

Workshop Report

Transport & Health workshop: Articulating the co-benefits to key stakeholders

22nd October 2019

The Lighthouse, Glasgow

Promotes equality

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

Takes climate action

- Will adapt to the effects of climate change
- Will help deliver our net-zero target
- Will promote greener, cleaner choices

Helps our economy prosper

- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

NOT JUST ABOUT ELECTRIFICATION.....

Today

EV dominated future, slow CAV and MaaS progress.

A more sustainable future

Liveable Neighbourhoods Plan

Transport Strategy, Neighbourhoods & Sustainability

Glasgow

Transport-related health and environmental effects: at a glance

Tens of thousands of premature adult deaths are estimated to occur each year

120,000 deaths and 2.5 million injuries/year

Physical inactivity is associated to about 1 million deaths/year

At least 1 million healthy life years are lost every year from traffic-related noise in the western part of Europe

The overall land-use of one km of motorway is up to 20 ha.

World Health Organization
Regional Office for Europe

Polis Working Group – Transport for Healthy Urban Environments 2011
Dresden, 29 September 2011

1. Welcome and introduction

Bruce Whyte (Public Health Programme Manager, Glasgow Centre for Population Health) opened the event and welcomed the attendees. He explained that the aims of the workshop were to explore the health, social and environmental co-benefits arising from more sustainable transport provision and use.

To set the scene, Lee Craigie (Active Nation Commissioner for Scotland), provided some brief introductory comments.

There then followed a set of keynote presentations interspersed with workshop discussion. The presentations provided a stimulus for delegates to think about the co-benefits of sustainable transport in relation to health and climate change.

Anna Richardson (City Convenor for Sustainability and Carbon Reduction, Glasgow City Council) brought the morning session to a finish with some closing remarks.

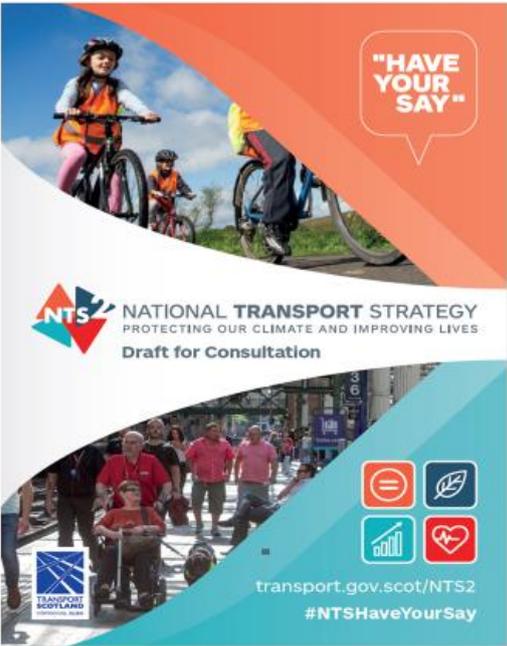
A full programme for the event is provided as an appendix. A less formal afternoon session focused on the challenges of meeting climate change targets for the NHS in Scotland and how active travel could be part of the solution.

2. Presentations

Presentations were provided by Laura Murdoch, Director of Bus, Accessibility and Active Travel, Transport Scotland; Adrian Davis, Professor of Transport and Health, Edinburgh Napier University; Marshall Poulton, Head of Transport Strategy, Glasgow City Council; and (in the afternoon session) Rebecca Campbell, Public Health Registrar, Scottish Managed Sustainable Health (SMaSH) Network.

Laura Murdoch: Setting a new direction for transport in Scotland

Laura outlined the vision in the draft National Transport Strategy of ***“a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors”***. Her presentation tied this in with the requirement within the Climate Change Bill to reach net-zero emissions by 2045 and a 75% reduction by 2030. Laura summarised Transport Scotland’s response to this challenge, making the point that change should not just be about electrification; that the transition needs to be to a future where there is a real shift toward more sustainable transport modes, but also where there is less motorised travel and fewer vehicles in use overall.



"HAVE YOUR SAY"

NTS NATIONAL TRANSPORT STRATEGY
PROTECTING OUR CLIMATE AND IMPROVING LIVES
Draft for Consultation

transport.gov.scot/NTS2
#NTSHaveYourSay

Our vision for transport

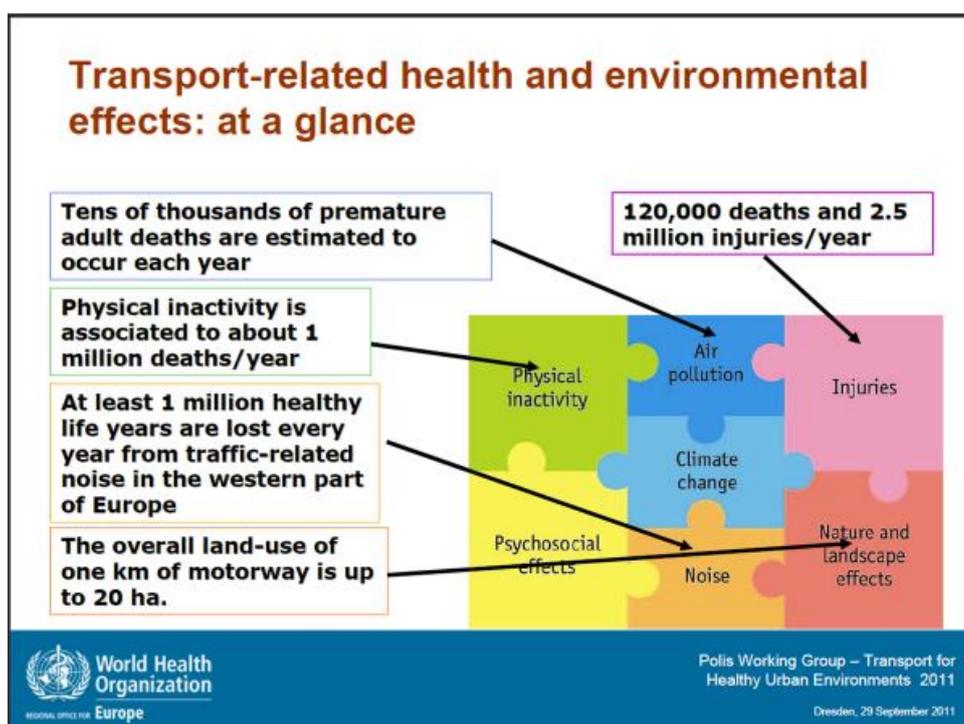
We will have a **sustainable, inclusive and accessible** transport system, helping deliver a **healthier, fairer and more prosperous** Scotland for communities, businesses and visitors.



[View the presentation](#)

Professor Adrian Davis: Reviewing the co-benefits of active travel: what do we know?

Adrian illustrated the links between transport-related health and environmental effects and noted that the climate crisis is an opportunity to address health issues. By linking health, transport and climate change, and harnessing interventions that reduce transport-related carbon emissions/NTS2 and improve population health, there is a potential for positive effects on health, known as co-benefits.



Adrian then went on to summarise the evidence for co-benefits of a range of interventions in different settings.

Informing decisions.
Shaping policy.

Transport Research Institute

Utilising Co-benefits

Issue	Impact of active travel
Traffic congestion	Reduces
Local air quality	Improves
Carbon emissions	Reduces
Road casualties	Reduces
Social cohesion	Improves
Public realm	Improves
Quality of life	Improves

Source: Revised from National Obesity Observatory, 2013 A Briefing for Local Authority Elected Members.
London: Public Health England.

Edinburgh Napier UNIVERSITY

[View the presentation](#)

Marshall Poulton: Connecting communities – Glasgow’s planned approach?

Marshall summarised the challenges and opportunities related to reducing carbon emissions and improving air quality. Glasgow has particular features that stand out: for example, nearly half of all households do not have access to a car and three-quarters have no access to a bike, bus use has continued to decline but there has been a recent



rise in walking to work. Marshall highlighted the planning context in Glasgow, including the Connectivity Commission, and noted three new integrated plans that will shape transport policy in the city: a Connectivity Plan (the local transport strategy); a City Centre Transformation Plan; and a Liveable Neighbourhoods Plan.

[View the presentation](#)

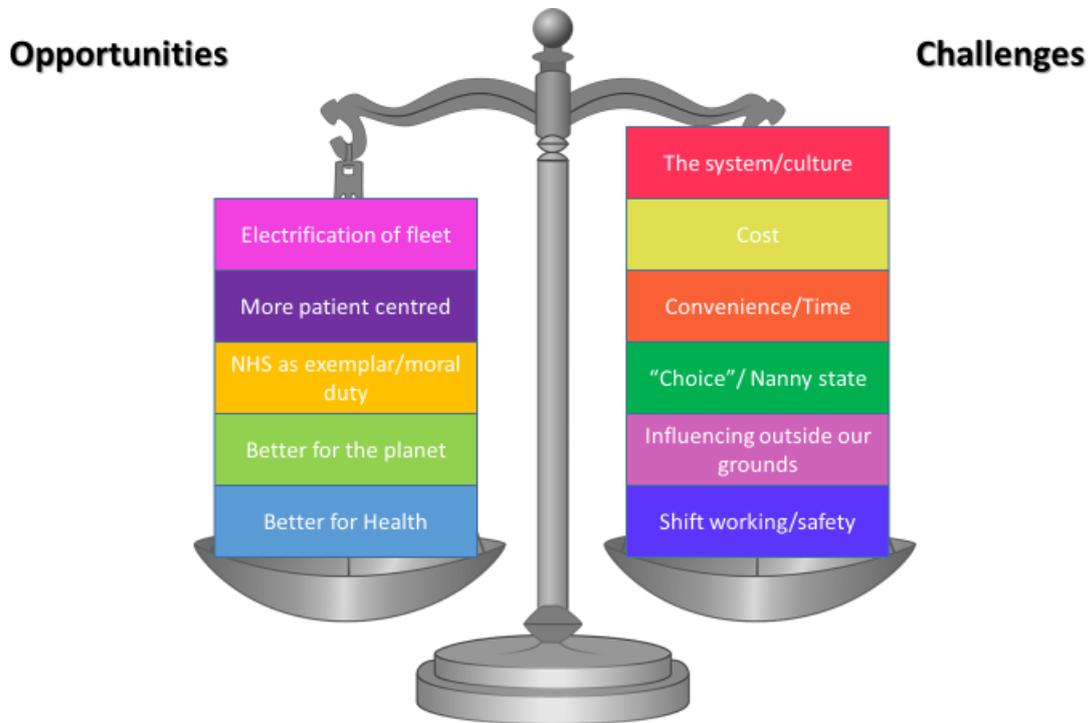
Rebecca Campbell: The Great NHS Travel Challenge

Rebecca outlined the size of the NHS in Scotland and the challenges it faces in reducing its carbon footprint in a range of settings. She highlighted Sustainability Action (the NHS Sustainability Strategy) and its different strands (see below), which include transport and active travel.



Governance & Policy		
<ul style="list-style-type: none">- Capital Projects- Active Travel- Transport- Greenspace- Nature & Biodiversity	<ul style="list-style-type: none">- Awareness- Welfare- Ethical Issues- Communities- Sustainable Care	<ul style="list-style-type: none">- Environmental Management- Procurement & Supply Chain- Waste- Adaptation- Greenhouse Gases

She finished by outlining the challenges and opportunities for the NHS in trying to achieve carbon reductions (see below).



[View the presentation](#)

3. Workshops

The notes of the workshop sessions provided below are summarised from facilitator notes taken during table discussions among 40 participants at five separate tables. This synopsis is an attempt to capture the main views and ideas expressed but is not a comprehensive account. These are not the views of organisations but of a range of knowledgeable and experienced individuals, many working in strategic positions. Comments are not attributed to any individual.

Workshop 1: Developing the 'sales pitch' for the co-benefits from sustainable transport

In this first workshop participants were asked to consider three questions:



Considering the most powerful evidence for co-benefits to whom might we direct early engagement efforts?

Which sectors are the most important (perhaps in terms of carbon or health benefits) and why?

Identifying key and trusted intermediaries in unifying public policy around the co-benefits of sustainable transport

There were a number of settings where people felt efforts could be focused, including the education sector, workplaces and businesses and within the NHS.

Within **education** there is potential to engage with parents, pupils, teachers, education directors and elected officials. While the school run is emotive, there are opportunities to design better transport networks around schools in ways that would encourage a shift toward more active sustainable transport options. Children should have their say as they represent the future, they can adapt to and normalise changes in travel and they have engaged proactively on climate change. Social media provides opportunities to engage with young people. The positive association between physical activity (through active travel) and academic achievement can be made. However, we should not forget that adult behaviour needs to change and there are potential active travel benefits to support healthy ageing in older adults.

Within **workplaces and business** there are signs of a move towards flexi-work practices but we need to be aware that for people employed in shift work, in factories and on zero-hours contracts such changes may not be within their control. There may be opportunities in highlighting to employers the benefits of employees adopting active travel such as greater workplace productivity and reduced sickness absence. There was also recognition of the difficulties in altering decades of behaviour that have been built around car use. Businesses can be part of the solution but a shift is needed away from large out of town developments with car parking, to car-free developments or controlled parking with reduced numbers of spaces. Businesses should have responsibility for how staff commute to work.

Workplace Parking Levy (WPL) schemes are another opportunity to shape change but need to be part of a holistic approach that supports a modal shift to more sustainable travel. There was a view that the NHS should not be exempt from WPL schemes, particularly as car parking at hospitals can have spill-over effects in surrounding communities. In the **NHS** potential intermediaries to enable change include GPs, NHS link workers and the new public health body, Public Health Scotland.

While a cultural shift is required we need a shift in systems, processes and legislation. We will need both 'carrots and sticks'. Sustainable transport needs to be the easiest, most affordable, quickest and most desirable option. We need to be as ambitious for bus services as we are for trains; bus services are inadequate in many rural parts of Scotland and taxis are expensive. Interconnected transport, seamless ticketing and affordability all need to be addressed.

A whole systems approach is most effective rather than small individual interventions. In this regard, city planners have a key role in engaging the public and creating safer and more attractive streets. For active travel to grow we need the safe infrastructure to enable it. We need to find champions across all sectors and identify and convince those who hold budgets of the co-benefits of active sustainable travel. We are in a climate emergency and this will force a change in how organisations operate. Links to the circular economy and inclusive growth should be made. No new or refurbished developments should be given planning consent without adequate provision for active sustainable travel.

There was recognition that there are many inequalities in access to sustainable transport and that this is a social justice issue in relation to cost, the environmental impacts and health.

Key points:

The climate emergency can be a lever to enable change. Climate change targets will fundamentally change how all organisations operate.

We need to identify champions across all sectors.

A whole systems approach is required.

Infrastructure is not in place currently and public transport providers need to work together to improve connectivity. We need to improve infrastructure, normalise active travel and increase public transport use, particularly the use of buses.

Public information campaigns will be needed with tiers of messaging; reflecting individual benefits of changes (e.g. saving money, convenience) as well as societal benefits. Climate change messages need to be strong e.g. don't drive if the journey is less than two miles; having a car should not be an aspiration.

To make progress we will need leadership, political will and sustained follow-through.

Workshop 2: What are the key challenges in transforming our urban transport systems?

In the second workshop, participants were asked to consider the following three questions:



Where are we making progress?

What issues are proving stubbornly difficult to resolve/make progress on?

What evidence and tools do we need to deploy (and with whom) to make progress?

Progress was recognised in different transport sectors, in some of the developments in Glasgow and Edinburgh and in government policy. Bus partnership funds aim to work with bus companies to negotiate fares, reduce emissions and tackle congestion. The bus services in Edinburgh were seen as exemplary. In Glasgow, more cycling routes are being built, the low emission zone is addressing air pollution and Sauchiehall Street is a flagship for the 'Avenues' programme in the city centre. In Edinburgh, there is evidence that the 20mph limit is creating safer streets and the city centre transformation programme is a sign of progress.

Transport is now a key driver for other policies and the new Transport Bill has good elements (workplace parking, bus prioritisation). The doubling of the active travel budget is positive but still not enough and is a fraction of the roads budget. Bike hire schemes are a positive development – and arguably should be free – while the growth

of electric bikes will help inclusivity and potentially help to get more women cycling. Flexible working has the potential to help reduce the need to travel.

Issues and challenges remain, including: the reliability and affordability of public transport (particularly buses); integration of transport services and providers; and, limited and disconnected active travel routes. Developments across Scotland are seen as patchy and the pace of change is too slow. Traffic Regulation orders (TROs) and public consultations (while necessary) can be seen as preventing or slowing progress. There are good examples of consultation becoming more inclusive but in other cases consultation is seen to exclude people, which can lead to distrust of public decision-making.

Investment should support areas most in need; but without this approach inequality will remain or widen. Home working, while potentially reducing the need to travel, can lead to social isolation and reduced levels of physical activity.

Businesses need to be convinced of the need for transformational change. A culture shift is needed in attitudes towards public transport and more recognition is needed of the exercise benefits people get through travelling actively. However, the car is still valued as a status symbol.

Levels of cycling remain low, there is gender inequality in who cycles and some people hold negative attitudes towards cycling and 'cyclists'.

There are relatively few 20mph limit roads across most of Scotland, rural communities have a greater reliance on cars and motorway congestion remains a problem.

There were a multitude of ideas about how to **make progress** and in a brief summary it is not possible to cover them all. There was a lot of thought given to reducing car use, for example, by making car journeys the most expensive option for travel, highlighting the availability of public transport and active travel routes, incentivising business to encourage staff to car share, integrating car hire with public transport and more radically, making public transport free for all. One suggestion was to target areas with high car ownership to encourage greater active travel and use of public transport. Another more radical suggestion was to ban car adverts. Others suggested closing car parks, stricter parking regimes and rationing the amount of car park space available.

Different models for bus services were favoured, with the return of bus services to public ownership being a popular suggestion. There was support for a cheap integrated travel card and with bike hire schemes included in this. A seamless integrated transport system should be the goal and this should include simplifying how users pay.

Good infrastructure was seen as a priority for safe walking and cycling. On top of this, 'soft measures' and having active travel champions or celebrities were also seen as being helpful. There was support for social inclusion approaches like Bikes for All and subsidising bike share schemes. Another proposal was to provide free e-bikes in areas of social deprivation to promote inclusive behaviour change.

There was a suggestion that cars should be banned within two miles of schools and that walking 'buses' and organised bike rides to school should be made compulsory.

A series of strategic ideas were proposed, including:

Piloting a 'whole systems' transport approach in one local area involving all stakeholders.

Within the public sector three specific ideas were advanced: moving to shared work spaces across the public sector to reduce the need for travel and encourage collaborative working; sharing pool cars and pool bikes across the public sector; and reducing public sector reimbursement for car travel.

Re-visiting the concordat between Scottish Government and COSLA, in order to ensure public authorities have control of their transport systems.

Returning to a policy of an integrated transport network and within it, parking restrictions.

Integrating transport and spatial planning (including linking active travel plans to open space strategies) and restructuring local authorities so departments work more collaboratively.

Radically refreshing the Scottish Transport Appraised Guidance (STAG) which needs a wider economic assessment model.

Ending the roads programme in next five years and using the budget purely for maintenance with money saved going to active travel.

The role of river transport was raised with the example that in Glasgow routes along the Clyde to and from Gourock and Glasgow Airport could be enabled by a fast ferry service.

In transport decisions, making decisions for the common good should be given precedence over objections for personal reasons.

The theme of 'being brave' and implementing change through political will and leadership was endorsed.

Key points:

Cities across Scotland are making progress in some areas (e.g. 20mph in Edinburgh; Sauchiehall Street in Glasgow) but evidence of progress across Scotland is patchy and the pace of change is too slow.

A culture shift in attitudes to public transport is needed.

We need bold decisions for the public good e.g. re-regulation of buses.

The aim should be for an integrated transport network with enhanced parking restrictions.

There needs to be a fundamental shift in the transport budget away from private motor vehicle use and roads towards support for active and sustainable transport.

4. Concluding comments

Arising from increased active travel are a multitude of co-benefits, which have been a focal point for this workshop. Co-benefits cascade out and across the transport sector and support activities and goals in other areas of public policy. The conceptual tool of

co-benefits originated from a focus on climate change and the additional benefits resulting when we take action to reduce carbon emissions. In the road transport sector active travel is attractive in its own right as an environmentally sustainable form of movement in meeting travel needs through calorific energy expenditure. This itself generates a set of health benefits – both for the participating individuals – but importantly too for society at large, especially through substantially reducing road injury potential to others, the absence of air and noise pollutants, as well as wellbeing benefits from increased social connectivity.

The workshop was an opportunity for public health and transport practitioners to consider how, with declarations of ‘climate emergency’, we move to positive actions. Engaging more effectively with those working in other policy sectors requires targeted effort. In the workshop sessions we focused particularly on school and workplace settings. But we also focused on doing more in the transport sector to generate more co-benefits through transport sector interventions. Some ideas might seem a little too ambitious in the short term at least (e.g. banning car advertisements) but others such as placing greater restrictions on car parking – not least through Workplace Parking Levies – are in sight due to approvals in the Transport Bill and ending road building is now increasingly a commonly cited goal. We may be on the cusp of substantial change given the Scottish Government’s strong rhetoric to tackle climate change. Workshops such as this, which give space to discussion and debate as to what decisive actions we need to take, are important in envisioning mobility beyond the ‘motor age’ and in so doing truly helping Scotland remain a global leader.

The infographic overleaf, inspired by our workshop discussions, illustrates how climate change can act as a driver for sustainable transport and how sustainable transport can support climate change mitigation.

Acknowledgements

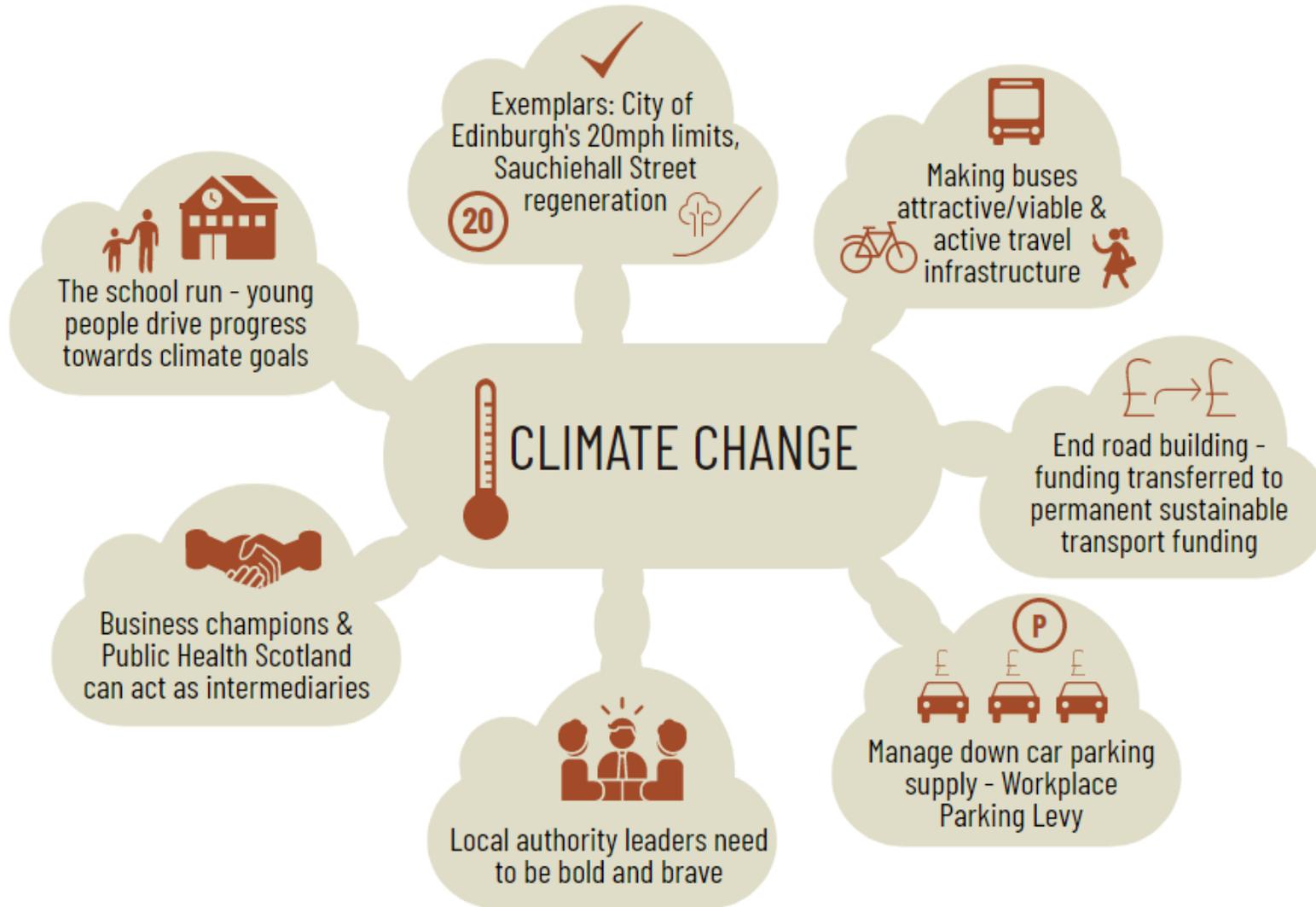
We would like to thank all workshop participants for your contributions, and in particular the speakers and those who facilitated the discussion groups. We are grateful to Carol Frame for organising the workshop, to Sheena Fletcher for her social media input and for creating the infographic and to Joe Crossland for proof-reading this report.

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Climate change as a catalyst for sustainable transport



Appendix

Transport & Health workshop: Articulating the co-benefits to key stakeholders 22nd October 2019, The Lighthouse, Glasgow

Programme

- 9.30 **Registration and arrival refreshments**
- 10.00 **Welcome**
Bruce Whyte, Public Health Programme Manager, Glasgow Centre for Population Health
- 10.05 **Introductory comments**
Lee Craigie, Active Nation Commissioner for Scotland
- 10.10 **Setting a new direction for transport in Scotland**
Laura Murdoch, Director of Bus, Accessibility and Active Travel, Transport Scotland
- 10.30 **Reviewing the co-benefits of active travel: What do we know?**
Adrian Davis, Professor of Transport and Health, Edinburgh Napier University
- 10.50 **Workshop 1 - Developing the 'sales pitch' for the co-benefits from sustainable transport**
- 11.30 **Refreshment break**
- 11.45 **Connecting Communities-Glasgow's Planned Approach**
Marshall Poulton, Head of Transport Strategy, Glasgow City Council
- 12.05 **Workshop 2 - What are the key challenges in transforming our urban transport systems?**
- 12.45 **Feedback**
- 12.55 **Closing remarks**
Anna Richardson, City Convenor for Sustainability and Carbon Reduction, Glasgow City Council
- 13.00 **Lunch**
- 14.00 **Additional session: Active Travel and the NHS**
The Great NHS Travel Challenge
Rebecca Campbell, Speciality Registrar in Public Health (ST4) and Co-Chair SMaSH - Scottish (Managed) Sustainable Health Network (part of ScotPHN)
- 16.00 **Close of day**

If you would like to follow or contribute to the event on Twitter, please use the hashtag
[#ScotHealthAndTransport](https://twitter.com/ScotHealthAndTransport)