



sustrans

JOIN THE MOVEMENT

Public health: a new priority in transport policy

Philip Insall
Director, International, Sustrans

Transport policy is bad for public health



Europeans are inactive and unhealthy



“Two thirds of the adult population in the European Union do not reach recommended levels of activity”

Physical activity and health in Europe: evidence for action, WHO 2006

We have built obesogenic environments



Motorisation linked to obesity

obesity risk 80% higher in motor-owning households

men acquiring a motor vehicle doubled their obesity risk

.... obesity is only part of the problem



physical inactivity
increases heart disease
risk...

... and type II diabetes...

... many forms of cancer...

... mental illnesses

... other health impacts

€ billions in healthcare

There is a weight of evidence

Go to www.sustrans.org.uk/what-we-do/active-travel

.... for evidence based information sheets on active travel and health

.... and **The Evidence!** – a listing of heavyweight academic papers

We should have built for healthy living



Consensus in favour of active travel

“The top five policy responses assessed as having the greatest average impact on levels of obesity [include]:

- increasing walkability / cyclability of the built environment.....”**

Foresight Tackling Obesities report, Government Office for Science 2007

Consensus in favour of active travel

“Urban planners need to integrate health and active living considerations fully into their work...

... transport officials can provide a balanced transport system that enables residents to walk or cycle to shops, school and work.”

Promoting physical activity and active living in urban environments, World Health Organisation, 2006

Consensus in favour of active travel

“For most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of travelling by car.....”

At least five a week; the Chief Medical Officer's report on physical activity, 2004

Consensus across sectors

“Planning authorities should ensure new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car.”

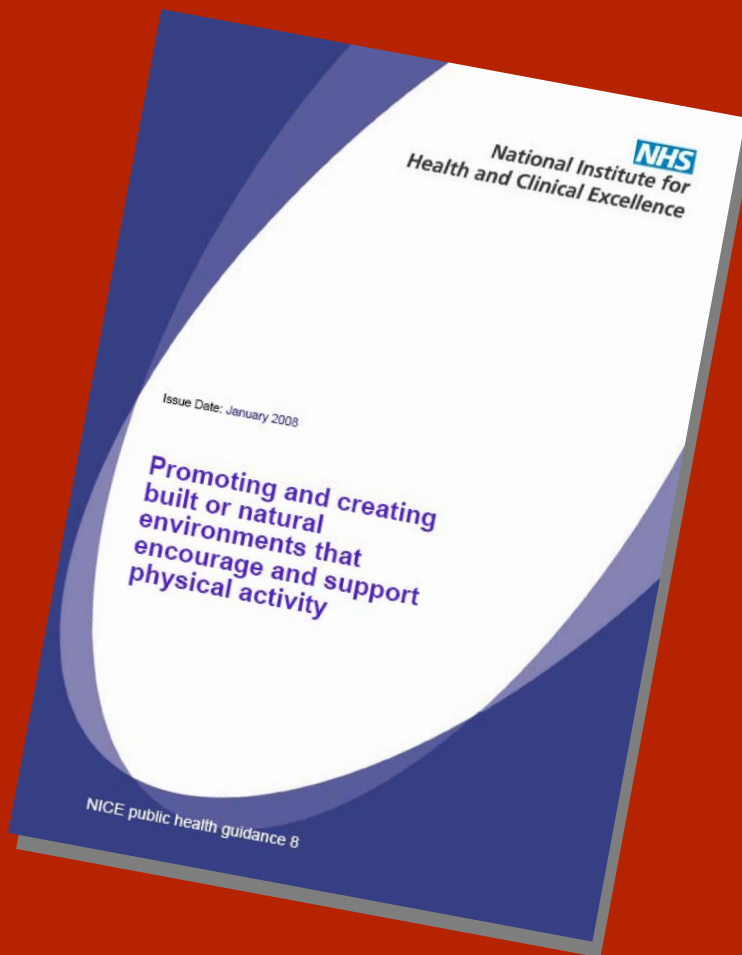
*ODPM 2005, Planning Policy Statement 1:
Delivering Sustainable Development*

Consensus across sectors

“opportunities must be taken within the planning process to make cycling, walking and public transport the modes of choice. These modes must be made more convenient for the majority of journeys than car usage, in order to promote genuine modal shift”

DfT 2008, Building Sustainable Transport into New Developments

Explicit guidance from health world



From National Institute for Health and Clinical Excellence (NICE)

Explicit guidance from NICE



- local facilities and services easily accessible on foot, by bicycle
- re-allocate road space from car to active travel
- restrict motor vehicle access (for example, by closing or narrowing roads to reduce capacity)
- road-user charging schemes
- traffic-calming to restrict vehicle speeds
- safe routes to schools
- provide a comprehensive network of routes for walking, cycling

Consensus in favour of active travel

Health and other policy sectors all now agree:
we need to promote walking and cycling

So how do we make it happen?

Mobility..... or accessibility?

- **Transport policy has prioritised *mobility* :**
the ability to travel – sometimes long distances



Mobility..... or accessibility?

- ***Accessibility*** : access to the goods and services people need
- ***the ideal is maximum accessibility with minimum mobility***



Potential for change

Analysis of travel behaviour shows very significant potential for change to more active modes

Constants in travel behaviour

Daily mobility	On average, people make three trips per day, spending one hour travelling
Activities	Only one in five trips is work-related
Spatial orientation	Five out of six trips begin or end at home
Car trips	10% are not further than 1km, 30% are not further than 3km and 50% are not further than 5km

Potential for sustainable travel modes

% trips per person: Sustainable Travel Demonstration Towns

Circumstances
enforce car use

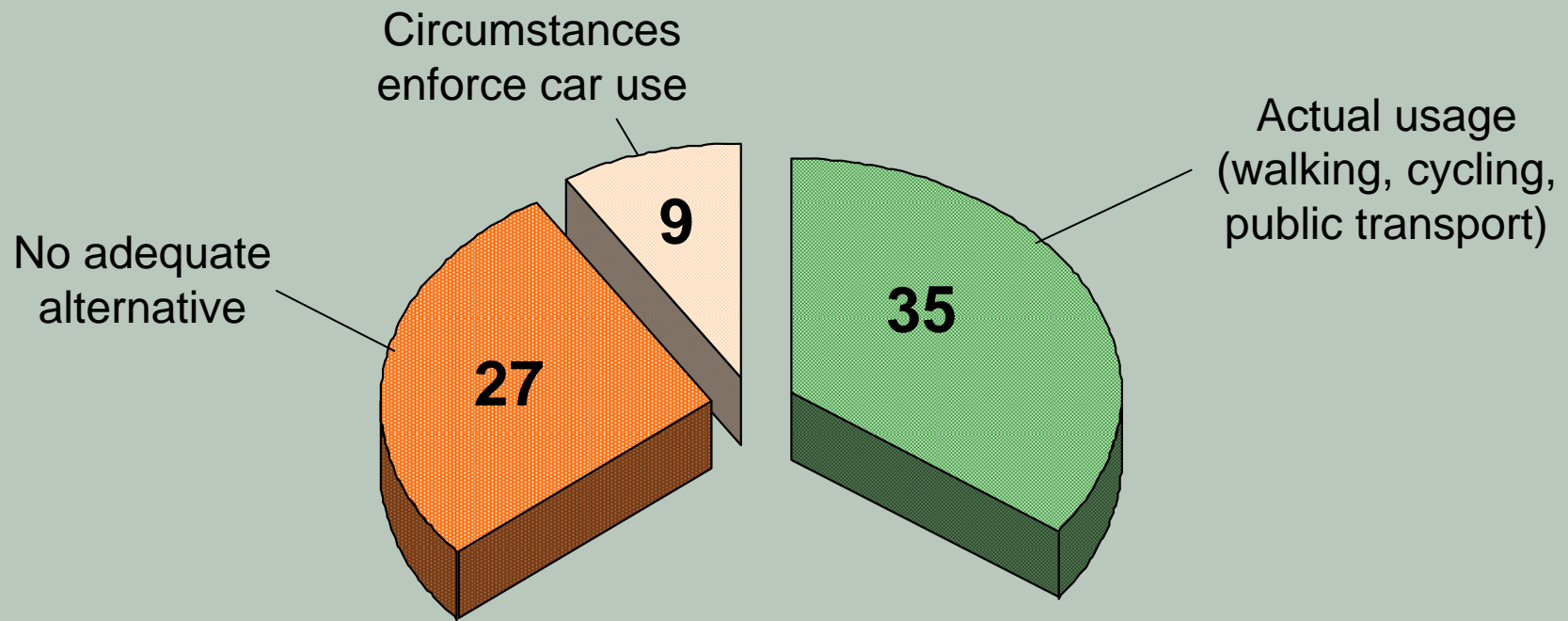
9

Actual usage
(walking, cycling,
public transport)

35

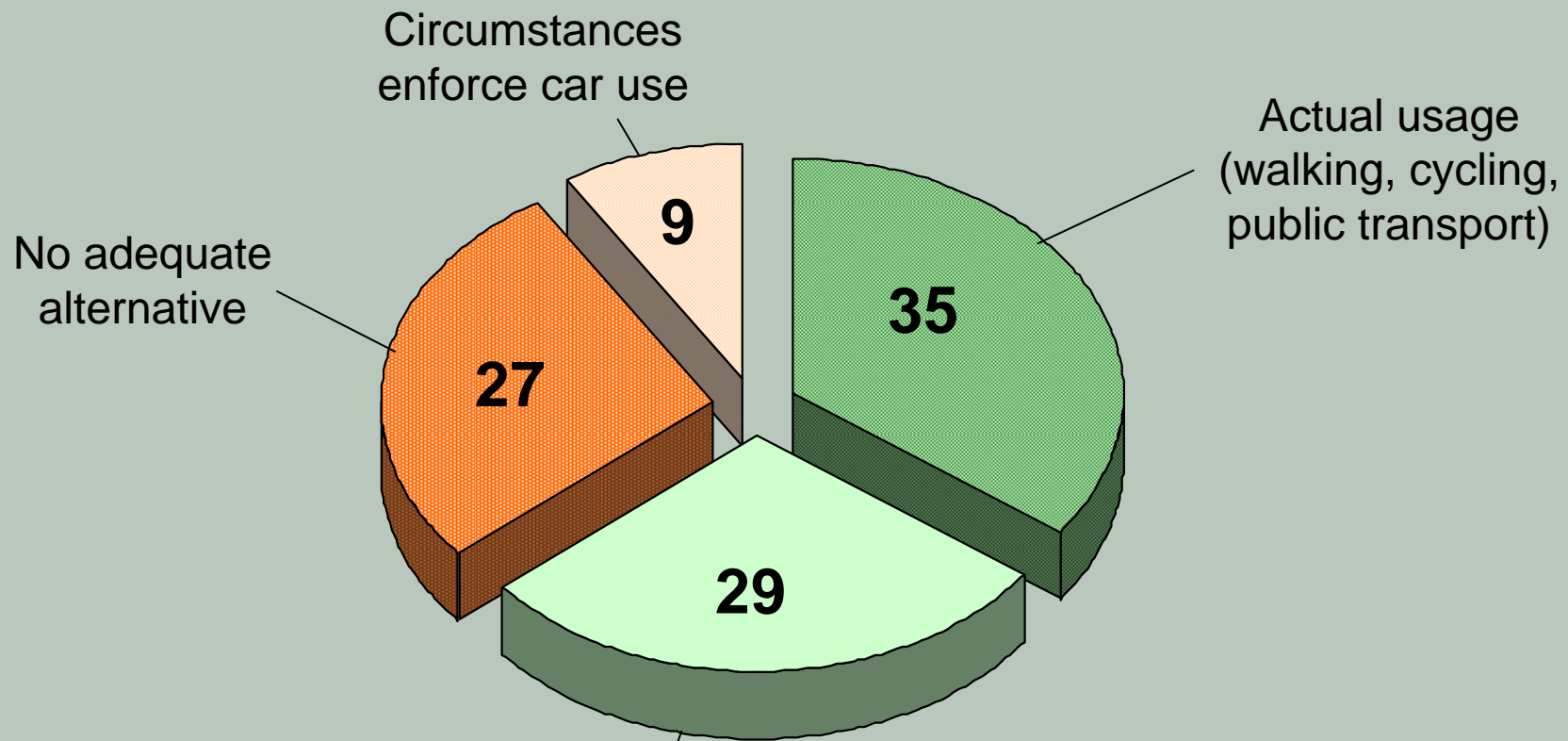
Potential for sustainable travel modes

% trips per person: Sustainable Travel Demonstration Towns



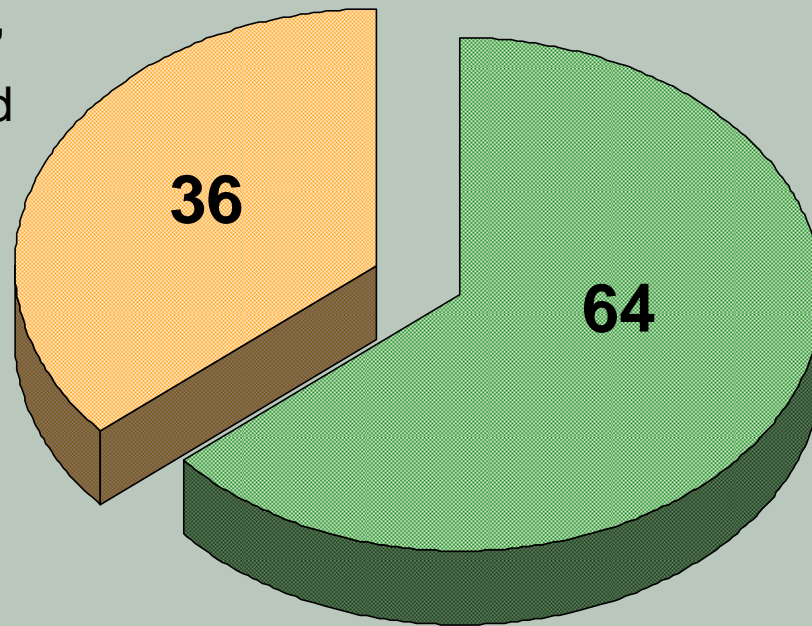
Potential for sustainable travel modes

% trips per person: Sustainable Travel Demonstration Towns



Potential for sustainable travel modes without significant environmental modification

Environmental
factors “enforce”
private motorised
modes



Immediate potential
for walking, cycling
& public transport

Potential for sustainable travel modes with environmental intervention

Motorised private
modes

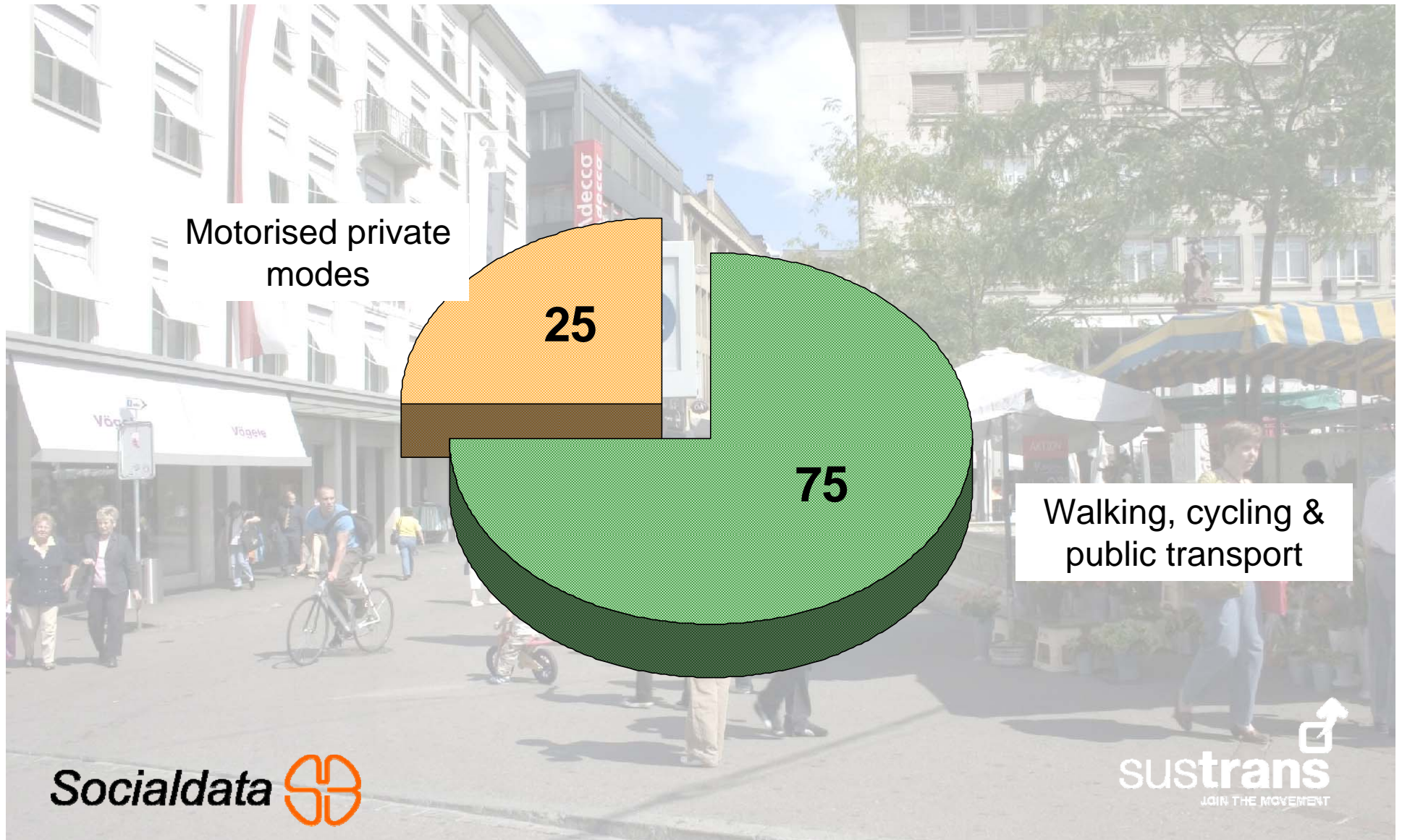
25

75

Walking, cycling &
public transport

Mode choice in Basel, Switzerland

% trips per person



So, what to do?

Transfer priority away from motor traffic

Walking and cycling networks



Before housing or commercial building begins, high quality walking and cycling routes are built, Bilbao

Comprehensive walking and cycling networks

Nordrhein-Westfalen,
Germany

Traffic restraint

Smart access control to urban centre using rising bollards, Tolosa (Spain)



Convenient, direct active travel routes

Two-way cycling on one-way streets is standard in most cycle-friendly cities (London)



Re-allocate road space from the car

Restricts private motor transport and facilitates active travel (London)



Safe routes to schools

The best SRS interventions often capture road space from the car (Ipswich, UK)





Road user charging

Significant, long-term, incremental..... helps people plan their lives (London, still the best example)

Leadership and example



Joint policy call

Public health,
transport, social and
other organisations
in concert



Take action on active travel

Why a shift from car-dominated transport
policy would benefit public health

For the first time, the UK's leading
organisations working on all areas of
public health, including those
who shape the environment we
live in, have come together to give
government our expert views on
active travel and health

Take action on active travel



- set ambitious targets for a growth in walking and cycling – and ensure they are met
- invest at a realistic level – 10% of transport budgets immediately
- create safe, attractive walking and cycling conditions
- make 20mph or lower speed limits the norm for residential streets
- tackle bad driving
- “health check” every transport and land use decision

Take action on active travel



- Age Concern
- Arrhythmia Alliance
- Association of Directors of Public Health
- Blood Pressure Association
- British Association for Cardiac Rehabilitation
- British Association of Nursing in Cardiovascular Care
- British Association of Sport and Exercise Sciences
- British Cardiovascular Society
- British Dietetic Association
- British Heart Foundation
- BHF Health Promotion Research Group
- BHF National Centre for Physical Activity & Health
- British Hypertension Society
- British Lung Foundation
- BMA Public Health Medicine Committee
- British Nutrition Foundation
- British Trust for Conservation Volunteers
- Campaign for Better Transport
- Campaign to Protect Rural England
- Cancer Research UK
- Centre for Health Information, Research and Evaluation, Swansea University
- CCPR
- Chartered Institute of Environmental Health
- Child Growth Foundation
- Children in Northern Ireland
- Commission for Architecture and the Built Environment
- CTC the national cyclists' organisation
- Cycle Campaign Network
- Cyclinginstructor.com
- Cycling Projects
- Cycling Scotland
- Environmental Association for Universities & Colleges
- Environmental Protection UK
- Faculty of Public Health
- Forum for the Future
- Friends of the Earth (England, Wales and Northern Ireland)
- Gloucestershire Hospitals NHS Foundation Trust Corporate Citizenship Committee
- Greater Manchester Cycling Campaign
- Healthcare Commission
- Heart Care Partnership (UK)
- Heart of Mersey
- HITRANS Active Travel Group
- Institute of Highway Incorporated Engineers
- Institution of Mechanical Engineers
- Liftshare.com
- Living Streets
- Living Streets Scotland
- London Cycling Campaign
- Men's Health Forum
- Mental Health Foundation
- National Children's Bureau
- National Coalition for Active Ageing
- National Federation of Women's Institutes
- NHS Sustainable Development Unit
- National Heart Forum
- National NGO Forum
- National Obesity Forum
- Northern Ireland Cycling Initiative
- Northern Ireland Environment Link
- Parliamentary Advisory Council for Transport Safety
- Paths for All Partnership
- PharmacyHealthLink
- Play England
- Play Wales
- Ramblers' Association
- Ramblers Cymru
- Ramblers Scotland
- RoadPeace
- Royal College of Nursing
- Royal College of Physicians
- Royal Institute of British Architects
- Royal Society for Public Health
- Sandwell PCT
- Socialist Health Association
- South Asian Health Foundation
- Spokes, the Lothian Cycle Campaign
- Strathclyde Partnership for Transport
- Sustainable Development Commission
- Sustrans
- Three Rivers Way Association
- Town & Country Planning Association
- Transform Scotland
- Transport & Health Study Group
- University of Bristol Department of Exercise, Nutrition & Health Sciences
- UK Public Health Association
- Walkit.com
- Walk21
- Walk to School Campaign (National Steering Group)
- Warrington Cycle Campaign
- Weight Concern
- Wheels for Wellbeing
- Whizzgo - pay-by-the-hour cars
- WWF Northern Ireland
- 20's plenty for us

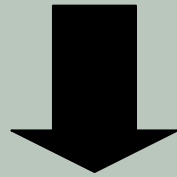
..... and finally

This presentation is about public health, but the benefits of a shift to active travel go much wider

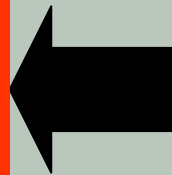
Reduce car use



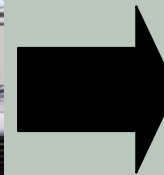
reduce car use



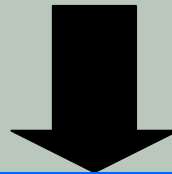
**more
physical
activity -
lower risk
of obesity,
heart
disease &
diabetes**



**safer roads
& public
spaces -
better for
communities
and can
help reduce
accidents**



**lower CO2 emissions -
and savings in precious fuels**



Based on: Faculty of Public Health, 2008, Sustaining a Healthy Future