



Séminaire du CIRRELT Seminar

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TRANSPORT AND CHILD WELLBEING

Abstract: Transport planning predominantly focuses on the mobility needs of adults. This may help explain why children's travel is increasingly dependent on adults, with the vast majority of such trips being by car. At issue is the impact that transport plays on children's health and wellbeing. Motor vehicles are one of the primary sources of death for children, and in wealthy countries, the majority of deaths are as passengers. Over the past decade or so, numerous studies have focused on the role that active transport plays in increasing physical activity, with findings suggesting a causal effect. Those two impacts can be classified as intrinsic influences on children's physical health. If the collision is the result of another road user, than it could be termed an extrinsic influence. Further to these two influences, is the traditional idea of transport, that of mobility to access destinations where one would conduct activities. Thus, transport can influence health and wellbeing through access to activities, but also through intrinsic and extrinsic influences. Next, the definition of health and wellbeing is not limited to the physical domain, but also includes the social and psychological domains. For children, this has been expanded to include cognitive and also economic in the wellbeing literature. The links between these latter domains of wellbeing and transport are less well studied. This talk will discuss how transport relates to those domains of child wellbeing, with examples from recent studies conducted in Quebec, Sweden, and Japan.

Bio: [Owen Waygood](#) is interested in how the built environment affects not just how we travel, but its impact on our lives through social, environmental, and economic impacts. He has also researched the role of information, in particular carbon dioxide, in transportation applications. Owen has published research on children's travel (Canadian, British, Japanese and Swedish), life-cycle stages, cohort effects, information use for more environmentally friendly travel, and psychological impacts on the interpretation of CO2 information. He was a professor at Laval University from 2012 to 2018. Before that he held a research position at the Centre for Transport & Society in the United Kingdom from 2009 to 2012. He has completed a PhD in Transportation Behaviour and Urban Management from Kyoto University in 2009, a Masters in Biomimicry from the University of Toronto in 2005, and undergraduate degrees in Mechanical Engineering and Computer Science from the University of Saskatchewan in 2001. He is a regular member of CIRRELT.

MERCREDI WEDNESDAY
1^{er} mai 2019 /
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11h00

Salle / Room 5441
Pavillon André-Aisenstadt
Université de Montréal

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