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All the prices given below include postage and packing.

Young People and Alcohol: Its use and abuse
A study of the ‘alcohol environment’ of 8,315 Year 8 and 90 pupils. In addition to baseline information about amount, frequency, type of drink consumed, the report examines alcohol related domestic aggression and its relation to family structure. £25.00

Young People in 1989
The lifestyle and behaviours of 36,586 young people between the ages of 10 and 15 years. £40.00

Young People in 1990 – and looking as far back as 1983
The lifestyle and behaviours of 38,221 young people aged 12-13 and 14-15 in 1990, and a ‘look-back’ at about 200,000 in the same age ranges that have been surveyed over the past 16 years. £25.00

Young People in 1997
The lifestyle and behaviours of 37,558 young people between the ages of 9 and 16 years. £25.00

Young People in 1996
The lifestyle and behaviours of 22,067 young people between the ages of 12 and 15 years. £20.00

Last Orders
A convenience packet for secondary schools on alcohol education, in two volumes with photocopiable materials. There are 21 modules suitable for work with Drama, English, Health Education, History, Mathematics, Modern Languages, PE, PSHE, RE, and Science. £28.00

Cash and Carry
Young people’s reports on the carrying of offensive weapons and other weapons and other offensive to themselves and their friends. This title refers to an uncoerced link between personal income and fear of being attacked. £5.00

Bulli Off
Levels of fear of bullying at school and related items from the databases are discussed, and links with other dimensions of liberty are reported. £5.00

Young People into the Nineties (1) Doctor and Dentist (2) Health
The ‘survey of the decade’. A study of 125,093 young people between the ages of 11 and 16 over the period 1986-1996. Note: Young People in 1999 reveals further behaviour change in the 1990s. £5.00 for both books.

Toothbrushing in Adolescents
A detailed study of the associations between and among dental health topics such as toothbrushing, dental visits and motivation for brushing teeth, and many other dimensions such as gender, region, family size, sports activity and self-esteem. £12.00

Are Worryers? Young people and mental health
A study of the worries and concerns that affect young teenagers in our society, based on data collected by the Unit between 1991 and 1997. £15.00

The Assessment of Health Needs at the Community Level
How health authorities can help schools to review the needs of their pupils. £25.00

Very Young People in 1993-5
A study of 18,929 pupils aged 9-13. Responses to the questions in the Primary Health Related Behaviour Questionnaire are presented in tabular form, together with commentary and biographies. Note that Young People in 1997 presents further primary data for that year. £60.00

Very Young People in 1991-2
A study of 7,652 pupils aged 7-11. Responses to the questions in the Primary Health Related Behaviour Questionnaire are presented in tabular form, together with commentary. £15.00

Young People and Illegal Drugs into 2000
This report surveys all our drugs data back to 1987 and suggests that young people’s contact with drugs may have peaked in 1995-96, £10.00

Young People and Illegal Drugs in 1998
This report contains the first information derived by the Unit on habitual use and likely frequency of use, by young people in the 11-15 age range. £7.00

Preparing for Life after Primary School
The principal authors of this 11-part resource are experienced primary-education teachers who have used similar materials in their schools. They bring fresh insights into how health-related behaviour can be used in primary schools, not only within the classroom and the playground but to encourage closer links between the school, the parents, and the local community. £10.00

Power Resource Book (depending in length from 22 to 96 pages): a study from various viewpoints, and includes an overview of the aims of policy review and action, lesson titles, photocopiable worksheets and scenarios, and in some case model lesson plans. The complete series is as follows:

Introduction (Free with all orders) Budgeting (B32)
Leisure (B26) Leisure (B26)
Snagging danger (B35) (B35)
Food & nutrition (B15) School playground (B16)
Prevent & avoid (B21) Money (B20)
Exercise & sport (B12) (B12)
Complete set, in slip-case, £70.00

Education and Health
Our journal is aimed at primary and secondary teachers, health care professionals, and anyone else interested in the healthy development of young people. It contains articles on recent health education initiatives, relevant research findings, materials and strategies for schools, health-related behaviour data, reviews, and letters. It is now in its 18th year, during which time a great range of health topics have been included. Education and Health is published four times per annum. The individual annual subscription is £12.50, but LEAs or other health authorities willing to purchase large numbers for distribution into schools are offered special terms.

Offers from our Bargain Basement
Young People and Illegal Drugs into 2000 + Young People and Illegal Drugs in 1998. £22.00

Could you provide a little bit of background to the Devon Travelwise Project?

During the Summer of 1997, 13 secondary schools from Devon LEA took part in the Travelwise Survey. The survey was initiated by Peter Gibmer, Manager of the Devon County Council Road Safety Unit. Its aims were to understand the travel patterns and travel aspirations of secondary students on the ‘home-to-school’ journey and in doing so, to examine where possibilities existed to provide or encourage safer alternatives to car travel to school.

The survey provides baseline data examining students’ journey’s to school, and in addition, insights on their lifestyles and attitudes relating to travel.

The results of this phase demonstrated that about a quarter of all the students came to school by car (35%), 39% walked to school, 31% came on the school bus.

Fewer than 2% of the secondary students cycled to school, although 13% responded that they would like to. The results are presented in more detail on page 27.

How did you first get involved with Travelwise?

I became involved in the second phase of Travelwise in 1999, bill Prendergast, Devon Road Safety Officer approached the Schools Health Education Unit (SHEU) to use the Travelwise Survey again, and, in addition, to create and pilot a survey for primary schools.

The questionnaires were completed by students at Exmouth Community College and its feeder primary schools.

After the results were sent back to schools, a meeting was set up for the Exmouth schools, for those interested in interpreting the results and finding ways for working with the schools (and students) to encourage more walking, cycling and use of public transport, as alternatives to traffic.

I went with John Balding (Director of SHEU) to present the data. The meeting was well attended by representatives of many different bodies including, Bill Prendergast (Devon Road

Safer Travel to School
A Government Initiative which focuses on strategies to reduce car journeys to school where safer, healthier alternatives exist. Developed in conjunction with the Department of Environment, Transport and the Regions (DETR) those strategies include the School Travel Advisory Group (STAG). STAG - a commitment to the DETR White Paper ‘A New Deal for Transport: Better for everyone’ was established to raise the profile of school travel issues. STAG’s 1996/97 report was launched in January 2000 and identifies practical ways of reducing car use and ensuring that policy and initiatives affecting school travel are integrated across transport, health and education.

STAG brings together experts in education, road safety, child health and accident prevention as well as transport co-ordination. Among its recommendations are aims, by 2010, to return to the level of walking, cycling and bus use in the mid 1980s. The scope of each will vary between areas but at the national level would mean 85% of primary students and 90% of secondary students cycling, walking or using the bus.

Further information:
www.westdevon.gov.uk/healthytravel/health.html
See also... www.travelwise.org.uk

Juliette Balding talks to Carolyn Shelley
‘Travelwise’ - from survey to classroom materials

It's aims were to understand the travel patterns and travel aspirations of students on the 'home-to-school' journey.

Students are now involved in decision-making in their communities as a direct result of schools who use their own data, showing 'home-to-school' journeys, to examine safe alternatives to car travel.
Safety Officer), the Facilities Manager Exmouth Community College, teachers, the Exercise and Health Development Officer, Alison McGregor from Global Action Plan, Chair of the Governors, Sustrans, and a local Bus Network representative.

I selected some interesting results to present at the meeting, and created an example classroom worksheet entitled ‘Cycling to School’ to show how the data results could be used with students. During the meeting the audience became very intrigued, and much time was spent discussing this on one worksheet, examining the ideas to encourage children to cycle to school.

After the meeting Bill Prendergast expressed an interest in commissioning SHRU to create a pack of resources for primary and secondary schools, that would use this data, and continue to give the aims of TravelWise a high profile in school.

What happened next?

I set to work creating a pack of materials for assembly, classroom lessons and tutorials. The pack used the schools data and I liaised with teachers.

Anne Gough - then Year 7 Head (Exmouth Community College); Eileen Pusey, PSHE Co-ordinator (Bassett Farm Primary School); and Mike Endcott, Year 7 Head (Clay Vale Community College).

The packs were then piloted in the schools.

Could you describe the format and content of the TravelWise pack?

The materials present the data in a ready to use format, and can slot into the PSHE/Assembly programme with ease.

The packs take the format of lesson/assembly outlines with follow-up activities, to enable the children to understand the data from their survey and use it as a basis for discussion and follow-up work.

Activities include worksheets, physical fitness activities, games, role play ideas, poster design. The students and teachers can examime their own survey results, decide on the target areas for action and then promote action within their schools and communities.

In the primary materials, the themes include ‘Active Lifestyles – the benefits of walking to school’, ‘Less pollution and damage to the environment’, ‘Less traffic – safer journeys to school’.

Secondary themes include exploring possibilities for changing travel patterns, cycling, walking, using buses and planning a TravelWise week.

An example from the TravelWise for secondary schools.

Theme 1: What's it all about?

How do schools benefit from using the materials?

During the activities the students will increase their knowledge and awareness of many important issues, including the effect on the environment, social issues, effects on health and economic issues. Many aspects of the curriculum are targeted by the activities including Literacy, Numeracy, ICT, PSHE and Citizenship. The aim is that they will also act on the information, resulting in practical solutions to problems facing children travelling to and from schools.

Examples of activities that have come about from using the materials, include the highlighting of important issues, such as the need for safe storage of bikes and designated cycle routes, more safe crossing areas for pedestrians, and better parking areas for school.

Exmouth Community College students formed a ‘Transport Action Team’ to tackle issues which arose out of the TravelWise and GAP projects. The team highlighted areas of concern and listed suggested action. These are some of the team’s projects, in their own words.

“We have plans to buy or loan donated bicycle lockers to set at different locations on the College site. The lockers are long enough to store bikes of any size including electric bicycles. The users will get a key to the padlock for their locker. We anticipate that this will encourage students to cycle to College as they can now be assured that their bikes will be 100% safe.”

“Another of our ongoing projects is the widening of a very narrow footpath leading from a well-building area. The path will become a cyclo path and footpath running side by side. It will provide another safe way into school.”

“At the other end of the track there are plans to exchange the pavement area (this will reduce the risk of a very sharp corner so that there will be considerable safety improvement).”

That’s encouraging! Were there any other interesting outcomes?

At Clay Vale Community College, modes of travel were plotted on a map according to where students were living, and a particular cluster was discovered less than 3 miles away from the college. Children living in this area had to pay if they wanted to go by bus, yet didn’t not, because the tickets were expensive (there were no daily return or weekly tickets available). Only a few children from this area were cycling, as the route was busy and not very safe. To encourage greater use of the bus and less use of the car, I approached the local bus company and persuaded them to provide a weekly ticket, with a special offer at the weekend for the family. This scheme still needs promoting to encourage more uptake, but it’s a good start!

Are there more plans for the future?

In March 2001, Exmouth Community College and its primaries, are due to take part in the survey again, to monitor any changes. The TravelWise pack will be used again, and any recommendations incorporated. The eventual aim is to produce a pack available for use across the country.

How would you sum up the value of TravelWise?

The TravelWise pack has worked well in these Devon schools, and with the involvement of other agencies has really taken off.

The survey and follow-up materials can involve students in decision-making in their communities, which is exciting and relevant for them. The success of TravelWise will really be measured by safer journeys to school and when more children are able to walk, cycle or take the bus.