lyon – Chair (International Futures Forum) - Welcome
9.40 – 10.00	Professor John Whitelegg (Professor of Sustainable Transport, Liverpool John Moores University) – Keynote Address
10.00 – 10.10	Questions
10.10 – 10.30	Fiona Crawford (Public Health Programme Manager, GCPH) – Overview of GCPH transport and health programme
10.30 – 10.40	Questions
10.40 - 11.00	Coffee
11.00 – 11.20	Mark/Bruce (Researcher/Public Health Programme Manager) – School travel trends
11.20 – 11.40	School travel team presentation
11.40 – 11.50	Questions
11.50 – 12.30	Facilitated group discussion
12.30 – 12.50	Feedback
12.50 – 1.00pm	Final remarks and next steps
1pm	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*

## Participant list

First Name	Last Name	Organization
Danny	Alderslowe	Glasgow City Council
Veronica	Allan	Transport Scotland
Jillian	Anable	University of Aberdeen
Geoff	Atkins	Scottish Natural Heritage
Kenneth	Auld	Loch Lomond & The Trossachs National Park Authority
Baillie Dr Nina	Baker	Scottish Green Party/Cllr for Anderston
Gillian	Bathgate	Midlothian Council
Adam	Beattie	South Lanarkshire Council
Hilary	Bell	North Glasgow CHCP
Angus	Bodie	West Dunbartonshire Council
Lauren	Bolton	East Renfrewshire CHCP
Duncan	Booker	Glasgow City Council
Cllr Philip	Braat	Glasgow City Council
Jenny	Brotchie	Vipre UK
Andrew	Brown	Glasgow City Council
Clive	Brown	Edinburgh City Council
Lianne	Brown	South Lanarkshire Council
Sheila	Buchanan	Glasgow Disability Alliance
Fiona	Cameron	North Ayrshire Council
Isla	Campbell	Stirling Council
Ruth	Campbell	Paths for All
Margaret	Comrie	Health at Work
Karen	Conaghan	West Dunbartonshire Council
Kathryn	Cooper	Renfrewshire Council
Fiona	Crawford	GCPH
Stephen	Curran	Glasgow City Council
Linda	de Caestecker	NHSGGC
Ray	de Souza	West Glasgow CHCP
John	Dempsey	East Dunbartonshire Council
Sonia	Domingues	Glasgow City Council
Michael	Donnelly	Glasgow City Council
William	Dove	NHS Fife
Christopher	Drapper	NHSGGC
Jame	Egan	East Glasgow CHCP
Fiona	Fellowes	King's Park Primary
John	Ferry	Culture & Sport Glasgow
Fiona	Finnigan	East Dunbartonshire Council
John	Gallagher	NHS Grampian
Scott	Gibson	East Renfrewshire Council
Philip	Glennie	Strathclyde Partnership for Transport
John	Grant	Inverclyde Council
Janice	Gray	Living Streets
Gareth	Greenaway	West Glasgow CHCP

Chris	Harvey	East Dunbartonshire Council
Sue	Hilder	Glasgow City Council
Mark	Hudson	Glasgow City Council - Education
Tony	Hughes	Glasgow City Council
Judith	Hume	Renfrewshire Council
Patricia	Ingram	CRG Southside Central
Mark	Irwin	Glasgow City Council
Chris	Kelly	NHSGGC
Ruth	Kendall	NHSGGC
Stewart	Leighton	Glasgow City Council
Wendy	Lewis	South Ayrshire Council
Andrew	Lyon	International Futures Forum
Craig	Mackay	Glasgow City Council
Patti	MacLeod	Glasgow City Council
Freya	MacMillan	University of Strathclyde
Cheryl	Marshall	West Dunbartonshire Council
Ian	Maxwell	Scottish Government
Chloe	McAdam	SPARColl/University of Strathclyde
Sabina	McDonald	South West Glasgow CHCP
David	McDove	North Lanarkshire Council
Jacqui	McDove	North Lanarkshire Council
Crawford	McGhie	East Dunbartonshire Council
Gary	McGonigle	East Renfrewshire Council
Douglas	McIntosh	NHSGGC
Tony	McKay	Culture & Sport Glasgow
Daniel	McKendry	East Renfrewshire Council
Fiona	McKie	GCPH
Kelda	McLean	GCPH
David	McMinn	Strathclyde University
Karen	McNee	Public Health and Sport Team Scottish Government
Val	McNeice	GCPH
Tom	Meikle	North Ayrshire Council
Fiona	Miller	Sustrans
Alan	Moir	East Dunbartonshire Council
Annette	Monaghan	NHSGGC
Susie	Palmer	Glasgow City Council
Irfan	Rabbani	Glasgow City Council
Luci	Ransome	Transition Scotland Support
Jon	Rathjen	Scottish Government
Uzma	Rehman	West Glasgow CHCP
Stephen	Rennie	Energy Saving Trust
Euan	Renton	City of Edinburgh Council
Viola	Retzlaff	University of Glasgow
David	Reynolds	Glasgow City Council
Liz	Richardson	Institute of Geography, University of Glasgow



Finn	Romanes	NHS Tayside
Graeme	Scobie	NHS Health Scotland
Anne	Scoular	NHSGGC
Pete	Seaman	GCPH
Shona	Seymour	Strathclyde Partnership for Transport
Grant	Slessor	Glasgow City Council
Geraldine	Smith	Deputy Head Teacher King's Park Primary (Acting)
Lynn	Sproat	NHS Ayrshire & Arran
Tim	Steiner	JMP Consultants Ltd
Stephen	Stradling	Transport Research Institute, Edinburgh Napier University
Clare	Strain	Strathclyde Partnership for Transport
Stuart	Tait	Glasgow and Clyde Valley Strategic Development Planning Authority
Paul	Tetlaw	Transform Scotland
Irene	Thorburn	North Lanarkshire Council
Catherine	Tonner	West Dunbartonshire Council
Kirsteen	Torrance	East Renfrewshire Council, Active Schools
Ian	Travers	Renfrewshire Council
Claire	Wallace	Glasgow City Council
David	Walsh	GCPH
Cllr Alistair	Watson	Glasgow City Council
Bruce	Whyte	GCPH
Kate	Willis	Castlemilk Timebank

Plus

16 senior secondary school pupils from schools in Greater Glasgow and Clyde including:

- St Lukes and Barrhead High (East Renfrewshire)
- Park Mains High and St Andrews' Academy (Renfrewshire)
- Kirkintilloch High (East Dunbartonshire)
- Kings Park Secondary (Glasgow City)

And 10 pupils from King's Park Primary School Travel Team