

MINUTES OF THE ANNUAL GENERAL MEETING OF THE TRANSPORT AND HEALTH SCIENCE GROUP HELD ON 15th DECEMBER 2022 BETWEEN 1.30PM GMT AND 5PM GMT BY ZOOM.

In the chair: - Jenny Mindell (JM) (items 6 and 15) and Steve Watkins (SW) (all other items)

Present: - Paulo Anciaes (PA), Adrian Davis (AD), Margaret Douglas (MD), Wafa Elias (WE), Tom Fitzgerald (TF), Ruth Gelletlie (RG), Beverley Hoyle (BH), Linda Jones (LJ), Haneen Khreis (HK), JM, Charlie Musselwhite (CM), Martin Rathfelder (MR), Scott Lloyd (SL), Lake Sagaris (LS), John Taylor (JT), SW.

By proxy: - Doctors in Unite, Catherine Perez. Also, PA, AD, MD, HK and CM were present partly in person and partly by proxy.

FIRST SCIENTIFIC SESSION.

S/22/1 Policies To Promote Sustainable Transport – An International Perspective

HK gave a presentation on this subject.

Her team have created an interactive systematic evidence map which catalogues peer-reviewed evidence and urban policy interventions to reduce traffic-related emissions and air pollution. They also documented a range of health, climate, social and economic benefits. Information on whether certain policies were documented to reduce, increase, or have no impact on twenty-five different air pollutants also form part of the created tools. The most frequently documented pollutants were nitrogen oxides, carbon monoxide, fine and coarse particulate matter, and hydrocarbons.

Researchers, practitioners and policymakers can use these Open Access tools to discover more about the effectiveness of over 1000 policy scenarios, and help plan interventions in their own regions and cities or explore the current state of the evidence and devise future research questions. For example, an intervention not currently considered in one country may be well documented in another.

Cities across the globe are hotspots for human exposure to air pollution, which in many regions comes largely from traffic. As urban populations continue to grow, more and more people are being exposed to traffic-related air pollution and its severe health effects. In many cities, there is therefore both a need and possibility for improvement in air quality through targeted policy interventions.

See <https://tableau.tamu.edu/t/TTI/views/SEMDataVisualizationV2/SEMVisualizationDashboard>, <https://carteehdata.org/library/dataset/urban->

[policy-intervention-f08c](#), <https://doi.org/10.1016/j.envint.2023.107805> and <https://doi.org/10.1016/j.envint.2020.105826>

The systematic evidence map includes 376 unique articles, including 58 unique policy interventions, and 1,139 unique policy scenarios (a policy scenario is a single policy intervention, a variation of that same policy intervention, or two or more interventions bundled in the same policy package which was studied as a whole). Researcher examined scenarios across six policy categories:

- Pricing (e.g. congestion charging, road pricing, parking charges)
- Land-use (e.g. urban transport planning, housing planning)
- Infrastructure (e.g. mass transit development, street ventilation, vegetative roadside barriers)
- Behaviour (e.g. flexible work arrangements, rideshare schemes, active travel promotion)
- Technology (e.g. electric vehicles, speed control technology, real-time passenger information)
- Management, Standards and Services (e.g. Fleet management, low emissions zones, speed limits.)

The most frequently studied intervention was the use of alternative fuel technology, such as electric and hybrid vehicles, natural gas, hydrogen fuels etc. with the least studied interventions being vehicle ownership taxes, and studded tire regulations, each only studied once. A mere 3% of studies addressed all elements necessary to effectively address traffic pollution and its public health impact – the so called 'full-chain' of interventions required between emissions, pollution, exposures, and health impacts.

The way that studies and interventions are currently weighted around certain areas, as well as the gaps in the evidence, demonstrate how the transport sector is mostly regulated based on traffic emissions. Much less attention is given to the knock-on effects on human health. Holistic strategies are often neglected in favour of supply-side measures catering for an existing and sometimes increasing demand. There are also gaps in regional coverage of studies. Areas that are most in need of interventions – rapidly urbanising low- and middle-income countries (LMICs) – are neglected. Hopefully these resources can help researchers and policymakers redress these imbalances and the team are already working to expand health impact assessment models of air pollution to LMICs



FIRST ADMINISTRATIVE SESSION

GM/22/1 Annual Report

SW presented the annual report and it was approved.



Annual Report
2021.22.docx

GM/22/2 Audited Accounts

TF presented the audited accounts and they were approved.



Accounts 2022.docx

GM/22/3 Journal of Transport and Health Report

CM presented the report of the Journal of Transport and Health and it was approved.



JTH Updates Nov
2022.pdf

GM/22/4 Report on Bye Law Adoption

SW explained that the Board had power to adopt rules to supplement the Governing Document. These could be classified as bye laws (which meant that they could only be amended by a General Meeting), regulations (which related to a particular Regional Council and could be amended by a General Meeting or by the method set out in the regulations) or as standing orders (which meant that they could be amended by the Board). Whilst the organisation had been registering as a charity and opening a bank account the Board had had powers to adopt both bye-laws and standing orders, However, after the end of that period the Board's power to adopt bye-laws required the bye-laws to be approved by a General Meeting. The Board had adopted some rules which it believed should be bye-laws after the end of that period and the meeting's approval was required for them to become bye-laws. If approval was given the rules in question would become bye-laws. If it was withheld they would become standing orders.



REPORT ON BYE
LAW ADOPTION.doc

The bye-laws approved by the Board were endorsed.

SECOND SCIENTIFIC SESSION

S/22/2 Placemaking

Lake Sagaris gave a presentation on placemaking.

“Placemaking” and other terms are used to describe a wide range of strategies that attempt to bring theories about active mobility, citizen participation / human agency, and health into real-world planning and design of city streets and public spaces. In this review, we compile more than 20 examples of such strategies, identifying the experience of Project for Public Spaces as particularly complete, in terms of considering local identities, community leadership and other socio-ecological factors in what is sometimes considered mainly a question of “infrastructure”.

The Transport and Health Science Group, together with its Latin American caucus, Movisal, conducted this practice review in today’s context of sustainability, particularly social sustainability. We considered similarities and contrasts for the Global North, where these ideas have flourished for the past 30 years, and the Global South, where social inequalities and associated violence are more prevalent. We found more than 20 such strategies, with a variety of emphasis and foci, depending on local context and who is leading the process: professional “experts”, local governments, or citizen organizations.

Strategies include “placemaking”, as developed by Project for Public Spaces, but also Open Street initiatives from Latin America that have become a global resource, safe and cool routes to school, living streets, street diets and more integral approaches, such as Transport Oriented Demand. Issues of gender, race and other forms of excluding violence are underestimated in many of these strategies, and require greater attention within both theory and practice.

Both evidence and recommendations from expertise rooted mainly in health and urban planning have consolidated in recent years, generating a solid body of recommendations for local practitioners, but also at each scale of local, national and global governance.

This practice review also tested recommendations against three contrasting experiences in low-income, mixed income and high-income neighbourhoods in Santiago Chile. While the general recommendations are useful starting points, the realities of local contexts, particularly governance arrangements which are little studied in this context, can require significant adjustment: barriers to these kinds of changes are particularly relevant in contexts where less powerful actors, whether citizens or local governments, are attempting to innovate within highly centralized, often authoritarian institutions unfriendly to socio-technical innovations of this nature.

Thanks for your patience.



AGM THSG LS
Placemaking 12-XII-21

SECOND ADMINISTRATIVE SESSION

GM/22/5 Editor as Vice-Chair

It was agreed to continue the arrangement under which the Editor had the standing of a vice-chair.

GM/22/6 Renaming the Office of Webmaster

On the proposal of the UK Executive Committee it was agreed that the office of Webmaster be renamed Web Officer.

GM/22/7 Deputy Web Officer

It was agreed to create the office of Deputy Web Officer and add it to the list of offices entitled to the role of Trustee.

GM/22/8 Elections of Trustees by the AGM

The following were declared elected unopposed

Co-chair (Policy) - Stephen Watkins
Co-chair (Science) – Jennifer Mindell
Secretary – Beverley Hoyle
Treasurer – Tom Fitzgerald
Webmaster or Web Officer – James Adamson
Deputy Web Officer – Paolo Anciaes

No nominations being received for the offices of Deputy Treasurer, Company Secretary, Media Officer or Membership Secretary those elections were remitted to the Trustees.

GM/22/9 Elections of Other Trustees

The following were declared elected unopposed

Vice-chair (Policy, UK) – Martin Rathfelder
Vice-chair (Policy, MoviSaL) – Lake Sagaris
Vice-chair (Policy, North America) – Steve Yaffe
Vice-chair (Science, UK) – Adrian Davis
Vice-chair (Science, MoviSaL) – Paula Barros

There were no contested elections to remit to Regional Councils.

No nominations being received for the offices of Vice-chair (Policy, Europe), Vice-chair (Policy, New Zealand), Vice-chair (Science, Europe) or Vice-chair (Science, North America), these elections were remitted to the appropriate Regional Councils.

It was noted that the offices of Editor and of Vice-chair (Science, New Zealand) were elected under other arrangements, separately from these elections.

GM/22/10 Election of Auditor

Ellis Friedman was elected

GM/22/11 There was then a 15 minute break

THIRD ADMINISTRATIVE SESSION

GM/22/12 Discussion of Future Activities

Following a general discussion of future activities, it was agreed to add road violence, gender issues (including violence) and the politics of transport policy to the list of issues in the five year workplan.

THIRD SCIENTIFIC SESSION

S/22/3 Community Severance

Paolo Ancaes gave a presentation on community severance.

Community severance is the negative impact of transport infrastructure and motorised traffic on the perceptions, behaviour, and wellbeing of people who use the surrounding areas, or need to walk or cycle along that infrastructure or traffic. This presentation showed the results of various projects on severance. We developed a toolkit to identify and understand severance. This includes spatial analysis, street audits to identify problems in the infrastructure, video surveys to see how pedestrians cross the road, mapping workshops to locate the problem, a household survey, and a stated preference survey. We have also found that indicators of severance were related to fewer local trips, lower propensity to walk, less expenditure on local shops, poorer self-rated health and lower subjective well-being among residents in the affected areas. We have estimated the per-trip and annual economic cost of these impacts. Finally, we developed a tool to assess the benefits of policies such as reducing number of lanes, adding a median strip, reducing traffic density or speeds, and adding or changing the type of crossing facilities.



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GM/22/13 After clarifying that none of the members from outside the UK were members of the Faculty of Public Health of the Royal Colleges of Physicians of the United Kingdom, members from outside the UK were now advised that they could withdraw from the meeting if they wished and, although welcome to remain, should not vote in the remaining sessions

UNITED KINGDOM AGM

UK/GM/22/1 Elections of UK Vice Chairs

The election unopposed of Martin Rathfelder (Policy) and Adrian Davis (Science) were noted.

UK/GM/22/2 Election of UK Council

It was agreed to invite existing members of UK Council to continue in office and to re-elect those who accept the invitation.
There were no further nominations.

UK/GM/22/3 Election of UK Executive Committee

It was agreed to invite existing members of UK Executive Committee to continue in office and to re-elect those who accept the invitation.
There were no further nominations

UK/GM/22/4 Members who were not members of the Faculty of Public Health of the Royal Colleges of Physicians of the United Kingdom were now advised that they could withdraw from the meeting if they wished and, although welcome to remain, should not vote in the remaining session.

FACULTY OF PUBLIC HEALTH OF THE ROYAL COLLEGES OF PHYSICIANS OF THE UNITED KINGDOM TRANSPORT SPECIAL INTEREST GROUP AGM

UK/TSIG/22/1 Acceptance of THSG Officers as Officers of TSIG

Pursuant to bye law 63B, the meeting accepted the elected THSG officers, where they were members of the Faculty, as officers of TSIG

UK/TSIG/22/2 Election of Vice-Chair (FPH SIG) of THSG

SW explained that this office carried a prime responsibility for TSIG's functioning within FPH governance to avoid the conflict of interest that would otherwise result from the same people being officers of THSG and TSIG.
Margaret Douglas was elected

UK/TSIG/22/3 Elections of Other Members of TSIG Executive

It was agreed that the TSIG Executive should have power to co-opt.

UK/TSIG/22/4 Meeting closed.