





Integrating GPS technology into large scale, population level, data collections: practical utility for science, and concerns and considerations regarding its application in 10-11 year old children

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What is SPACES?



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What is GPS?



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- The Global Positioning System (GPS)
 - U.S owned utility that provides users with positioning, navigation, and timing (PNT) services
 - Launched in 1973



Space segment – 24 operating satellites (network of 31) that transmit one-way signals of position and time.

Control segment – worldwide monitor and control stations that maintain satellites in orbit.

User segment – GPS receiver equipment (the user) to calculate 3D position and time.

- Originally a military based utility although has become widely used by non-military for a number of years. Advances of the technology and removal of 'selective availability' has led to increased precision.
- GLONASS (Russia), GALILEO (Europe), BDS (China), IRNSS (India)
- Mobile phones
- Watches
- Car navigation systems







What can GPS technology enable us to explore?



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What does a GPS device record?

- A record of position (longitude and latitude)
- Timestamp
- Altitude
- Speed
- Precision estimates
- Number of satellites in view/used
- Ratio of signal to noise

Why is that useful?

- Actual exposure to our environment
- Interdependent relationship between person and place
- Implications
 - Health
 - Transport
 - Service industry



Example mapping of physical activity data (spatial and intensity) within Google earth: green = sedentary, yellow = light, red = moderate, blue = vigorous

Initial considerations



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- Cost
 - GPS device £60
 - Purchased 170 and borrowed 230
 - Activity monitor £150
 - Purchased 225 and hold 175 for other projects.
 - Project cost ~£500k
- Ethics
 - Sensitive issue for ethics committees and educational authorities
 - 'Tracking' 'Big Brother' 'real-time observation'
 - Data is translated into unidentifiable numbers to represent outcome
 - Mins spent in greenspace, mins spent walking to shop.
 - Never presented at individual level.



PILOT 1

Piloting work and issues identified



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<u>Pilot 1</u>

- One urban school (n=32), one rural school (n=40)
- Asked to wear both devices for 8 consecutive days



Actigraph GT3X+, Actigraph, Pensacola, FL, USA



Garmin Foretrex 301 as worn on the wrist



	Number of days	% of sample with valid data		
" To begin the watch thing was pretty cool as it felt like I was Ben 10"	1 day	95.7		
	2 day	78.6		
"After one day it started digging into my wrist andwas really annoying"	3 day	62.9		
	4 day	30		

Compliance issues



Modification



Modification of GPS device choice and placement

- More accurate device QSTARZ BT-Q1000XT
 - Indoor/outdoor estimate
- Easier interface
- Central location
- More comfortable
- Both should be worn at same time
- Less burdensome





PILOT 2

Piloting work and issues identified



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Piloting work and issues identified



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- Initial charging devices bought in bulk.
- When packaged and sent to survey office staff they were unable to fit through the letterbox.
- The dimensions of the charger were too big.





Potential engagement Implications for a number of sub population groups (e.g. rural, deprived)

Sources of concern - processes



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Variability in GPS pouch size

Issue

- GPS device held in a pouch then attached to an elastic belt
- Large variability in size of the pouch

Implication(s) for Participant

- Device can easily fall out and become lost
- May have implications in more vigorous activities

Solution

Modified pouch that incorporates a Velcro strap







Real-time and postprocessing



GPS memory and battery life

- Memory storage
 - User defined 'epoch' setting
 - Manual claims 400,000 points over 40 days every 5 seconds, 12 hours/day
 - In practise this is not the case (~50,000 over 8 days)
 - Protocol was set to record every 15 seconds, 24 hours/day but found memory full after 6.5 days
 - Immediate protocol change to 'waking hours'
- Battery life
 - Manual claims up to 42 hours
 - In practise this is not the case (~30 hours)
 - Impact on participant engagement
 - Charged overnight



Sources of concern – real-time and post processing

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SCHOOL BUS

GPS data post processing

- Built up areas and issues with signal quality
 - Cleaning of 'bad' data



Participant response

Main study participants



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Sample



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- n = 2,402 n = 2,162 n = 1,096 n = 859 n = 776 MRC/CSO Social and Public Health Sciences Unit, University of Glasgow, **Clip Art**
 - 1,096 children agreed to take part •
 - 51% of children contacted •
 - 859 children returned data
 - 78% of those agreed to take part ۲
 - 776 children provided sufficient data
 - 36% of those contacted •
 - 71% of those who agreed to take part ۲
 - 417 (54%) girls and 357 (46%) boys ۲
 - 39% overall response rate

Sample non-response



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Socio-economic characteristic		SPACES sample		SPACES weighted sample		Sampling frame (original cohort or GUS sweep 8)	
Income (per annum)							
<£3,999 - £9,999		1%		3%		3%	
£10,000 - £19,999		9%		20%		16%	
£20,000 - £28,999		15%		18%		14%	
£29,000 - £37,999		15%		14%		15%	
£38,000 - £49,999	_	17%		14%		16%	
>£50,000		42%		27%		35%	
SIMD quintile (2012)	_						
Most Deprived		8%		21%		25%	
2 nd		13%		18%		18%	
Middling		22%		19%		19%	
4 th		27%		21%		20%	
Least Deprived		30%		21%		18%	
Highest educational qualification in household							
No qualification		1%		3%		5%	
Lower level Standard Grades or equivalent		2%		3%		4%	
Upper level Standard Grades or equivalent		13%		19%		20%	
Higher Grades or equivalent	-	34%		39%		33%	
Degree level academic or equivalent		49%		35%		38%	
Other		1%		1%		1%	

Sample non-response



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Urban/Rural dwelling 31% 36% 38% Large urban 31% 36% 38% Other Urban 29% 33% 32% Small accessible towns 10% 9% 10% Small remote towns 3% 3% 3% Accessible rural 17% 12% 13% Remote rural 10% 7% 4% DMI UK categories 2% 2% 2% Underweight 2% 2% 2% Healthy weight 69% 64% 65% Overweight 16% 18% 16%	Demographic	SPACES sample	SPACES weighted sample	Sampling frame (GUS sweep 8)
Other Urban29%33%32%Small accessible towns10%9%10%Small remote towns3%3%3%Accessible rural17%12%13%Remote rural10%7%4%BMI UK categories2%2%2%Underweight2%2%2%Healthy weight69%64%65%Overweight16%18%16%	Urban/Rural dwelling			
Small accessible towns Small remote towns Accessible rural Remote rural10%9%10%3%3%3%3%3%17%12%13%13%10%7%4%4%DMI UK categories Underweight Healthy weight Overweight2%2%2%69%64%65%16%16%16%16%	Large urban	31%	36%	38%
Small remote towns Accessible rural Remote rural3%3%3%17%12%13%10%7%4%10%2%2%BMI UK categories Underweight Healthy weight Overweight2%2%2%2%2%69%64%65%16%18%16%	Other Urban	29%	33%	32%
Accessible rural Remote rural17% 10%12% 7%13% 4%BMI UK categories Underweight Healthy weight Overweight2% 69%2% 64%2% 65% 16%	Small accessible towns	10%	9%	10%
Remote rural10%7%4%BMI UK categories Underweight Healthy weight Overweight2%2%2%2%2%16%16%16%	Small remote towns	3%	3%	3%
BMI UK categories2%2%Underweight2%2%Healthy weight69%64%Overweight16%16%	Accessible rural	17%	12%	13%
Underweight 2% 2% 2% Healthy weight 69% 64% 65% Overweight 16% 16% 16%	Remote rural	10%	7%	4%
Healthy weight 69% 64% 65% Overweight 16% 18% 16%	BMI UK categories			
Overweight 16% 18% 16%	Underweight	2%	2%	2%
	Healthy weight	69%	64%	65%
Obese 13% 16% 17%	Overweight	16%	18%	16%
	Obese	13%	16%	17%

Device loss



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Demographic	Device loss (n=1096)
SIMD quintile (2012)	
Most Deprived	13%
2 nd	7%
Middling	8%
4 th	4%
Least Deprived	5%
Urban/Rural dwelling	
Large urban	5%
Other Urban	7%
Small accessible towns	10%
Small remote towns	3%
Accessible rural	7%
Remote rural	2%

Data quality



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Demographic	5 days	6 days	7 days	8 days	9 days	10+ days	
SIMD quintile (2012)							
Most Deprived	2%	8%	19%	60%	13%	0%	
2 nd	3%	12%	16%	60%	8%	0%	
Middling	3%	7%	17%	65%	8%	1%	
4 th	1%	10%	22%	59%	5%	3%	
Least Deprived	2%	7%	15%	65%	9%	2%	
Urban/Rural dwelling							
Large urban	2%	8%	15%	64%	10%	2%	
Other Urban	3%	8%	23%	57%	8%	0%	
Small accessible towns	3%	18%	13%	56%	8%	4%	
Small remote towns	0%	8%	19%	73%	0%	0%	
Accessible rural	1%	8%	15%	69%	6%	2%	
Remote rural	1%	5%	19%	63%	8%	4%	

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vigorous

Acknowledgments



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Transport

- What percentage of transport is active and passive?
- What distance do people travel by bike, or on foot?
- Does traffic volume determine transportation mode to school?
- Does cycling/walking to school/work expose us to harmful levels of air pollution?
- Does built environmental change influence active travel?

Neighbourhood

- How far do children roam from their home location?
- How long do children spend indoors and outdoors?
- What factors influence/determine being outdoors?
- How big are children's neighbourhoods and what drives their size and shape?
- How does neighbourhood change influence X?

Exposure

- Is greenspace accessible? If so, is it used? If so, what kind of activity occurs in greenspace?
- Are children/adults exposed to 'environmental bads' and does this have an negative effect on health? Is this relationship socially patterned or moderated by urbanicity?
- What are the longitudinal effects of systematic change in exposure on health/behaviours?

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