



CITY OF HAMILTON
PUBLIC HEALTH SERVICES
Healthy Living Division

TO:	Mayor and Members Board of Health
COMMITTEE DATE:	July 9, 2015
SUBJECT/REPORT NO:	Active and Sustainable School Transportation Charter - BOH15006 (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Ellen Pezzetta (905) 546-2424, Ext. 3536 Ann Stanziani (905) 546-2424, Ext. 2778 Kelly Scott (905) 546-2424, Ext. 1309
SUBMITTED BY: SIGNATURE:	Elizabeth Richardson, MD, MHSc, FRCPC Medical Officer of Health Public Health Services Department

RECOMMENDATION

- (a) That Appendices A and B attached to Report BOH15006 respecting the Active and Sustainable School Transportation Charter be endorsed by the Board of Health;
- (b) That the Board of Health authorize and direct the Medical Officer of Health; and the General Managers of Public Works and Planning and Economic Development to assign staff to work with the Hamilton Wentworth Catholic District School Board to develop an action plan for Active and Sustainable School Transportation, to develop an implementation strategy for Active and Sustainable School Transportation, and to prioritize schools/school neighbourhoods for school travel planning implementation;
- (c) That upon the endorsement of the Active and Sustainable School Transportation Charter by the Hamilton Wentworth District School Board, the Board of Health authorize and direct the Medical Officer of Health and the General Managers of Public Works and Planning and Economic Development to assign staff to work with the Hamilton Wentworth District School Board to develop an action plan for Active

and Sustainable School Transportation, to develop an implementation strategy for Active and Sustainable School Transportation, and to prioritize schools/school neighbourhoods for school travel planning implementation.

EXECUTIVE SUMMARY

In late 2013, a Hamilton Councillor approached Public Health Services (PHS) staff to develop a Motion to start a Walking School Bus program for elementary schools, in partnership with the school boards. The Councillor cited the need to encourage more physical activity to combat youth obesity and to attempt to reduce the dangerous pattern of increased traffic volume and parking crisis parents are creating by driving their children to school.

Further discussion about evidence and best practice showed that an Active and Sustainable School Transportation (ASST) Charter would provide commitment, effort, and accountability towards more walkable and bikeable schools from key stakeholders. ASST is travelling to and from school by walking, cycling, or bus. Therefore, ASST Charter activities include:

- Policy such as School Travel Planning or school site design,
- Environmental change such as sidewalks, bike-lanes, and signage,
- Capacity building such as new partnerships, training, and networking, and
- Programs such as Walking School Bus, pedestrian safety education, and event days.

On March 17, 2014, a Motion was put forward to Board of Health (BOH) to support the development of a Hamilton ASST Charter (Appendix C). Therefore, the Active and Safe Routes to School (ASRTS) Steering Committee has drafted an ASST Charter modelled after existing Charters in Ottawa, Toronto and Waterloo Region (Appendices D, E, and F). The draft ASST Charter was presented for input to key stakeholders: Joint City/Board Relations Committee, Hamilton Wentworth Catholic District School Board (HWCDSB), Hamilton Wentworth District School Board (HWDSB), City of Hamilton Public Works (PW), Planning and Economic Development (PED), and PHS (Health Protection and Healthy Living Divisions).

The HWCDSB endorsed the ASST Charter. On June 8, 2015, the HWDSB voted to defer ASST Charter endorsement until September 2015 to allow new Trustees to learn and understand the ASST Charter history and content.

Jason Thorne, General Manager, Planning and Economic Development Department; and Gerry Davis, General Manager, Public Works Department agree with the contents of the ASST Charter.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS (for recommendation(s) only)

Financial: No financial implications. The ASST action plan developed post-endorsement may require resources.

Staffing: No staffing implications. The ASST action plan developed post-endorsement may require staffing.

Legal: No legal implications.

HISTORICAL BACKGROUND (Chronology of events)

Green Communities Canada (GCC) launched ASRTS in the late 1990's in an effort to address vehicular traffic creating unsafe conditions for children walking to and from school. In 2000, City of Hamilton PHS launched ASRTS in Hamilton schools. This led to the formation of the Hamilton ASRTS Steering Committee in 2003, a committee still active today (Appendix G).

GCC developed the Canadian School Travel Planning (STP) model in 2007. It is a five-step process that aims to increase the number of students and adults choosing ASST. Key steps include assessing school travel conditions, forming and carrying out a school specific action plan that addresses barriers, and monitoring progress towards more ASST.

In 2009, the Canadian STP model was implemented initially in five Hamilton elementary schools and within three years, 16 elementary schools (representing 6,099 school children and 543 school staff) were involved under the Stepping It Up (SIU) Metrolinx funded pilot project. The SIU pilot project helped launch the Smart Commute program with the HWCDSB. Due to the SIU project, school children in Hamilton are collectively walking an additional 592 minutes daily, and vehicular traffic is down by an estimated 5%. The report can be found at:

www.metrolinx.com/en/projectsandprograms/schooltravel/SteppingItUpReportENG.pdf.

In May 2012, a school siting and site design forum was held in Hamilton. The workshop report outlines key components to land use and transportation planning that increase walkability, bikeability, and overall health and safety of students. A copy of the report is available upon request from Kelly Scott at Kelly.Scott@Hamilton.ca.

In November 2012, the ASRTS Steering Committee developed a new framework for ASST action supporting policy and environmental change with the potential for social, economic, and environmental benefits for all members of our community¹ (Appendix H). This was followed by the completion of an environmental scan that identified lessons learned and progress made in other regions where ASST Charters have been

implemented. Additionally, the International Charter for Walking² was reviewed to ensure the ASST Charter aligned with it.

In March 2014, Hamilton BOH directed the Joint City/Board Relations Committee to develop an ASST Charter. A draft was completed in April of that year and input was then gathered from key organizations, as outlined in relevant consultation. The ASST Charter was tailored to meet the specific needs of each school board resulting in two slightly different ASST Charters (Appendices A and B).

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not Applicable

RELEVANT CONSULTATION

The following departments and organizations have provided input into the draft ASST Charter:

City of Hamilton

- Health Protection Division, PHS with consistency to air quality projects within schools.
- PW Department with consistency to Strategic Road Safety program, Transportation Demand Management projects, and general transportation planning.
- PED Department with consistency to community planning and site development policies and guidelines.

School Boards and Collaborative Community Committees

- ASRTS Steering Committee provided input to and support for the ASST Charter.
- Members of the Joint City/Board Relations Committee provided initial input and guidance regarding next steps for development and endorsement of the ASST Charter.
- HWCDSB: Pat Daly, Chairperson, and Morris Hucal, Superintendent, met with City staff to provide input into the draft Charter and to guide next steps in the endorsement process. The HWCDSB, as a whole, provided input to and endorsement of the draft ASST Charter.
- HWDSB: Upon direction from the HWDSB Standing Committee to review the ASST Charter, Ellen Warling, Manager of Planning and Accommodation, HWDSB, provided verbal approval of the principles of the ASST Charter. Endorsement is pending from the HWDSB.
- Members of the Parent Involvement Committee provided input to and endorsement of the draft ASST Charter.

- The Ontario Federation of Home and School Association provided a letter of endorsement for the ASST Charter.

ANALYSIS AND RATIONAL FOR RECOMMENDATION

Evidence supports the need and the benefits in addressing school travel. The ASST Charter provides the framework for broad-scale commitment and action:

- 36% of children walk to and from school compared to 53% in 1986.³
- 35% of children are now dropped off and picked up by car compared with 15% in 1986.³
- Schools are the second biggest car trip generator in the morning commute forming 22% of morning peak traffic, second only to workplaces.⁴
- Only 6% of Canadian children and youth aged 5 to 17 years old achieve the Canadian Physical Activity Guideline recommendation of 60 minutes of moderate-to-vigorous physical activity daily.⁵
- 31.5% of Canadian children and youth aged 5 to 17 years are overweight (19.8%) or obese (11.7%).⁶
- Ontario has a goal of reaching a 20% reduction in childhood obesity by 2018.⁷
- *The Big Move* cites 60% of children and youth walk or cycle to school by 2031.⁸
- Traffic volume and speed on the route to and from school, and at school are critical factors in parental decisions about whether or not they allow their children to walk or cycle.⁹
- Motor vehicle collisions rank #1 for injury-related death for children and youth (17%)¹⁰ and the increased traffic congestion around school sites raises the potential for vehicle-pedestrian and vehicle-vehicle conflicts.^{1,2,11}
- ASST provides numerous benefits for our children, community, and environment:
 - Increased physical activity,^{12,13,14}
 - Reduced obesity rates,¹⁵
 - Improved academic performance,^{16,17,18}
 - More opportunities for socialization,¹⁹
 - Improved air quality,²⁰
 - Improved and revitalized economic, social, and environmental conditions along walking and cycling routes to and from schools.^{3,21}

ALTERNATIVES FOR CONSIDERATION

(Include Financial, Staffing, Legal and Policy Implications and Pros and Cons for each alternative)

The BOH could choose not to endorse the ASST Charter proposed by the ASRTS Steering Committee.

Financial: No financial implications.

Staffing: Current City of Hamilton representation on the ASRTS Steering Committee could be jeopardized. Without commitment to achieving a shared goal it could signal that staff representation on ASRTS is unnecessary.

Legal: No legal implications.

Policy Implications: No policy implications. City of Hamilton Departments and community organizations may choose to continue to work under their siloed mandates such as the Ontario Public Health Standards.

Pros: None.

Cons: Missed opportunity to:

- Strengthen partnerships across City of Hamilton departments, as well as with the HWDSB and HWCDSB.
- Share resources and maximize efficiencies.
- Provide a coordinated and comprehensive ASST plan

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN

Strategic Priority #1

A Prosperous & Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Objective

- 1.4 Improve the City's transportation system to support multi-modal mobility and encourage inter-regional connections.
- 1.5 Support the development and implementation of neighbourhood and City wide strategies that will improve the health and well-being of residents.
- 1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

Strategic Priority #2

Valued & Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Objective

- 2.1 Implement processes to improve services, leverage technology and validate cost effectiveness and efficiencies across the Corporation.

Strategic Priority #3

Leadership & Governance

WE work together to ensure we are a government that is respectful towards each other and that the community has confidence and trust in.

Strategic Objective

- 3.1 Engage in a range of inter-governmental relations (IGR) work that will advance partnerships and projects that benefit the City of Hamilton.

APPENDICES AND SCHEDULES ATTACHED

Appendix A to Report BOH15006 - HWCDSB Active & Sustainable School Transportation (ASST) Charter

Appendix B to Report BOH15006 - HWDSB Active & Sustainable School Transportation (ASST) Charter

Appendix C to Report BOH15006 - Active and Sustainable School Transportation BOH Motion 9.1

Appendix D to Report BOH15006 - School Active Transportation Charter

Appendix E to Report BOH15006 - Toronto District School Board ASST Charter Implementation Plan

Appendix F to Report BOH15006 - Active Transportation Charter

Appendix G to Report BOH15006 - Active & Safe Routes to School Steering Committee Membership

Appendix H to Report BOH15006 - Active & Safe Routes to School Framework for Action

References

¹ Davison, K.K., Werder, J.L., & Lawson, C.T. (2008). Children's active commuting to school: current knowledge and future directions. *Preventing Chronic Disease*, 5(3), 1-11.

² Walk21. (2006). International Charter for Walking. Retrieved from web page: <http://www.walk21.com/papers/International%20Charter%20for%20Walking.pdf>

- ³ Buliung, R., Mitra, R., & Faulkner, G. (2009). Active school transportation in the Greater Toronto Area, Canada: an exploration of trends in space and time (1986-2006). *Preventive Medicine*, 48, 507-512.
- ⁴ Miller, E.J. (2001). The Greater Toronto Area Travel Demand Modelling System. Retrieved from web page
www.dmg.utoronto.ca/pdf/reports/2001to2005/gtamod2v1.pdf
- ⁵ Statistics Canada. (2013). Directly measured physical activity of Canadian children and youth, 2007 to 2011. *Health Fact Sheets*, Statistics Canada, Catalogue no. 82-625-X.
- ⁶ Roberts, K.C., Shields, M., de Groh, M., Aziz, A., & Gilbert, J. (2012). Overweight and obesity in children and adolescents: Results from the 2009 to 2011 Canadian Health Measures Survey. *Health Reports*, 23(3), 1-7.
- ⁷ Ontario Ministry of Health and Long Term Care. (2013). *No Time to Wait: The Healthy Kids Strategy*. Retrieved from web page
http://www.health.gov.on.ca/en/common/ministry/publications/reports/healthy_kids/healthy_kids.pdf
- ⁸ Metrolinx. (2008). The Big Move: Transforming transportation in the Greater Toronto and Hamilton Area. Retrieved from web page
http://www.metrolinx.com/thebigmove/Docs/big_move/TheBigMove_020109.pdf
- ⁹ Giles-Corti, B., Kelty, S.F., Zubrick, S.R., & Villanueva, K.P. (2009). Encouraging walking for transport and physical activity in children and adolescents: How important is the built environment? *Sports Medicine*, 39(12), 995-1009.
- ¹⁰ Canadian Paediatric Society. (2012). Position statement. Child and youth injury prevention: A public health approach. Retrieved from web page
<http://www.cps.ca/documents/position/child-and-youth-injury-prevention>
- ¹¹ Isebrands, H.N., & Hallmark, S.L. (2007). School zone safety and operational problems at existing elementary schools. *Institute of Transportation Engineers*, 77(3), 26-31.
- ¹² Lubans, D.R., Boreham, C.A., Kelly, P., & Foster, C.E. (2011). The relationship between active travel to school and health-related fitness in children and adolescents: a systematic review. *International Journal of Behavioral Nutrition and Physical Activity*, 8(5).
- ¹³ Davison, K., Lawson, C. & Werder, J. (2008). Children's active commuting to school: current knowledge and future directions. *Preventing Chronic Disease* 5(3), 1-11.

-
- ¹⁴ Faulkner, G.E.J., Buliung, R.N., Parminder, K.F., & Fusco, C. (2009). Active school transport, physical activity levels and body weight of children and youth: A systematic review. *Preventive Medicine*, 48, 3-8.
- ¹⁵ Baranowski, T., Cerin, E., Mendoza, J., Nguyen, N., Nicklas, T. & Watson, K. (2011). Active commuting to school and association with physical activity and adiposity among US youth. *Journal of Physical Activity and Health*, 8, 488-495.
- ¹⁶ Ahn, S. & Fedewa, A. (2011). The effects of physical activity and physical fitness on children's achievement and cognitive outcomes: a meta-analysis. *Research Quarterly for Exercise and Sport*, 82(3), 521-535.
- ¹⁷ Chinapaw, M., Mechaelen, W., Singh, A., Twick, J. & Uijtdewilligen, L. (2012). Physical activity and performance at school, a systematic review of the literature including a methodological quality assessment. *Pediatric & Adolescent Medical*, 166(1), 49-55.
- ¹⁸ Lounsbery, M. & Smith, N. (2009). Promoting physical education: The link to academic achievement. *Journal of Physical Education, Recreation & Dance*, 80(1), 39-43.
- ¹⁹ Anable, J., Cairns, S., Goodwin, P., Kirkbride, A., Newson, C. & Sloman, L. (2004). *Smarter Choices – Changing the Way We Travel*. Department for Transport. Retrieved from web page <http://webarchive.nationalarchives.gov.uk/20100304134510/http://www.dft.gov.uk/pgr/sustainable/smarterchoices/ctwwt/chapter4schooltravelplans.pdf>
- ²⁰ Larouche, R. (2012). The environmental and population health benefits of active transportation: A review. In G. Liu (Ed.), *Greenhouse Gases – Emission, Measurement and Management*. Rijeka, Croatia: InTech. Retrieved from web page http://cdn.intechopen.com/pdfs/32358/InTech-The_environmental_and_population_health_benefits_of_active_transport_a_review.pdf
- ²¹ City of Hamilton. (2012). Photovoice: *Engaging Students in School Neighbourhood Planning*. Retrieved from web page: www.hamilton.ca/NR/rdonlyres/12511D9C-1A86-4B52-A3CAB7C869DE81F8/0/May07EDRMS_n301850_v1_71BOH12007_Photovoice_Engaging_Students_in_.pdf