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Effects of busy roads on local people: 8 March 2017

Working Together to Promote Active Travel

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PHE & Health and the Built Environment

About PHE

Our functions and the things we deliver to our stakeholders:



We do this through world-class science, advocacy, partnerships, knowledge and intelligence, and the delivery of specialist public health services.

Healthy places

The built environment affects us all. The planning, design, management and maintenance of the built environment has a long-term impact upon people and communities.



It is widely acknowledged that the quality of life, prosperity, health and wellbeing of an individual is heavily influenced by the 'place' in which they live or work. (House of Lords, 2016)

Health and the built environment

A range of environmental factors impact on health and wellbeing:

Built environment

- Density and mix of land use
- Housing quality, supply and affordability
- Street layout and connectivity
- Transport
- Open space, play space, green space and community space
- Access to public services, employment and other services
- Access to fresh food
- Air quality and noise
- Mitigation of extreme weather events and changing climate



Health

- Fitness, cardiovascular health
- Obesity and diabetes
- Cancer
- Mental health and wellbeing
- Safety
- Respiratory health
- Accidents and falls
- Wellbeing and community participation

Healthy environments can:

- promote physical activity in everyday life (walking, cycling), which can help maintain healthy weights
- facilitate easy access to healthy, affordable food
- promote active travel, fewer injuries, connected neighbourhoods, cleaner air and economic development



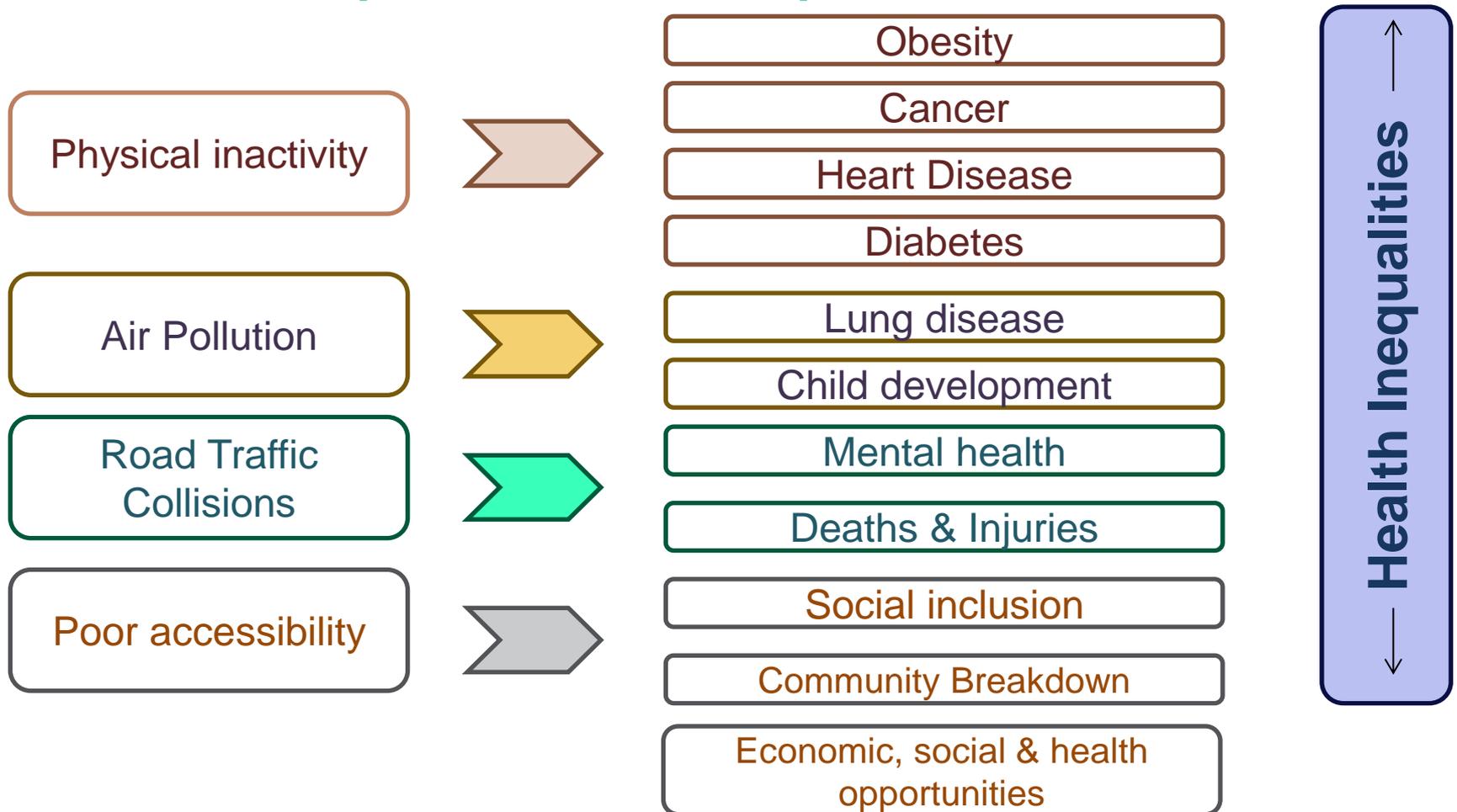


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The impact of road transport



The impacts of transport on health

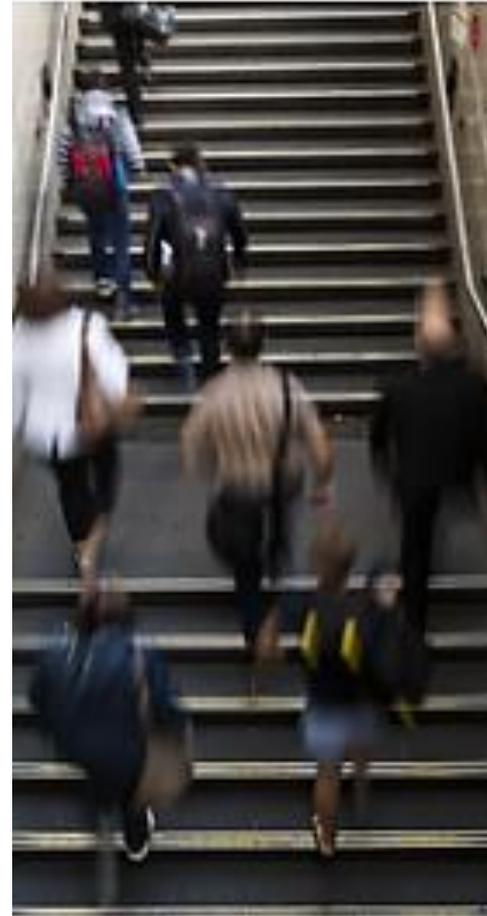




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Physical activity & health

- **Active travel** is walking or cycling as an alternative to motorised transport for the purpose of making everyday journeys
- **Building walking or cycling into daily routines** is a key way of promoting physical activity
- People who cycle for travel purposes (rather than simply for recreation) are **4X as likely to meet physical activity guidelines** as those who don't





Physical activity: Our greatest defence

Physical Activity contribution to reduction in risk of mortality and long term conditions

| Disease | Risk reduction | Strength of evidence |
|--------------------------------|----------------|----------------------|
| Death | 20-35% | Strong |
| CHD and Stroke | 20-35% | Strong |
| Type 2 Diabetes | 35-40% | Strong |
| Colon Cancer | 30-50% | Strong |
| Breast Cancer | 20% | Strong |
| Hip Fracture | 36-68% | Moderate |
| Depression | 20-30% | Moderate |
| Hypertension | 33% | Strong |
| Alzheimer's Disease | 20-30% | Moderate |
| Functional limitation, elderly | 30% | Strong |
| Prevention of falls | 30% | Strong |
| Osteoarthritis disability | 22-80% | Moderate |



Road transport : Inequalities

1. Motorised road transport provides many benefits to society (access, comfort and convenience) and has become safer
2. Increasing car dependency has contributed to increasing inequalities
3. The most affluent receive more public spending on their transport needs than the poorest
4. Disadvantaged areas tend to have a higher density of main roads, leading to:
 - poorer air quality
 - higher noise levels
 - higher collision rates

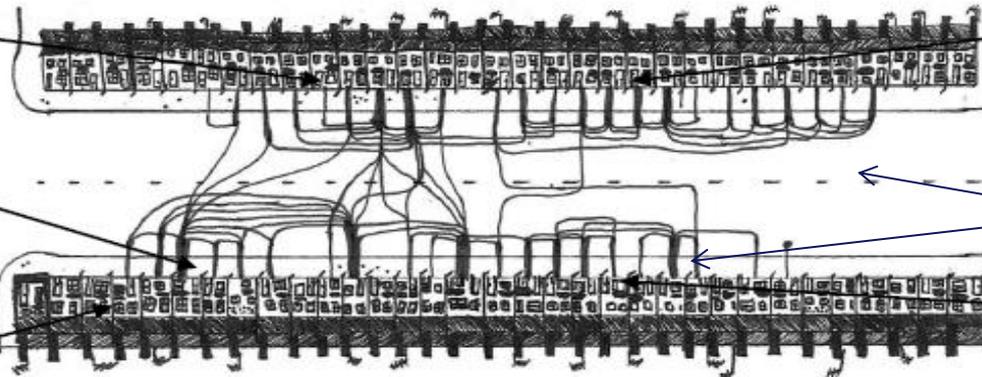
Community Severance Linked to Road Traffic

Heavy Traffic

"People don't communicate unless they have to"

"quite anonymous- we only know our immediate neighbours"

"ordinary, quiet people"



"The traffic's like a mountain range, cutting you off from the other side of the road"

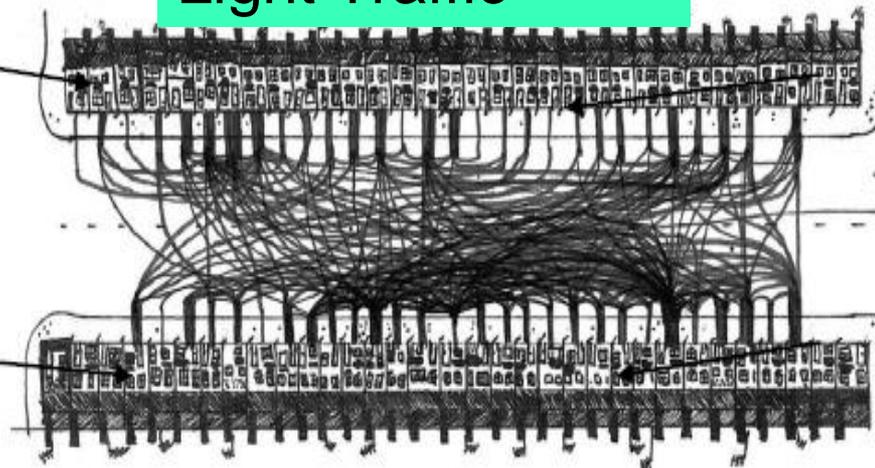
"people just go from their cars to their houses"

HEAVY TRAFFIC: 21,130 VEHICLES PER DAY
1.15 friends per person/ 2.8 acquaintances

Light Traffic

"people stay for a while and put down roots"

"there is really a sense of community- we look after each other"



"we have some good neighbourhood friends"

"there's good communication between the houses and a feeling of togetherness"

LIGHT TRAFFIC: 140 VEHICLES PER DAY
5.35 friends per person/ 6.1 acquaintances



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Re-imagining a more active world



What if streets were not just large car parks?



The adults might follow the children

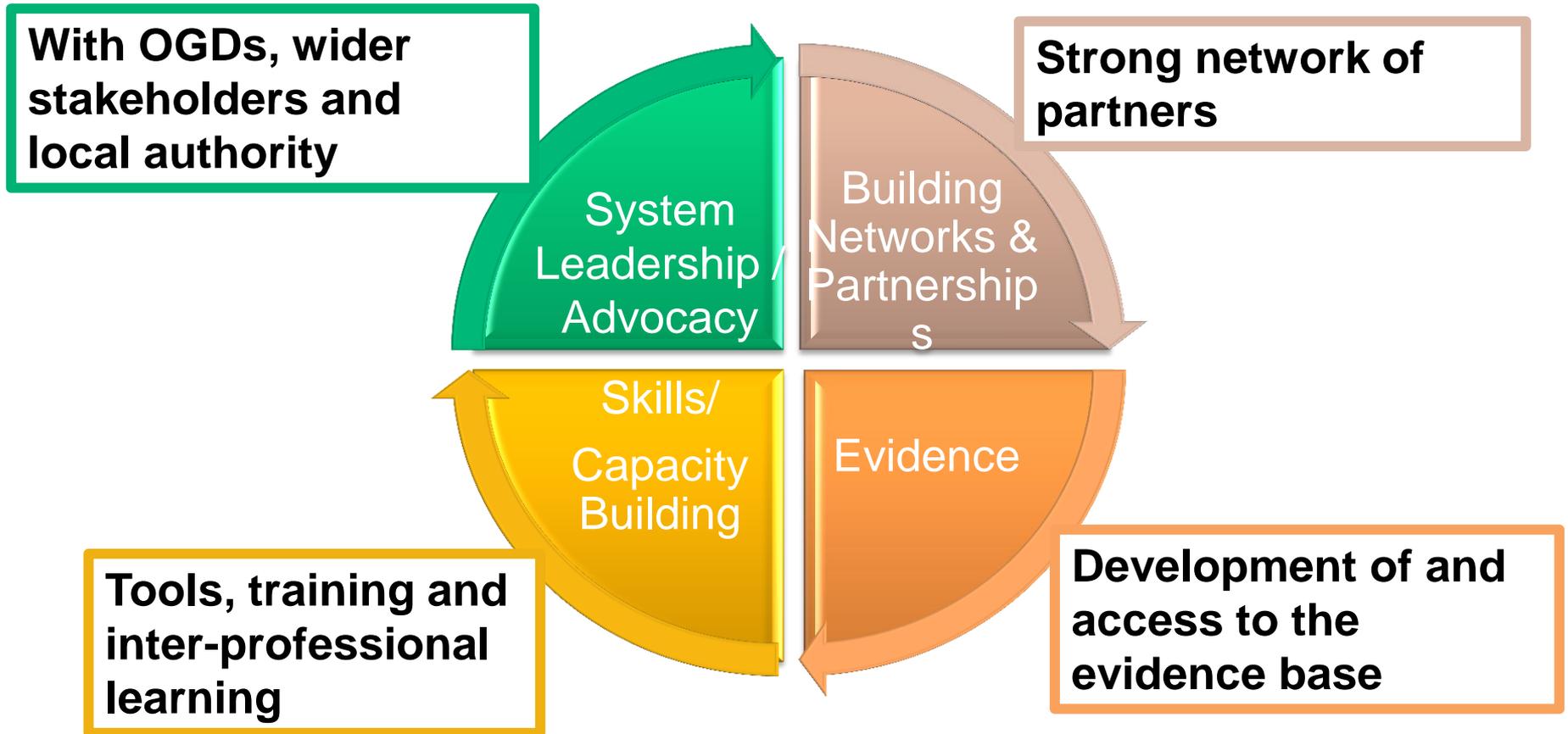


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What we might do about it: Planning for a more sustainable, active and healthier future



Healthy places programme





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PHE Briefing and Evidence Reviews

Public Health England
Protecting and improving the nation's health

Everybody active, every day

What works – the evidence

1. Active society
2. Moving professionals
3. Moving at scale
4. Active environments

Public Health England
Protecting and improving the nation's health

Everybody active, every day

An evidence-based approach to physical activity

October 2014

Active Design

Planning for health and wellbeing through sport and physical activity



October 2015



Supported by
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UCL Institute of Health Equity

Local action on health inequalities: Improving access to green spaces

Public Health England
Local Government Association

Healthy people, healthy places briefing Obesity and the environment: increasing physical activity and active travel

Public Health England
Protecting and improving the nation's health

Working Together to Promote Active Travel

A briefing for local authorities

tcpa
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planning healthy-weight environments –

a TPCA reuniting health

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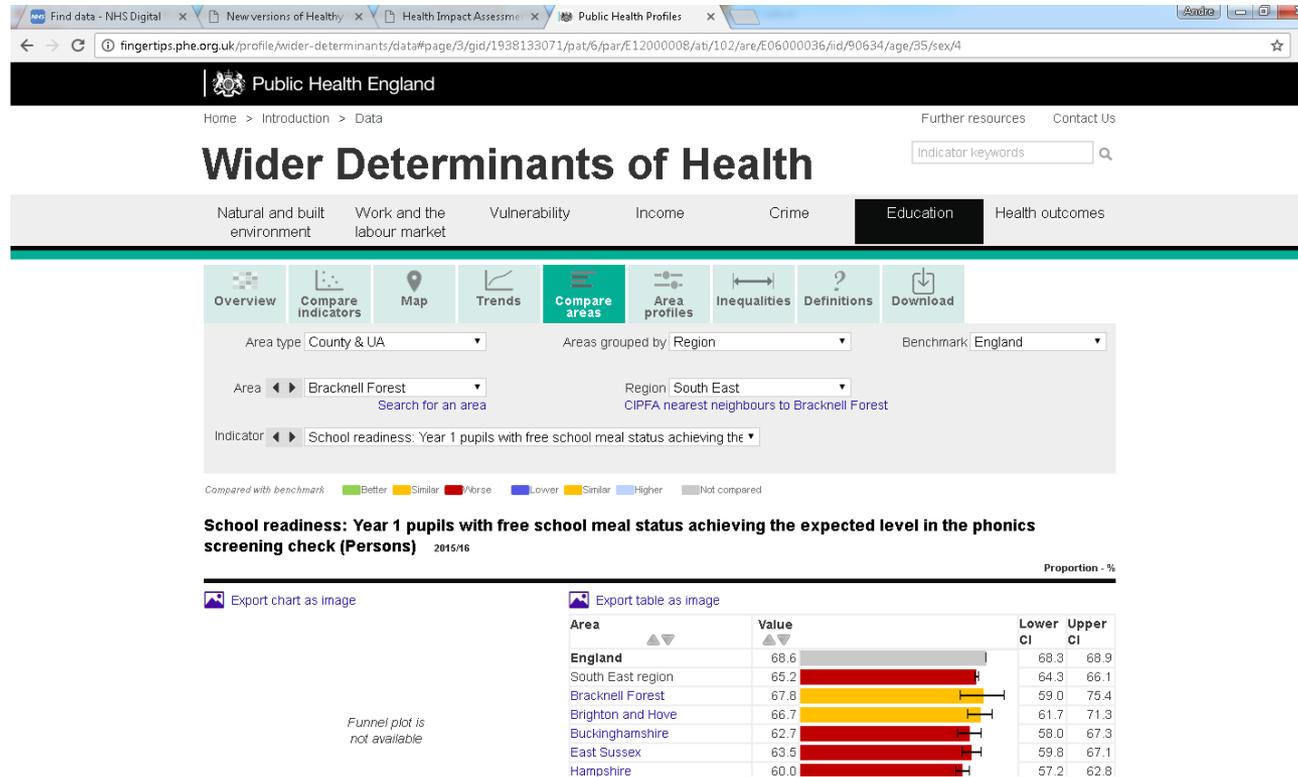
planning healthier places –

report from the reuniting health with planning project

Andrew Ross, with Michael Chang



New tool on the wider determinants of health



<http://fingertips.phe.org.uk/profile/wider-determinants>



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Key Messages



Transport and Active Travel



- Develop and strengthen **cross-sectoral working** both within local authorities as well with other key local agencies;
- Support the involvement of transport planning colleagues in **JSNAs, health and wellbeing boards and strategies**
- Ensure **monitoring and evaluation** of Travel Plans
- Use **modelling tools** such as WHO HEAT on key transport issues to understand impact
- (and, of course, the new **UCL Street Mobility Toolkit!**)



Making active travel safer for children and families



- Ensure that **Travel Plans** for new developments prioritise active travel over car transport as part of designing safe and attractive neighbourhoods.
- **Work with schools and workplaces** on travel planning to promote safe modes of active travel to and from settings on a daily basis



Promote active travel through design



- Design around the **user experience**
- Involve and take account of the **needs of different members of the community** (eg people with disabilities, children and young people, older people) to create local solutions
- Address possible **conflicts of interest** to meet local community needs;
- **Walking** is one of the least expensive and most broadly accessible forms of physical activity



In Summary

Investment in walking and cycling infrastructure or behaviour change programmes can be expected to deliver low cost, high-value dividends for individual health, the NHS, the transport system and the economy as a whole

Health promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions, pollution, and they support a healthier workforce



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Designing better places for walking and cycling





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Protecting and improving the nation's health

Thank you

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