**Transport and Health Study Group AGM 2018 Minutes**

06-12-2018 Park Conference Centre, Great Portland Street, London

25 members participated, 7 in person (James Adamson, Adrian Davis, Tom Fitzgerald, Jenny Mindell, Eleanor Powers, Steve Watkins, Andree Woodcock), 6 by phone/Skype (Samuel Elrahman, Henry Hernandez-Vega, Helena McKeown, Liz Orton, Randy Rzwenicki, Sam Spine), 12 by proxy.

Karyn Warsow was unable to attend due to IT difficulties but e mailed her presentations on Infrastructure in the US and Cycling in the US and her report on North American matters

**1st scientific session**

**HS2 environmental statement**

1. 280,000 pages (have not managed to analyse it in detail)
2. Exec summary is 400 pages
3. Limited attention to:
   1. Health
   2. Air Quality (AQ)
   3. Climate change (CC)
   4. Severance and Public Rights of Way (PROW)
4. Principal focus is on noise
5. Lisbon treaty Article 168 not given enough attention
6. THSG will put forward comments **WITH** FPH:
   1. THSG neither support or oppose HS2 but will note the high opportunity costs of the project
   2. Will mention other options such as reopening Great Central Railway

**1st administrative session**

**UK Issues**

1. The Journal of Transport and Health (JTH) is now well established and takes up a lot of time for a number of active THSG members which may have affected their availability for other activities.
2. New generation of THSG members are encouraged to join; ***ACTION:*** please suggest the group to colleagues. It is also important to update and improve the website.
3. Liz Orton stepping down as vice-Chair of Transport SIG; ***ELECTED*** Jenny Mindell will take on this role.
4. Charlie Musselwhite ***ELECTED*** as Vice Chair (Science, UK), Martin Rathfelder as Vice Chair (Policy, UK) and (if she consents) Judie Collins as Media & Publicity Officer
5. THSG UK Executive:- ***RESOLVED***  The UK Executive Committee to consist of THSG officers from the UK plus the UK workstream leads. The UK Council to consist of the UK Executive Committee plus local group leads plus members of the retiring Executive who wish to remain members of the Council. Both bodies to have power to coopt and the Executive to have power to appoint to the Council.
6. PATTH Ideally this sub-group needs to be re-established Steven Watkins has had supportive feedback from organisations such as the ICE
7. Local THSG groups
8. There are volunteers to establish groups established in Greater Manchester, Wales, East Midlands, North East, and West Midlands. There was discussion of the scope for establishing a group in Scotland and for developing the London branch of the Transport SIG into a London group
9. ***ACTION:*** When established these need to go onto website with contact emails
10. Admin support to THSG: Liz Davies (Stockport Council) will be stepping down from the role of Secretary in 2019 when Steven Watkins retires as Co-Chair. The THSG would like to extend their thanks to Liz and Stockport Council for this invaluable support over many years.

**2nd scientific session**

**Norfolk County Council Greenways** (Matt Hayward)

1. Use of disused railways for walking and cycling (also public transport)
2. Norfolk has >300 miles of disused railways and some heritage railways
3. Trying to reconnect communities with these existing corridors
4. LGF (Local Growth Fund via LEPs) principal source of funding
5. Serious thought is being given to possible public transport modes along them such as high speed miniature railways, gondelbahns or driverless pods. Also to having bike hire stations along them.

**3rd scientific session**

**Transport and Brexit**

1. Main concern of the THSG and members’ partner organisations is the loss of academic access to European academic collaboration leading to potential/feared reduction in collaboration opportunities
2. Acknowledged that the just-in-time (JIT) economy could become an issue regarding transport and should be flagged
3. It was felt that the THSG’s voice is too small and specialised to add anything to these issues which are already being articulated by large powerful organisations
4. [Article 168](http://www.lisbon-treaty.org/wcm/the-lisbon-treaty/treaty-on-the-functioning-of-the-european-union-and-comments/part-3-union-policies-and-internal-actions/title-xiv-public-health/456-article-168.html) of the Lisbon Treaty will be retained in the event of Brexit and there is also the “do no harm” amendment; however, how this is applied remains to be seen.

**2nd administrative session**

**European Issues**

1. Randy Rzewnicki was ***RE****-****ELECTED*** as Vice-Chair Policy, Europe. The election of a Vice Chair Science, Europe was remitted to the European Committee
2. There had been limited success in establishing National Groups
3. ***ACTION*** (a) Jenny, Andree and Adrian to identify academic collaborators who might be willing to help form national groups
   1. a short description of how national groups could function to be written

**4th scientific session**

**Cycling in the E.U.**

1. Randy reported that the ECF had been working closely with the EU Commission, EU Parliament and member states to improve promotion of and projects for cycling
2. Principal issue is DATA – there are no good consistent measures across all EU member states; Germany and certain Scandinavian countries do it well but others have very little of value. A standardised measure is still a goal.
3. Bike sales have risen dramatically in last year, primarily through pedelec sales and now Speed pedelecs (both seen as saviour of bicycle industry)
   1. Pedelecs are classified as bikes; restricted to max speed of 25km/h, max motor rating of 250W and pedals must be used as torque-assist to drive motor (i.e. not self-propelling)
   2. Sales of pedelecs only just starting to level off
   3. Pedelecs have broadened offer of cycling to new groups; elder, injured, obese, lazy
   4. “Speed Pedelecs” are being strongly marketed by bike industry; can travel at speed in the region of 40-50 km/h and more powerful motors
   5. Speed pedelecs require insurance in some countries (e.g. Switzerland requires a number plate and the [UK requires DVLA registration](https://www.bike-eu.com/home/nieuws/2018/02/speed-pedelecs-now-hitting-uks-roads-10132839?vakmedianet-approve-cookies=1&_ga=2.52091177.1273714533.1544192436-453372278.1544192436) and insurance).
   6. Many companies are seeing the benefit of offering pedelecs to employers over vehicles given the type of trips employees make in work hours
   7. Pedelecs favoured by workers and employers as you can travel in business-dress and arrive ready for a meeting (not sweaty) – this is the “game-changer” for many
   8. 25% of Paris and soon Brussels Bike-Share fleet are pedelecs
4. Promising progress on policies allowing bikes on trains for inter-country and long-distance trips
5. There are currently two main threats to cycling in the E.U.
   1. 3rd party insurance
   2. Helmet use

The EU commission is considering a proposal that “any powered vehicle needs 3rd party insurance”. The WHO has released a report highlighting the helmet use for cycling should be promoted. Many people have interpreted this as meaning “legislation”. Either of these things will inevitably discourage people from cycling.

It was noted that the issues with data on helmet use and head injuries are muddied, there are many and it needs to be stratified by age, sex, distance, route and mode. There are confounding factors and the bottom line is that if cyclists ought to wear helmets then so too should pedestrians.

**5th scientific session**

**New Technology**

1. [Hyperloop](http://www.hyperloop.global/about) system was discussed given new advances in vacuum technology
   1. Speeds of 750mph reported possible, potentially much higher still with future technological advance
   2. Could have 120 vehicles/hour - equivalent to a 30 second gap between trains compared to the minimum 2 mins presently
   3. As pods are much smaller than trains, a hyperloop tube would have much less capacity than a high speed train line. It would be necessary to increase pods from the 30-50 passengers envisaged by Elon Musk to 100 passengers in order for a double tube to match the capacity of a high speed line. The system is also inflexible if pods cannot leave the hyperloop and proceed on classic railway
   4. Although mainly thought of in terms of high speed intercity travel, the high frequency of pods makes rotating wayside stops possible and the high speed makes it possible to travel via hubs. On that basis THSG had produced proposals for a hyperloop system in the UK which would contribute to local transport not just be a high speed elite system.
   5. For this to work it would be necessary to improve on Elon Musk’s specification by increasing the size of pods to 100 passengers and fitting them with retractible rail bogeys so they can go forward onto the classic railway.
   6. Concern was expressed that the g forces implicit in the performance characteristics projected by Elon Musk would considerably exceed those of an aeroplane accelerating down a runway and would be very uncomfortable
   7. Discussion around hypermobility and the luxury of elites; the time we travel each day has remained constant for many many years but we travel further to do things. Do we want to see suburbs of London created in the Scottish Highlands?
   8. There are more pressing issues with obvious and available solutions e.g. active travel
   9. However the hyperloop could be a more environmentally friendly substitute for aviation
2. Autonomous Vehicles (AVs)
   1. Level 5 are those that can in principle drive themselves as a human could; level 4 can only drive themselves on roads they have learned, levels 1-3 require varying degrees of human supervision
   2. Guided AVs have been in use for many years; e.g. rapid transit at airports, Docklands light railways system, The Victoria line – were all designed as semi-autonomous systems.
   3. OECD position: if AVs used as private cars currently used – would cause global gridlock almost instantaneously; if AVs were used in a public transport capacity they could potentially help reduce congestion
   4. THSG noted that use of hubs and stations predicates a healthier way to travel rather than door-to-door (active travel element)
   5. AVs can be closer to other AV vehicles in all directions than standard vehicles can BUT this may create a new severance issue for active travel modes trying to cross carriageway; comment on pedestrians and walking generally suffering when new technology introduced.
   6. Coventry University is involved in a project on monitoring the health of AV occupants (Coventry is an AV demonstration centre). There is also the issue of ethics regarding AVs.

**3rd administrative session**

**Other Committee reports**

1. North America report (Jenny has electronic copy)
2. ***ELECTED*** Noted that pursuant to the regulations of the North America Council IPATH, as our agent, had appointed Karyn Warsow as our Vice Chair (Policy, North America). The Vice Chair (Science, North America) remained to be filled.
3. Latin America Report
   1. A successful grouping of Latin American members has been established and is forming itself into our Latin America Council
   2. In Costa Rica all local government and companies must have at least 10% of electric vehicles in their fleet

3. There was discussion of the potential in Africa, Asia and Oceania

**6th scientific session**

**Infrastructure in United States**

A number of organisations in the United States have come together in the “Fix it First” Campaign

The transportation infrastructure has deteriorated and is in desperate need of repair. Unfortunately, for too long state Departments of Transportation and local governments chose to invest in a new asset because it provides short-term political benefits. This investment is often at the expense of operation and maintenance cost dollars needed throughout the lifecycle of a new or an existing facility.

We must immediately fix the transportation system and fund needed repairs to an aging infrastructure.

States and Congress should dedicate transportation formula dollars to operation and maintenance of existing facilities to ensure that the system is sustainable and returned to a State of Good Repair, is resilient, and works for all users.

By requiring formula dollars to be prioritized for operation and maintenance, we can ensure the best use of limited taxpayer resources. It also ensures that the foundation of the existing transportation system is functional before building additional infrastructure.

According to the Metropolitan Transportation Commission (MTC) in the San Francisco Bay Area, the region dedicates 87 percent of funding to maintaining its transportation infrastructure. According to the same report, the San Diego region spends 52 percent on operation and maintenance, while Los Angeles and Sacramento invest 56 and 69 percent, respectively.

In a 2011 report from the Hamilton Project of the Brookings Institution, researchers from the University of California and the University of Minnesota found that using formula dollars only for maintenance of our roadways “would provide an additional $12 billion annually for maintenance and improvement.”

A 2015 article in the Minneapolis Star Tribune found that, of the State of Minnesota's $1.9 billion transportation budget for 2013, $700 million was allocated to maintenance while $1.1 billion was allocated to new construction.

Finally, a 2014 report from Smart Growth America found that between 2009 and 2011, states collectively spent $20.4 billion annually to build new roadways and add lanes to existing roads. America’s state-owned road network grew by 8,822 lane-miles of road during that time, accounting for less than 1 percent of the total in 2011. States spent just $16.5 billion annually repairing and preserving the other 99 percent of the system, even while roads across the country were deteriorating.

**Cycling in the US**

In 1958, Walt Disney imagined the future of transit was a “Magic Highway” where technology and infrastructure combined for fast, uncongested, sedentary travel by car. In 2019, with the rates of chronic diseases like obesity and diabetes rising and roads get deadlier for pedestrians and cyclists, the real solutions for better infrastructure are not found in 1950s futurism – they are found in the Bicycle Friendly Communities and States where more people are biking and walking, and fewer bicyclists and pedestrians are dying.

Congress first authorized federal funding to improve infrastructure projects intended for bicyclists and pedestrians in 1991. In 25 years, the United States has made significant investments in infrastructure, but a review of data and official documents by the League of American Bicyclists for Bicycling & Walking in the United States: [2018 Benchmarking Report](https://bikeleague.org/benchmarking-report) shows that more federal and state leadership is needed to make improvements in infrastructure. While forward-thinking advocates and city leaders have made progress for bicyclist and pedestrian safety at the local level, further leadership at the federal and state level is necessary to coordinate the design and implementation of cohesive, connected, and safe environments for bicycling and walking in America.

Produced with support from groups such as AARP and Toole Design Group, the 2018 Benchmarking Report demonstrates the urgency to create bikeable and walkable communities to not only save lives on the roadway, but also encourage healthy living options. Just 30 minutes a day, 5 days a week, of moderate to vigorous physical activity for adults can help prevent eight types of cancer, heart disease, stroke, high blood pressure, type 2 diabetes, and depression. Even small amounts of physical activity each day have health benefits. Building Bicycle Friendly Communities and ones that enable even short trips to work, school, or the doctor’s office encourage healthier outcomes for everyone.

The 2018 Benchmarking Report contains state and city-level data charting the increases and declines in bicyclist and pedestrian safety, federal funding for active transportation infrastructure, policies and plans for biking and walking, and much more. A few noteworthy findings include:

* Mississippi was the deadliest state for bicyclists with the highest average fatality rate per 10k bicycle commuters from 2012-2016. Mississippi also had the lowest percent of commuters biking to work in 2016 at .1 percent of the population.
* Cities where the rate of biking to work is highest, like Portland, Oregon, and Washington, DC, have the lowest rate of bicyclist fatalities.
* 71 percent of bicyclist deaths occurred in an urban area, with 61 percent occurring on principal or minor arterial roadways, which only make up 10 percent of the national roadway system.
* 39 percent of biking trips and 35 percent of walking trips in 2017 were for social and/or recreational purposes.
* 20 percent of biking trips in 2017 were to earn a living.
* Women are underrepresented among people who bike to work, but there have been modest participation increases in recent years.
* For people with an income below $25,000 per year, biking in an increasingly common method for taking trips.

The nearly 400-page 2018 Benchmarking Report contains graphs, maps, and tables touching nearly every topic related to bicycling and walking in the United States. Please contact communications@bikeleague.org to ask about specific cities or states, speak to an expert, or learn more about how your state and community can become more bicycle friendly."

**Active Travel Workstream**

a. There was a general discussion based on the European and American presentations

b. Bogota – Cyclovias have shown that people start cycling due to this initiative

* 1. Research has shown ***necessity to put projects into context:*** typically, it is the most well off and least well off that cycle: i.e. those who have time and money and make educated choices and those who have no other choice than to use a bike c.f. [Jonathan Olsen papers on this issue from Glasgow University](https://www.journals.elsevier.com/preventive-medicine-reports/) and [Lisa Bostock PhD in 2000 on “pathways to disadvantage”](https://www.researchgate.net/publication/227866451_Pathways_of_disadvantage_Walking_as_a_mode_of_transport_among_low-income_mothers)

**4th administrative session**

**Business and finance**

1. New Treasurer Tom Fitzgerald will refine process of requesting membership fees for THSG members
2. Discussion about linkage with JTH subscription
3. Discussion about possible sources of grant funding and possible sources of licence fees for HoTM2

**7th Scientific Session**

**Transport Infrastructure**

Infrastructure policy group

1. Ellie Powers is leading this group (ST3 East of England, soon to be on placement in TfL)
2. Principal action is to develop a policy statement that will be a useful resource for consultations and community work in a wide range of settings and by many types of user. Use of [**Barton and Grant** domains](http://eprints.uwe.ac.uk/7863/2/The_health_map_2006_JRSH_article_-_post_print.pdf) and health map. Should be ca. 10 pages and lots of signposting to existing resources.
3. Contact [thsginfrastructure@gmail.com](mailto:thsginfrastructure@gmail.com)
4. Discussion around interventions: decay rate for behaviour change is ca. 40%/year whereas decay rate for infrastructure is close to zero; highlights and reinforces necessity of good infrastructure.

In general discussion

5. Jenny Mindell mentioned [community severance toolkit and value tool](http://www.ucl.ac.uk/street-mobility/toolkit)

*6. Africa* – main issue remains that powerful lobbies drive through construction of larger faster roads for improved heavy freight logistics with little to no consideration or alternative provision of severance, safety or use of existing users and modes

**5th administrative session**

**Elections**

The following were ***ELECTED*** (italics indicates an election in another section of the meeting or by a Council)

Board members

Co chair (Policy) – Steve Watkins

Co chair (Science) – Adrian Davis

Vice chair (Science, UK) – *Charlie Musselwhite*

Vice chair (Science, Europe) – *vacant remitted to European Committee*

Vice chair (Science, North America) – *vacant remitted to IPATH*

Vice chair (Science, Latin America) – *vacant remitted to Latin American members*

Vice chair (Policy, UK) – *Martin Rathfelder*

Vice chair (Policy, Europe) – *Randy* *Rzewnicki*

Vice chair (Policy, North America) – *Karyn Warsow*

Vice chair (Policy, Latin America) – *vacant remitted to Latin American members*

Secretary – Andree Woodcock (in conjunction with Liz Davies until 29th March)

Treasurer – Tom Fitzgerald

Company Secretary – Tom Fitzgerald

Editor of the Journal of Transport and Health – *Jenny Mindell*

Other officers

Vice chair (FPH SIG) – *Jenny Mindell*

Webmaster – James Adamson

Media & Publicity Officer – *An individual was identified to be invited to accept this role, or otherwise the role is vacant and remitted to the UK Executive Committee*

It was noted that each Council was entitled to two Vice Chairs, one for Policy and one for Science, who would be members of the Board

**8th scientific session**

**Gender and Transport**

Andrea Woodcock (Coventry Uni) is involved in projects looking at women and transport, specifically:

* Use of transport (how, when, mode etc.)
* Employment in transport (typically low globally between 5%-22%)
* Gender mainstreaming
* Access to healthcare for women (especially rural)
* Harassment on public transport
* Women as proponents of sustainable transport (and c.f. higher rate of injury and death than men)
* Use of social impact assessment alongside transport projects

1. 3 EU projects which have elements of gender and transport:
   1. MetPecs (??) (door-to-door multimodal travel)
   2. SUITS – capacity building and smart mobility measures
   3. DINGO – 10 sites across Europe looking at transport innovation and gender observations. Looking at what trips women are making
2. Andrea Woodcock also working on a project in Malaysia looking at gender issues (including harassment and violence on public transport)
3. The group suggested links for Andrea:
   1. Adrian Davis has UEL contact
   2. Jenny Mindell has JTH/Karachi link
   3. ECF – has “scientists for cycling network” (Bulc)

**6th administrative session**

**Other issues**

1.International Conference on Transport and Health

* 1. June 2018 was in [Mackinac Island](https://www.tphlink.com/icth-2018-mackinac-island.html), Michigan
  2. 2019 will be in [Melbourne](https://www.tphlink.com/icth-2019---melbourne.html), Australia

2. JTH

There will be a special issue of JTH on disability and transport

New format should be more streamlined: as soon as paper accepted it goes up with volume and page numbers – in order of receipt; to reduce admin burden and issues.

Impact factor of JTH still high

1. There was a discussion of the need to update the website. Steve and Jenny volunteered to help James.

**7th Administrative Session**

**Latin America**

* 1. Cuba study trip – Jenny Mindell has managed to fund a small study trip to Cuba
  2. ***AGREED*** that the election of a Vice Chair (Policy) and Vice Chair (Science) for Latin America would take place outside the AGM as part of the operational working of the group
  3. There was a general discussion of progress and of operational matters