



The role of transport in improving health outcomes

**POLIS**

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL  
CONFERENCE

**2019**

27-28 November 2019, Brussels

Two  
studies

Context

Physical  
activity

Younger  
people

So what?



1. Active travel  
and physical  
activity evidence  
review



2. The Role of  
Transport in  
Supporting  
Young People  
Transition to a  
Healthy Future

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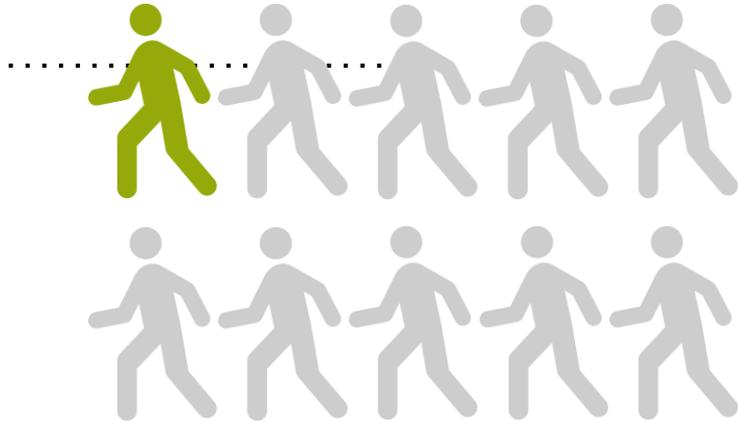
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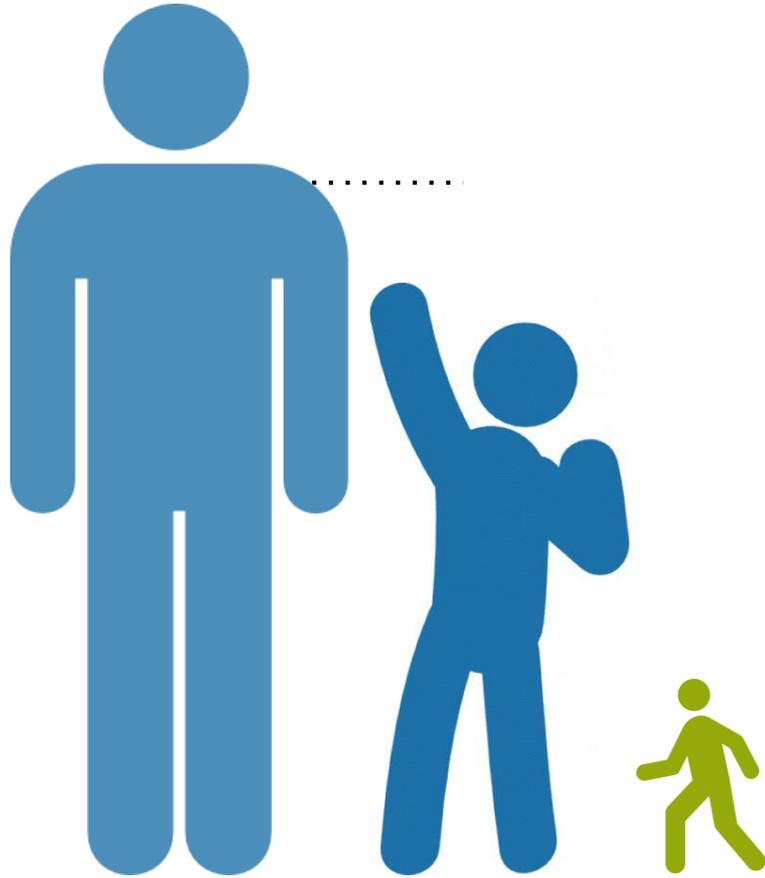


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£310m

- In England, if one in ten adults (aged 40–60 years) achieved 10 min of brisk walking per day, it would save £310 million per year
- The potential effect of increased walking and cycling in urban England and Wales would lead to savings of roughly £17 billion (in 2010 prices) for the NHS, after adjustment for an increased risk of road traffic injuries



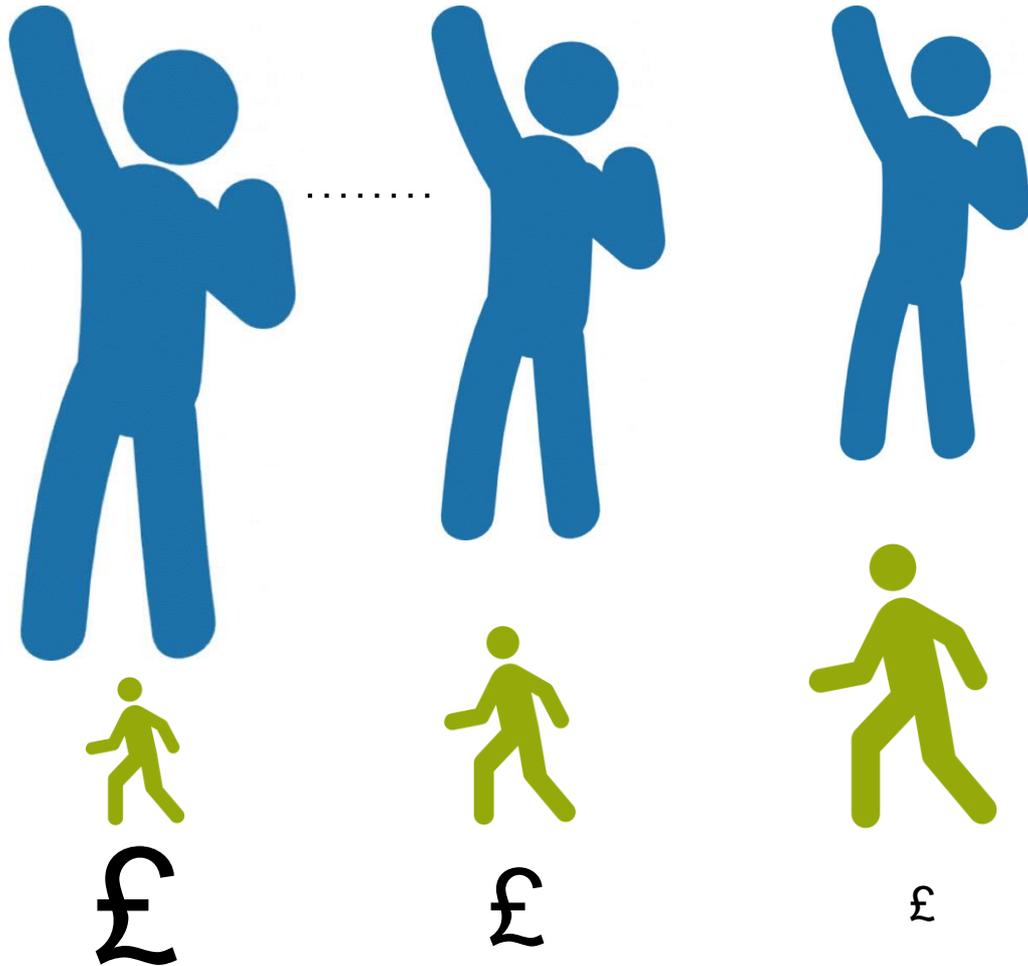
- Among that part of the population who are physically active (achieving 150 minutes of physical activity per week), 11% are dependent upon walking for travel to achieve those levels of physical activity

- OR...

- [Source – Active Lives Survey (England)]

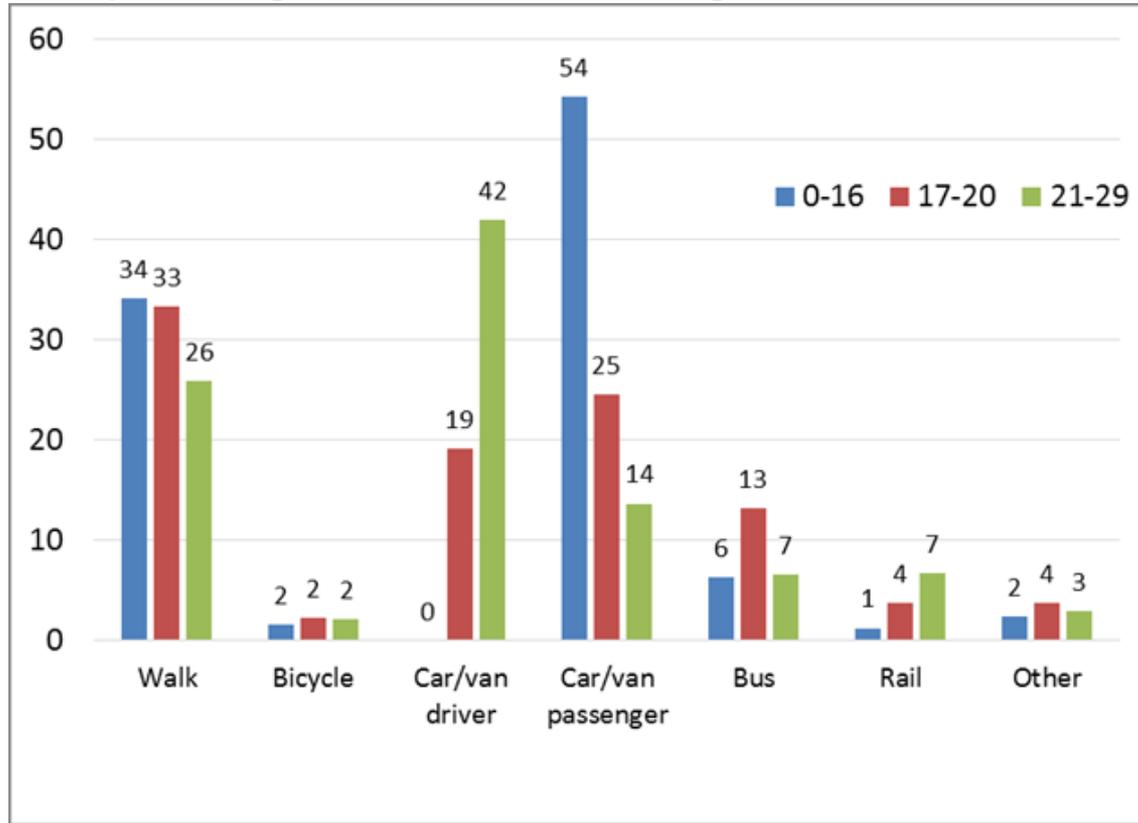


- 11% of people who are physically active are dependent upon walking for travel to achieve those levels of physical activity
- (that is to say that these people may do other activity, but for less than 150 minutes – therefore we infer that they are completely or partially dependent upon walking for travel to achieve the minimum threshold)
- [Source – Active Lives Survey (England)]



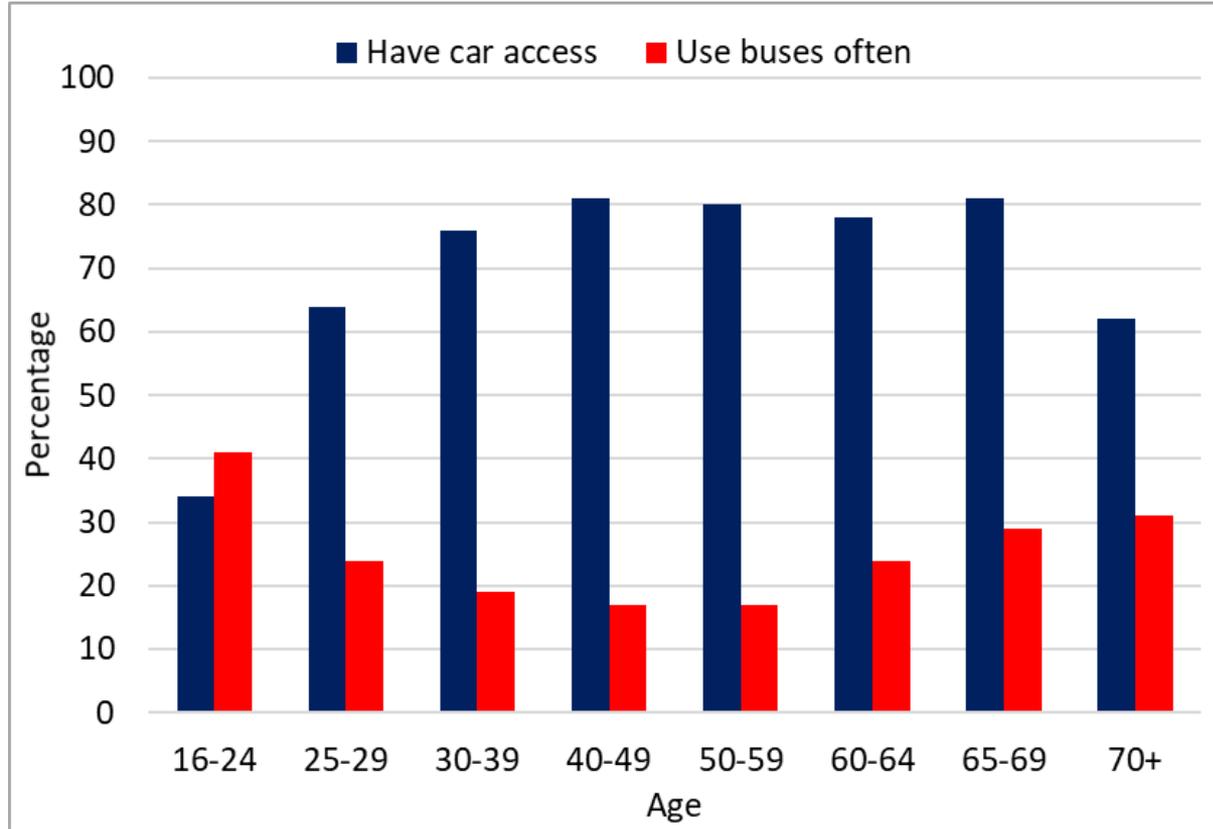
- Those living in the most deprived areas are the most likely to report participation in active travel
- While most health inequalities are largely unfavourable to the most deprived groups in the population, in the case of active travel in Scotland the researchers found that they run in the opposite direction

# Mode share percentage for trips made by children and young people in England in 2017



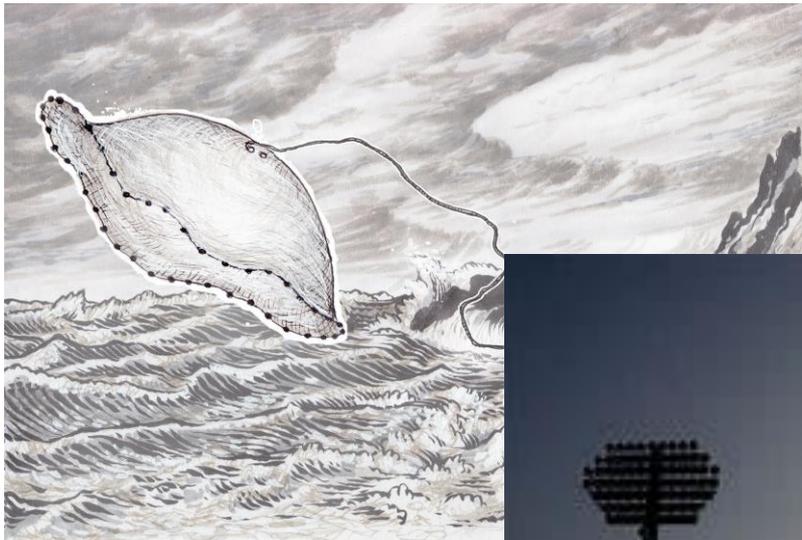
Source: National Travel Survey for England, 2017

# Only a third of 16-24 year olds have access to a car



Source: Understanding Society data for England for 2014-15  
(N=31,094)







**Six settings or  
typologies  
identified in the  
literature...**



City and town  
wide  
interventions



Workplace and  
other institution  
based  
interventions



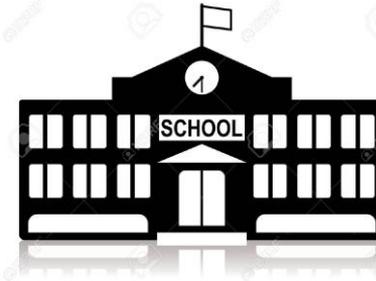
Building or  
improving  
routes or  
networks



Interpersonal  
interventions



Social marketing  
including  
marketing of  
infrastructure



School based  
interventions



City and town wide interventions

19



Workplace and other institution based interventions

4



Building or improving routes or networks

16



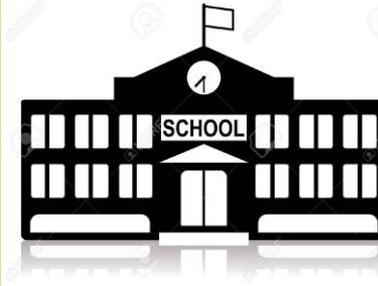
Interpersonal interventions

7



Social marketing including marketing of infrastructure

3



School based interventions

35



# Overall conclusions...

**There is strong evidence for the positive impact of interventions to increase active travel**

**The evidence of the positive impact covers a number of different types of intervention**

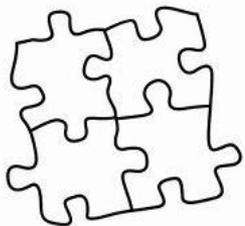
**The evidence of the positive impact was strongest for town or city wide interventions**



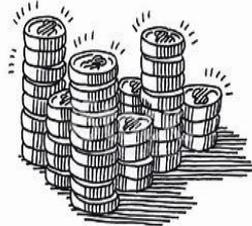
Prioritise 'whole system'-type  
... intervention approaches



Enable consistent,  
long-term funding  
streams



Identify appropriate  
combinations of  
measures that 'fit'  
locally



Enable funding  
streams that draw on  
wide-ranging cross-  
departmental support



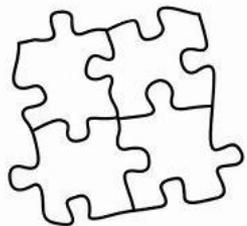
Encourage local  
agencies to  
promote active  
transport



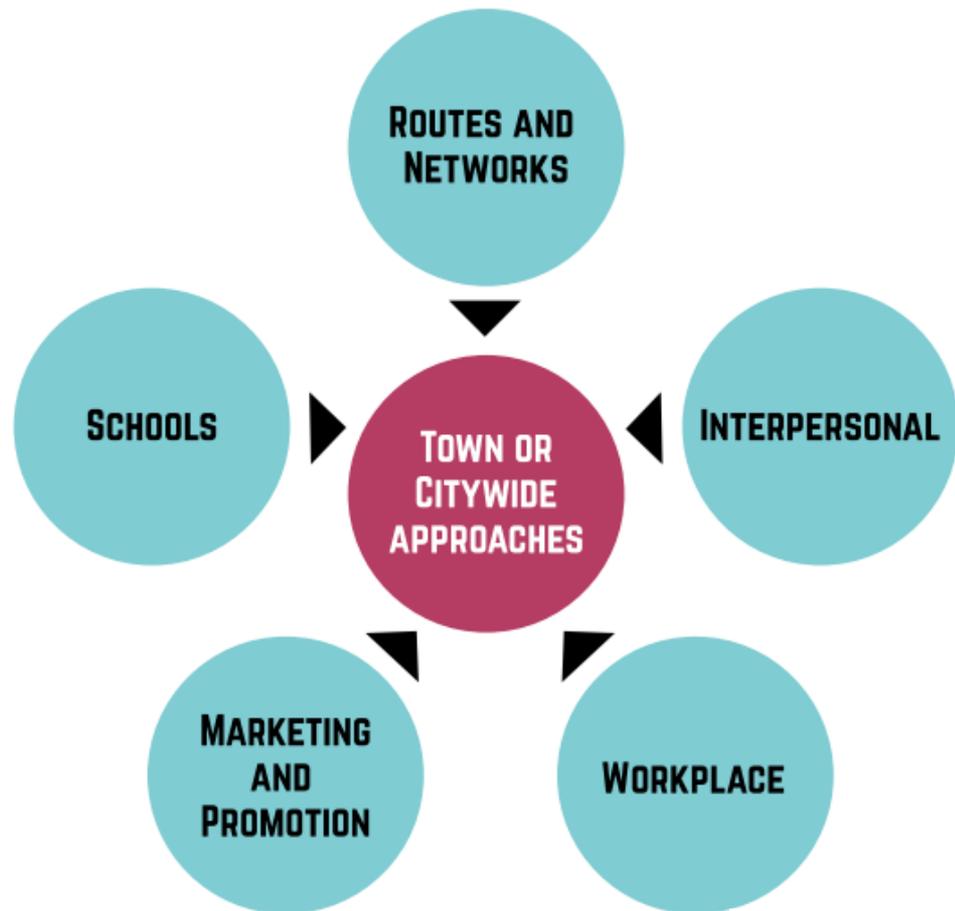
Robustly evaluate  
active travel  
interventions to grow  
the evidence base



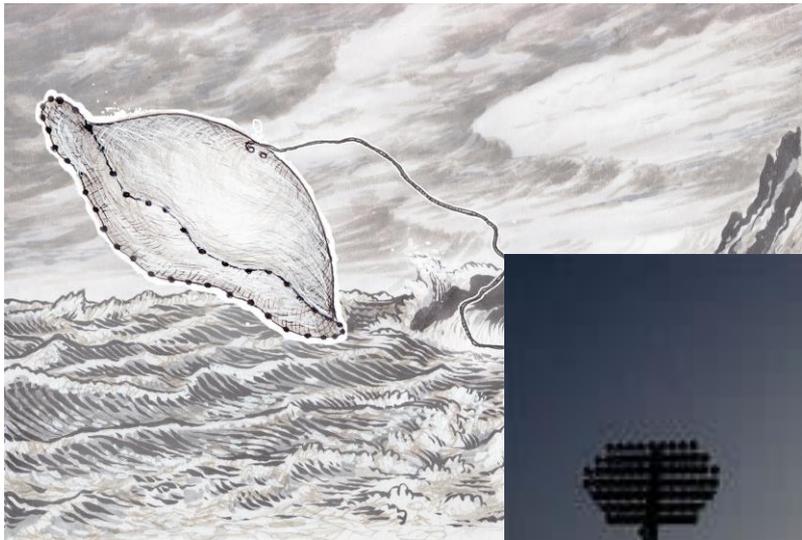
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## **Eight 'Impact pathways' – how transport affects young people**

**Education and training options**

**Participation in out-of-school activities**

**Physical activity and mental wellbeing**

**Independence, autonomy and self-worth**

**Capabilities and willingness to use transport options**

**Employment opportunities**

**Stress, fatigue and low self-esteem**

**High transport costs and job/housing immobility**

# Eight 'Impact pathways' – how transport affects young people

**Education and training options**

**Capabilities and willingness to use transport options**

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**Employment opportunities**

**Physical activity and mental wellbeing**

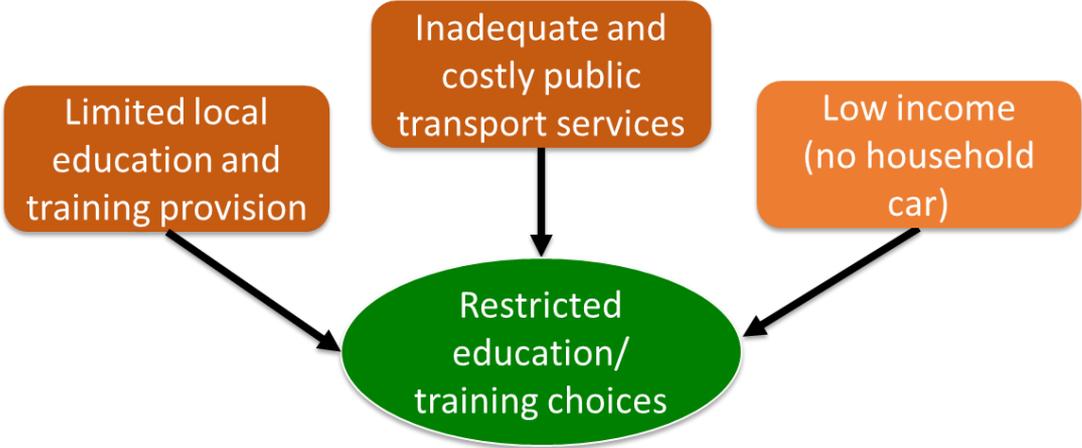
**Stress, fatigue and low self-esteem**

**Independence, autonomy and self-worth**

**High transport costs and job/housing immobility**

• **Education and training options** (Gordon and Monastirioti, 2007)

*“I also had to go to sixth form instead of college due to the transport.”* (F-17, Denbighshire)



# Eight 'Impact pathways' – how transport affects young people

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Capabilities and willingness to use transport options

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Physical activity and mental wellbeing

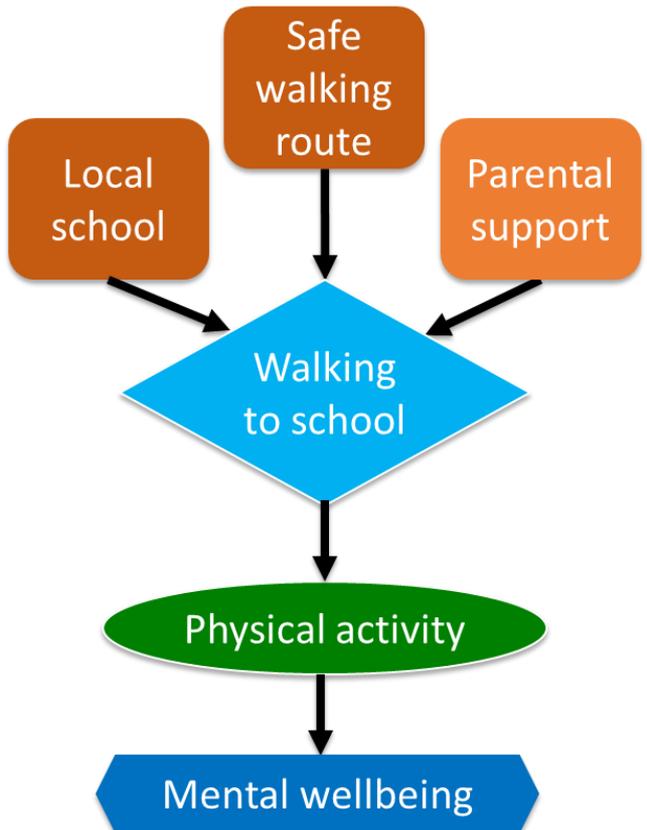
Stress, fatigue and low self-esteem

Independence, autonomy and self-worth

High transport costs and job/housing immobility

• **Physical activity and mental wellbeing** (Martin et al., 2016; Sport England, 2018; Telama, 2009)

*“Walking is a good time to think and relax outside after stressful days and makes me feel calmer.”. (M-16, Bradford)*



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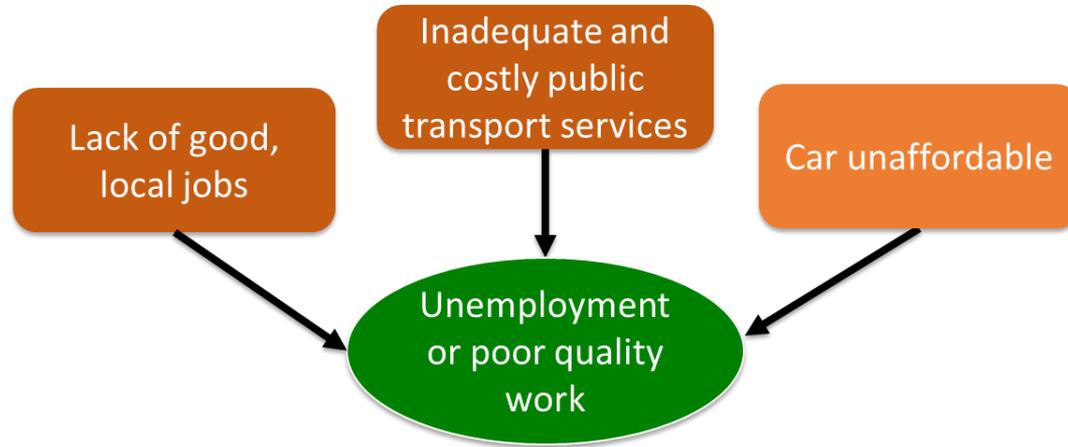
Stress, fatigue and low self-esteem

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High transport costs and job/housing immobility

- **Employment opportunities** (Johnson et al., 2017; Crisp et al., 2018; Tunstall et al., 2012)

*“I think employers from further afield find it difficult to understand why you’re applying for a low paid job that you’ll have to travel to. I don’t think I will be able to support myself living here in the future. I may have to move.” (M-23, Bradford)*



## Eight 'Impact pathways' – how transport affects young people

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Physical activity and mental wellbeing

Independence, autonomy and self-worth

Capabilities and willingness to use transport options

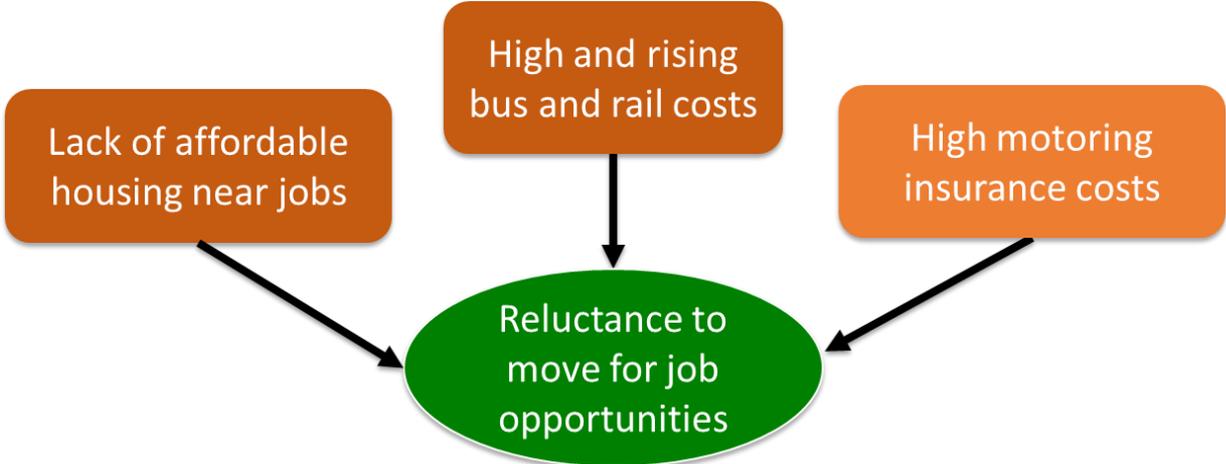
Employment opportunities

Stress, fatigue and low self-esteem

High transport costs and job/housing immobility

• **High transport costs and job/housing immobility** (Judge, 2019)

*“I’ll be 23 by that point so hopefully I’ll be able to live somewhere close enough to my place of work or study so I won’t have to drive, or that public transport has become a more viable option for me.”* (F-18, Lisburn)



## Re-prioritising investment

- 1 **Transport subsidies** should be redirected as a force for positive change for young people
- 2 Government needs to support systems for **concessionary fares, bursaries and loans** that are clear, universal and consistently applied
- 3 Government should invest a greater proportion of the overall transport budget in **walking and cycling** and encourage younger people to travel actively

## Enhancing decision-making

- 4 **Transport planning decisions** should acknowledge impacts of transport on young people and reflect the need to reduce inequality in transport access in the investment decision making process
- 5 **Planning regulations** should ensure that housing connects younger people to sustainable transport options

## Better understanding young people's needs

- 6 Transport regulators and providers should **engage with local youth councils** and other fora to ensure they are aware of the needs and views of younger people on local transport issues
- 7 Government needs to initiate **in-depth research and analysis** of young people's travel patterns, needs and attitudes, and of the role of transport access and choice in supporting young people to develop and transition to an independent, healthy future



Active  
travel

- Whole population
- Whole systems
- Joined up

Re-prioritising  
investment

Prioritise active  
travel; support  
better places

Young  
people

- Fairness
- Equal opportunity
- Understand needs

Develop better  
understanding



<https://www.sportengland.org/research/understanding-audiences/active-travel/>

<https://www.sustrans.org.uk/media/5057/the-role-of-transport-in-supporting-a-healthy-future-for-young-people.pdf>