

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

**Thursday 8th 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 8th 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

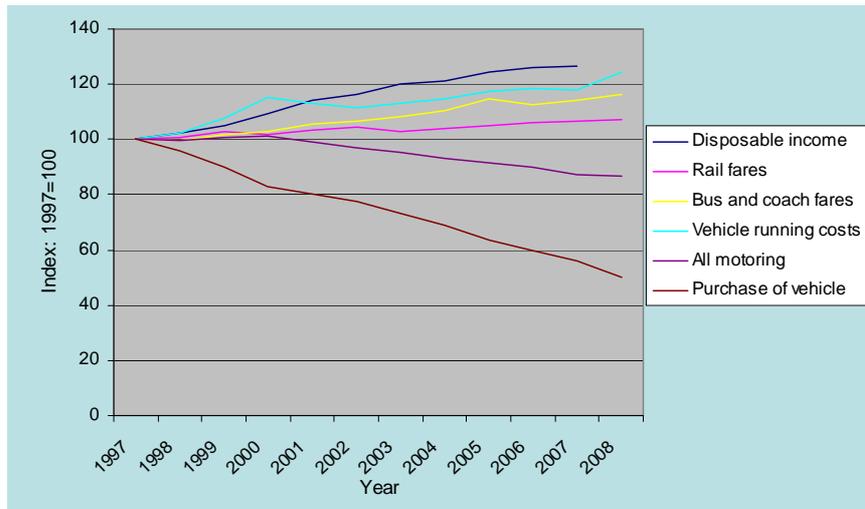
Fiona outlined the context that led to the establishment of the GCPH programme of work. She highlighted the increasing evidence in relation to the harmful effects of motorised transport and the benefits of active travel. She described the Scottish policy context in relation to physical activity, transport 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)

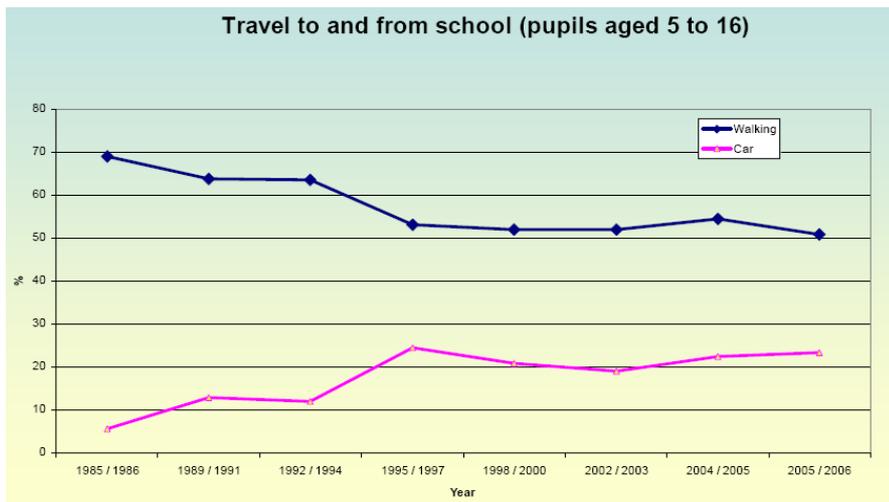
Fiona went on to describe the main elements of the GCPH programme of work, progress on each element and plans for the future. The main elements of the programme involve building the information base, developing our knowledge and evaluating the impact of transport policies and programmes on active/sustainable 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

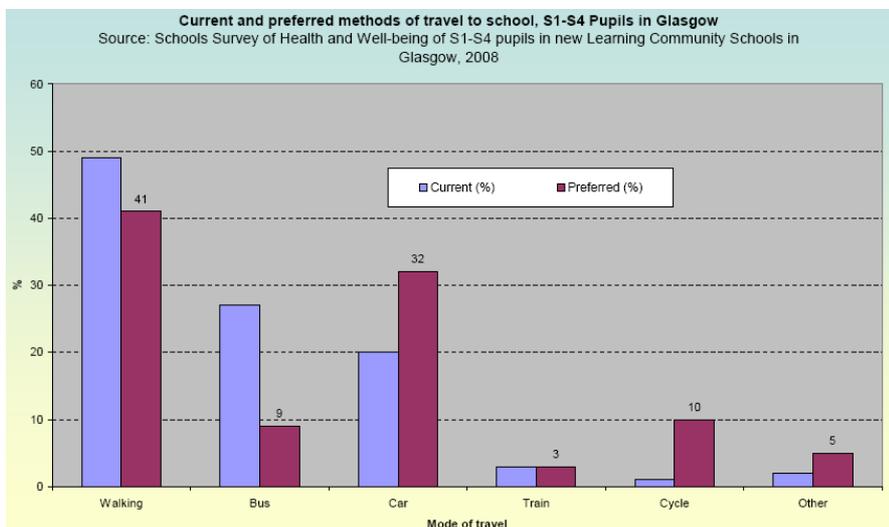
Bruce introduced this talk with a poem about travelling to school written by Lucy of Gavinburn Primary School in 2001, which starts with the fine sentiment 'If you leave the car and walk, you will have a chance to talk....' He explained how this talk was about one part of the work towards building the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

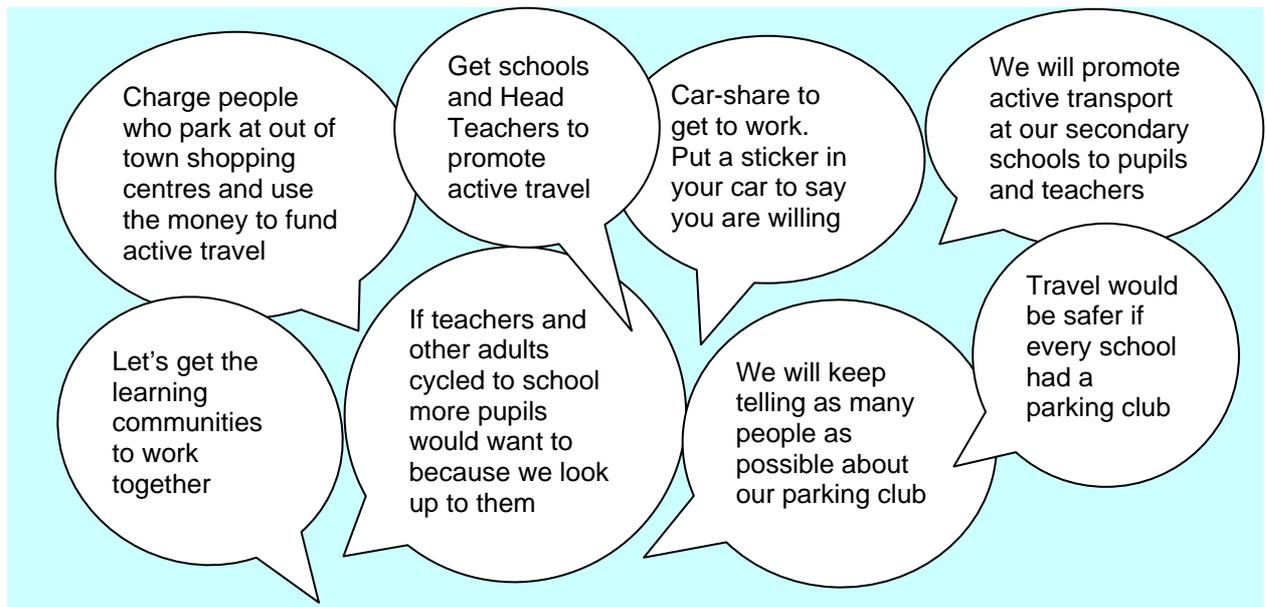


- How will we be able to tell if we are moving in the right direction?
- What are some examples of where we are doing well and less well?
- What are the barriers?

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

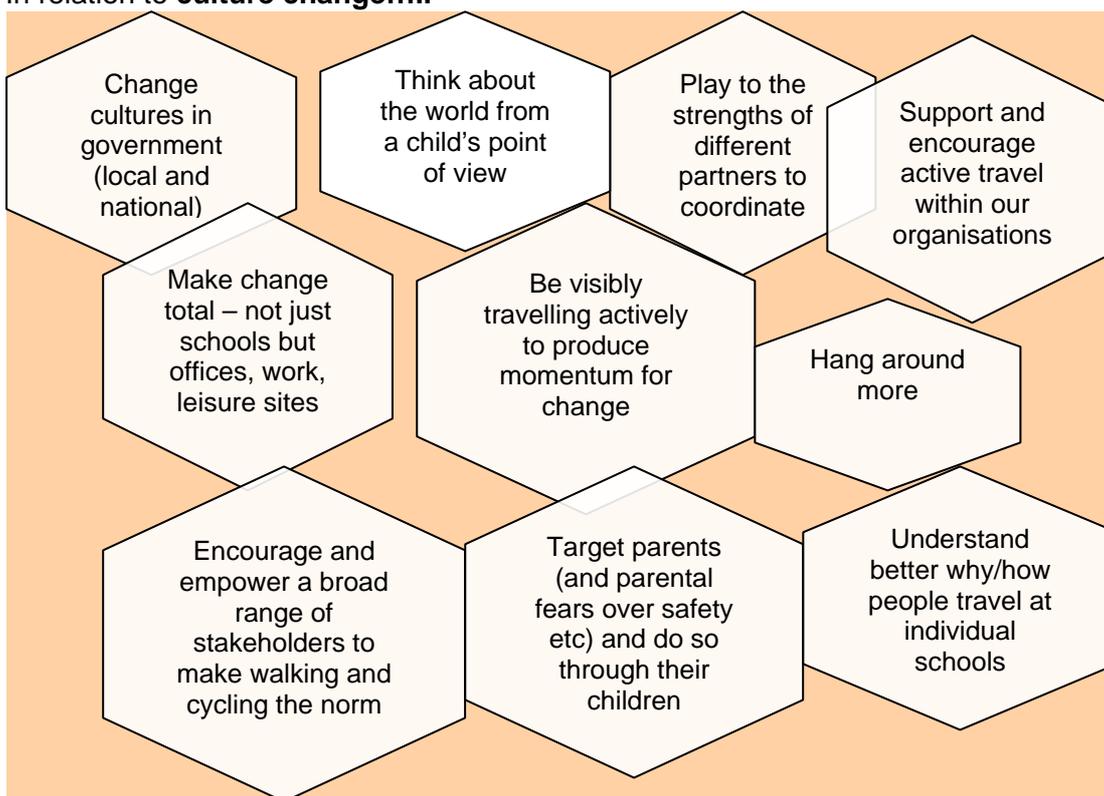


Other participants said

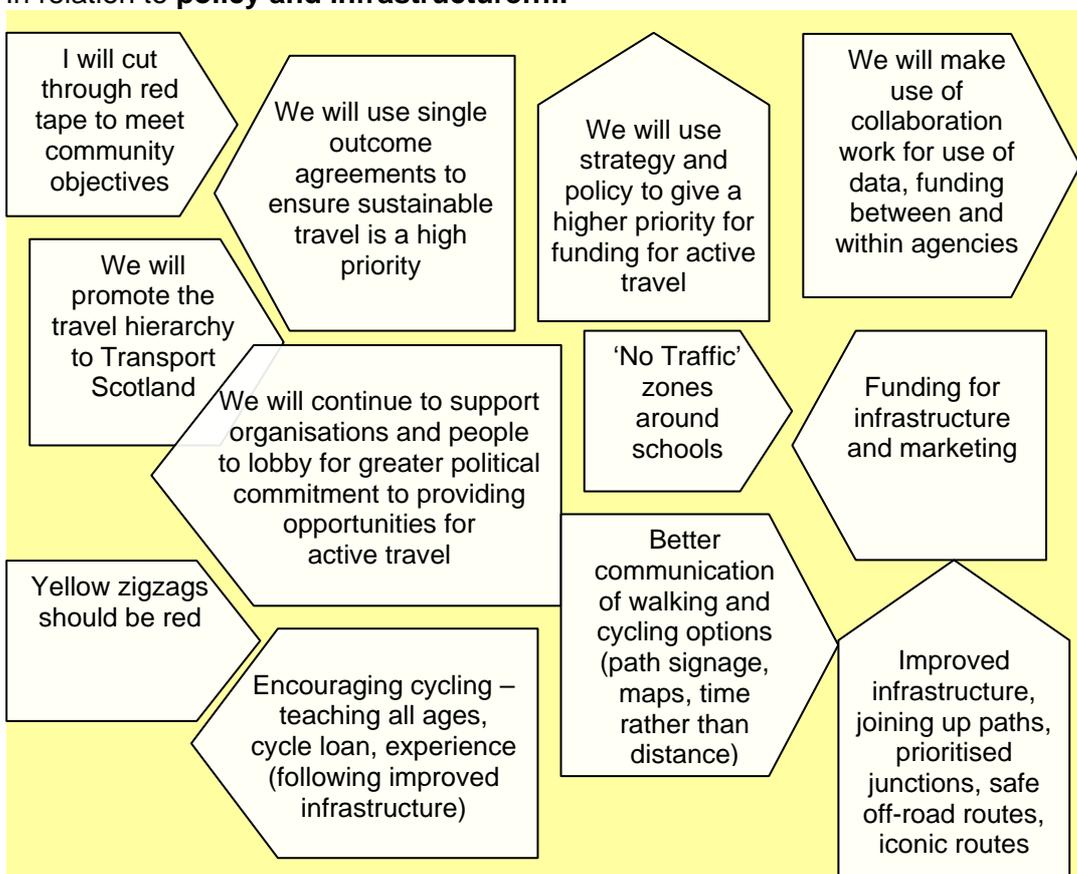


Other suggestions

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

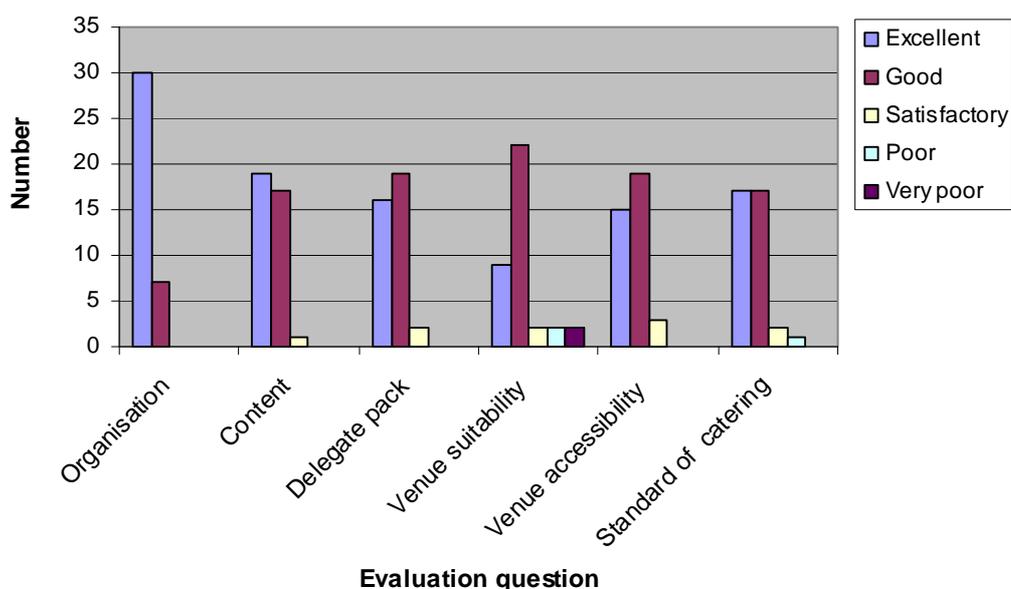


In relation to **policy and infrastructure**.....



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 8th 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