

Resources :

Bowden, Rob

Globalisation: The Impact on our lives.
Hodder Wayland 2003. ISBN 0750242418

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Sustainable World: Transport
Hodder Wayland 2003. ISBN 0750239867

Graham, Ian

Future Tech: Transport, New and into the Future.
Belitha Press 1999. ISBN 1841380598

Parker, Steve

Protecting Our Planet: Fuels for the Future.
Wayland 1997. ISBN 0750220058

Royston, Angela

Eco Action: Travel of the future.
Heinemann 2008. ISBN 9780431029924

Royston, Angela

Transport: Environment Starts Here
Wayland 1998. ISBN 0750234903

The Transport Issue: Issues: Volume 58.

Edited by Craig Donnellan
Independence 2003. ISBN 186468228X

The Transport Revolution. Issues for the Nineties. Volume 15.

Edited by Craig Donnellan
Independence 1996. ISBN 1872995896

Websites :

www.dingding.org.uk

A brilliant interactive site with games and maps looking at travel to school and home.

www.databases.dft.gov.uk/schools

Sustainable school travel database DfES.

World Bank Group: <http://tinyurl.com/cg7yt3>

Article on rural transport from the World Bank Group.

www.parliament.uk/post/pn070.pdf

UK parliamentary report on transport and sustainability.

www.towards-sustainability.co.uk, sustainability issues, click on 'Transport'.

www.ecoplan.org/vancouver/enhome.htm

Towards Sustainable Transport Conference March 1996.

www.geocities.com, Where next for transport? search for 'sustrannet actionguide', then click on TSnext.pdf.

www.worldbank.org Transport reports from around the world. Search for 'A Decade of Action in Transport', then click on 'View map/Download Supporting Studies'

www.walktoschool.org.uk/links.php
Useful links.

www.iwalktoschool.org
Official site of walk to school month.

www.bikeweek.org.uk
Everything you need to know about Bike Week.

www.mobilityweek.eu
Information about the campaign.

www.bettertransport.org.uk/home
Transport and climate change: use search facility.

Government Statistics: <http://tinyurl.com/bwd74y>
UK statistics for transport and greenhouse gas production.

www.uwm.edu/Libraries, Library of transport pictures. Scroll to 'Digital Collections' then 'Transportation'

<http://tinyurl.com/bwhahd>
Case study of a primary school and walking buses.

Dept. for Transport: www.dft.gov.uk Teachers guide to using transport in citizenship education. Search for 'a safer journey to school'.

www.livingstreets.org.uk/london, charity campaigning for better streets and spaces for people on foot. Click on 'Links'.

www.green-engage.co.uk/resources.html
Site engaging people with green issues. The page has useful organisations and resources.

For more information contact:

HEC Global Learning Centre

Tower Hamlets PDC
English Street, London E3 4TA
T: 020 7364 6405
F: 020 7364 6422
E: hec@gn.apc.org



www.globalfootprints.org



promoting global learning in schools

Transport is moving things by land, air or sea. It has affected world history, with voyages of discovery being pivotal to the development of science in Europe, and trade with such companies as the East India Company contributing to the development of the British Empire.

Transport is vital for trade across the world and locally, for human rights allowing access to health care, education, water and culture. Communities depend on transport internally for their relationship to other communities. We need to move people, resources, energy, products and information.

With the world's growing population, the continued importance and growth of cities and of a global economy, transport is a key issue in how we can create a sustainable planet.

The issues of transport can be placed into four key areas: Health, trade and economics, environment, and community.

Transport affects health directly in terms of accidents and pollution, and also in terms of the effectiveness of health care. The value of a product depends on where you sell it. A vital aspect of trade is getting your products to the consumers who can pay the best price. Production requires the transport of the workers, raw materials, waste and energy as well as the final product. The environment can be badly affected by air and noise pollution, the building of roads, airports etc that destroy the natural environment. As well as the destruction of life through accidents, including such disasters as oil spills in the sea. Our communities are built around transport, near coasts for ports, alongside rivers, or along major road and rail links. Their structure and functioning are dependent on transport

systems. Without effective systems the communities will suffer from issues of poverty and a lack of human rights.

Events

April 23-29	UN Global Road Safety Week
May 18-22	Walk to School Week
June 13-21	Bike Week
Sept 16-22	European Mobility Week
Sept 22	In Town Without My Car
October	Walk to School Month
Dec 7	International Aviation Day

Global Leaflet 9: Transport

Global Context

Transport is a major global issue. It is affecting the climate of our planet through its contribution to the greenhouse effect. In the UK it is the fastest growing contributor of the greenhouse gas carbon dioxide. The ease and cheapness of international travel has made the movement of populations easier, increasing the mobility of the world's workforce and it has contributed to the global market place, allowing goods and foods to be transported cheaply.



Transport assists in the achievement of the **Millennium Development Goals (MDGs)** in terms of poverty reduction and access to education and health care.

In Nepal, an estimated 42 percent of people live below the poverty line, but in areas where roads are not adequate, the number soars to 70 percent. In developing countries, about 900 million rural people live in isolation without access to reliable all-season roads.

Building transport links helps to integrate people into their wider communities, improves the quality of rural life, and helps to achieve the MDGs in poverty reduction, education, and health.

The development of modern transportation systems has been identified as a key factor in supporting the current economic boom in China as well as in many other countries such as the U.S, Korea, etc. during their rapid development stage.

Link between transport and the MDGs:
www.worldbank.org/
Search for - 'Transport - Transport and the Millennium Development Goals (MDGs)'

Health

Transport has a major impact on health and safety around the world. Motor vehicles are responsible for around 70 percent of air pollution in many of the world's major cities. Worldwide more than 500,000 people are killed every year in road crashes and 50 million are seriously injured. In most developing countries, more than 60 percent of the victims are pedestrians and other vulnerable road users. Travel is safest in places that provide plentiful public transport and facilities for cyclists and pedestrians.

“According to a recent WHO report, over 100 000 premature deaths per year in Europe are estimated to be attributable to air pollution with particulate matter,” adds Dr Marc Danzon, WHO Regional Director for Europe. “An important part of these deaths can be attributed to emissions from transport, especially in urban areas and principally in countries in transition.” In Europe, traffic accidents have high costs. Each year, they kill about 120 000 people and cause some two point five million injuries. In the newly independent states (NIS) of the former USSR, on average, mortality rates from traffic accidents are more than twice those reported by the Nordic countries. In the EU, the cost of accidents is estimated to be about two percent of the gross domestic product.

Trade and Poverty

“Efficient transport is essential for the development of international trade. At the same time, it is clear that the continuing expansion of transport demand, heavily dominated by road transport, raises serious concerns about the long term sustainability of present mobility trends,” said Mrs Brigita Schmögnerová, Executive Secretary of the United Nations Economic Commission for Europe (UNECE)

“Throughout the past decade transport projects have played a pivotal role in economic development and poverty alleviation.” World Bank, A Decade of Action on Transport.

“Physical isolation is a strong contributor to poverty. Populations without reliable access to social and economic services are poorer than those with reliable access. Problems of access are particularly severe in rural areas far from roads used regularly for motorized transport services. An estimated 900 million rural dwellers in developing countries, most of them poor, are without reliable access.

“In many developing countries increasing agricultural productivity is central to rural development and poverty reduction strategies. Improved rural transport makes it easier for farmers to obtain inputs and advice at reasonable cost and to sell their products at good prices. Farmers with difficult access to local markets earn less for their products than farmers with easier access, and increases in output are associated with agricultural areas with improved roads.

“An indicator has been developed to measure rural transport access based on the proportion of the rural

populations that lives within two kilometres of an all-season road (a road that can be used all year by the prevailing means of rural transport, often a pick-up or other truck without four-wheel drive). Predictable interruptions of short duration during inclement weather (for example, heavy rainfall) are accepted, particularly on low-volume roads.” World Bank Group, <http://tinyurl.com/c5gygr>

Community

“Improvements in roads and transport services generally have significant positive effects on school attendance. In Morocco in the early 1990s a paved road in the community more than doubled girls' school attendance rates from 21 percent to 48 percent and raised boys' attendance rates from 58 percent to 76 percent, according to survey findings. In health, transport services play several important roles: ensuring adequate and reliable availability of food, providing medical supplies, transporting health personnel to facilities, and the most difficult role, bringing people to medical stations, whether for urgent care or regular treatment.” World Bank Group, <http://tinyurl.com/c5gygr>

The environmental in Britain.

The biggest increase in carbon dioxide production has been in transport, an increase since 1970 of 89 percent.

Greenhouse gas emissions from private cars rose from 59.6 million tonnes in 1990 to 67.8 million tonnes in 2003, an increase of 13.8 percent. (Source: Office of National Statistics 2005)

Carbon dioxide emissions from road hauliers increased by more than a third between 1990 and 2002. Road-freight now accounts for eight percent of UK carbon dioxide emissions. (Source: Department for Environment, Food and Rural Affairs 2005)

The UK's greenhouse gas emissions from air transport rose 85 percent between 1990 and 2002 from 20.2 million tonnes to 37.3. (Source: Office of National Statistics 2004)

Food Miles

When you buy food you are paying for the transport of that food from where it is grown to your plate.

Put simply, food miles are the measure of the distance food travels from field to plate. Agriculture and food now account for nearly 30 percent of goods transported on our roads.

This travel adds substantially to the carbon dioxide emissions that are contributing to climate change - which is why food miles matter. A new report by the Department for the Environment, Food and Rural Affairs (Defra) says that food miles rose by 15 per cent between 1992 and 2002.

Actions

Pdf guide to what you can do www.geocities.com, search for 'sustrannet actionguide', then click on TSto.pdf.

Kids on the move, a European initiative: www.klimaschutz.kbserver.de, click on 'Initiatives and Campaigns', then 'Zoom 2007'.

Assembly on walk to school week by UNICEF: www.unicef.org.uk search for National Walk to School Week(May)

Friends of the Earth campaign pages on transport: www.foe.co.uk/campaigns/transport

Friends of the Earth action guides on transport: www.foe.co.uk, in search menu click on 'Community' then 'Transport' under campaign resources.

Children's campaign for a safer road outside their school: www.eastendtalking.org.uk, click on 'Think about it' then 'road safety'.

Food miles explained and what you can do: www.bbc.co.uk/food, search for 'food miles'.

Food miles for kids: www.coolkidsforacoolclimate.com, click on 'Causes and Effects' then 'Foodmiles'.

Food miles document pdf: www.face-online.org.uk search for 'exploring foodmiles', scroll down to foodmiles PDF.

How does reducing food miles affect the developing world: www.scidev.net/en search for 'Food miles' campaigns bad for Africa's development'

Article on lifestyle and travel: www.telegraph.co.uk, search for 'how to be a green traveller by julia Hailes'



Walk On Wednesdays at Engayne

At Engayne Primary School we decided to take part in Walk on Wednesday to improve the health and fitness of the children and also reduce the amount of cars

around the school.

All children from Reception to Year 6 were invited to take part in the scheme. The scheme was introduced in two assemblies one to KS1 and the other to KS2. In KS2 a Powerpoint presentation was used with materials from the Walk on Wednesday website. This included facts about walking and the benefits of walking to school. During both assemblies the Walk on Wednesday hall display was also explained to the children.

On the first Wednesday of each month each class collects data on the number of children who walked. Every class was given a set of cards with footprints on. Each morning the children who have walked to school place a footprint card in a box in their classroom. The information is then presented on the hall display. In assembly the data is discussed and year groups find out if they have improved since last month and also which year group has had the most children walking to school.

To inform parents about the scheme we sent them a letter with details of what Walk on Wednesday is and why we were taking part in the scheme. Along with this letter we also sent a map of the local area. This map had a square drawn on it and if the parent parked outside the square and the child walked to school from here, then they still qualified for Walk on Wednesday. We provided this option as some of the children at our school need to travel by car due to the distance that they live from school.

The children are really excited about the scheme and are keen to ensure that their year group has the highest results. Parents have also been very supportive.

Jacqui Durrant, School Travel Plan Co-ordinator

Carbon Detectives

This is part of the Sustainable Schools resources and allows your children to take an active part in working towards their school becoming sustainable. There is a use friendly website, which has activities, downloadable documents and online forms to fill-in. The transport section includes a pdf of a survey to find out the carbon produced by school trips– the results of the survey are put into the online forms to make the calculations. This will allow the students, and the school to set targets for reducing their carbon footprint.

They can also create a school council policy that links the school's and children's decisions to global effects and issues.

Website: www.carbondetectives.org.uk