



The Transport and Health Integrated Research Network

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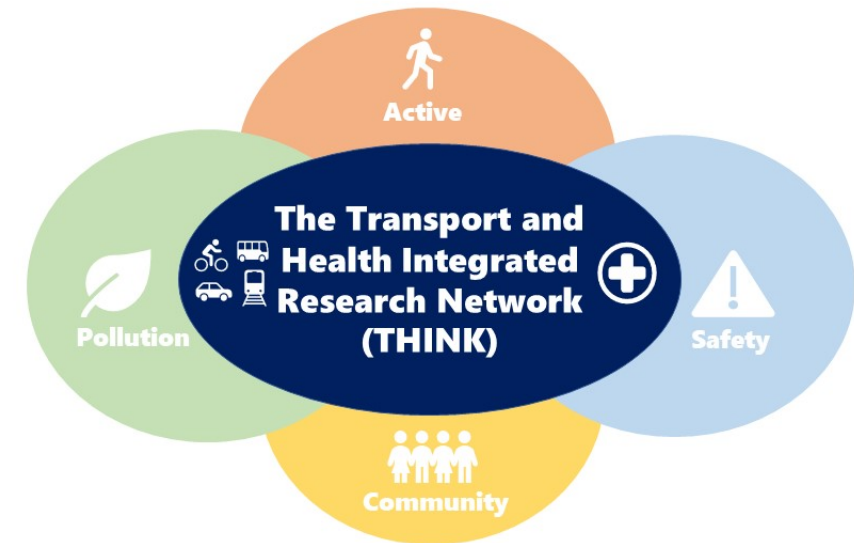
- Why are we needed

- Our topics

- Road traffic injuries
- Pollution
- Active travel
- Community severance

Our approach

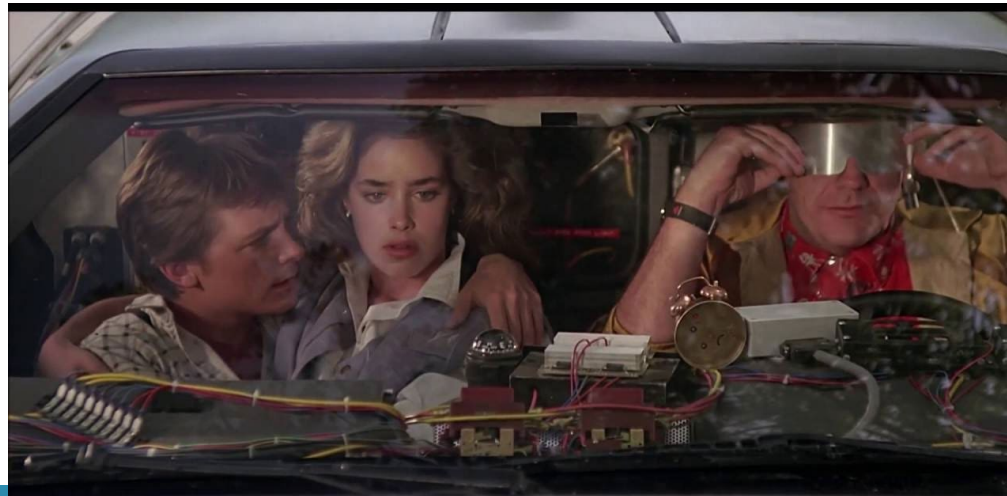
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Where we're going...

A health perspective on transport / cars

- 12,000 years of roads
- Advantages – trade, development, communication
- Disadvantages – illness, disease



■ Pre-car ■ Car

Roads seen as a public space, which all citizens had an equal right to. Including children at play.

“What evil bastard would drive their speeding car where a kid might be playing?”



Road traffic crashes... Killing people since 1896...



"Such a thing should never happen again"

HM Coroner, 1896

ATION ROUSED AGAINST MOTOR KILLING

Secretary Hoover's Conference Will Suggest Many Ways to Check The Alarming Increase of Automobile Fatalities.—Studying Huge Problem

or vigorous an-
swers to pro-
cess and highway
Secretary
a conference of
of the various
and in checking
use in vehicular
conference will
align on Dec.
the subject from
building accidents,
construction and
y planning and
y, education and
the and public

It was reported to be
than the horrors of
responsible losses up
reductive plans of
then the machine
material deals were
harmful. The man
has said that the

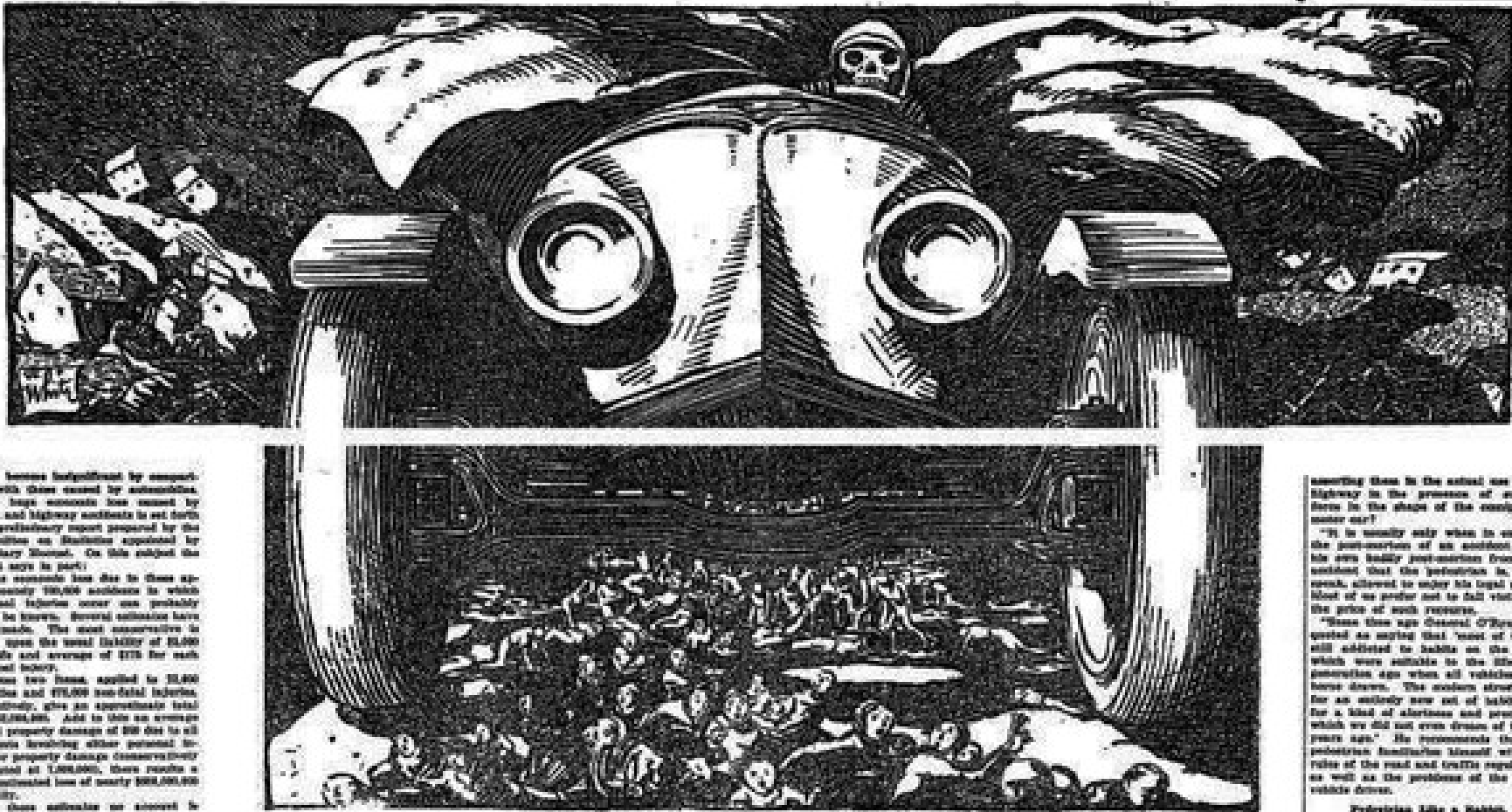
year were killed
wounds in the auto-
mobile's accident-
far. This is at the
a month—a modern
and with the start-
a destroyed monthly
United States.

Behind factor in the
decrease in it was
1934. It was
According to the
reported in the first
year there will be an
a 2,000 for 1935. At
that approximately
had already been

led by Secretary
the will concentrate
on street and high-
ways as well as
by Mr. Hoover is
with a clearly de-
public accident al-
to in showing pro-
the annual report
Congress Bureau on
which revealed that
a vehicular accident
of about 2,000 over

lled in automobile
was given as 10,000
also reported in
it is. The Commis-
sion in addition to
the fact, a collision be-
automobile is clas-
sified. When street
accidents, the street
is the records. There
been great growing
up of the 2,000 who

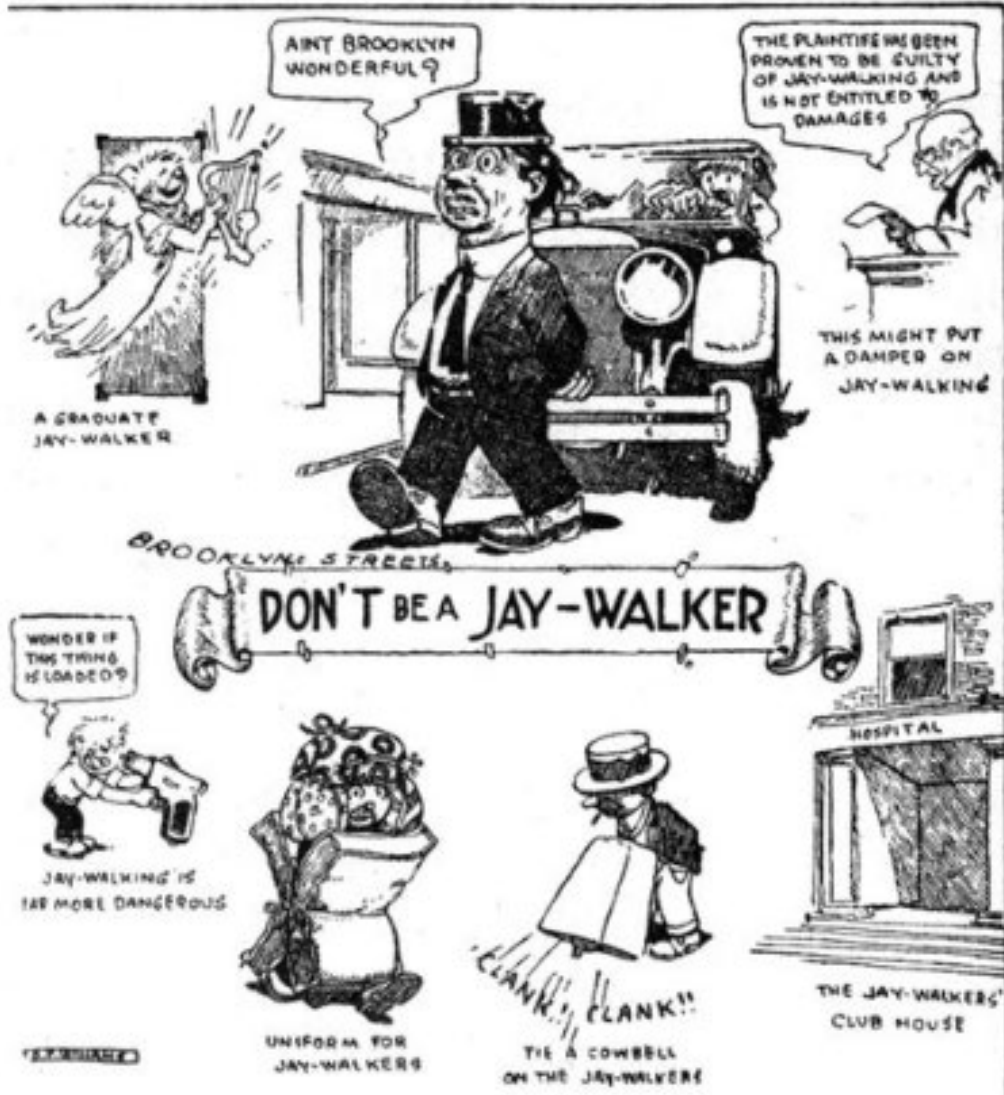
made losses independent by accident,
one with those caused by automobiles.
The huge economic loss caused by
street and highway accidents is set forth
in a preliminary report prepared by the
Committee on Statistics appointed by
Secretary Hoover. On this subject the
report says in part:
"The economic loss due to those ap-
proximately 10,000 accidents in which
personal injuries occur are probably
never to be known. Several estimates have
been made. The most conservative is
based upon the total liability of \$1,000
per \$10 and average of \$125 for each
personal injury.
"These two bases, applied to 10,000
fatalities and 170,000 non-fatal injuries,
respectively, give an approximate total
of \$22,000,000. Add to this an average
actual property damage of \$50 due to all
accidents involving either personal in-
jury or property damage conservatively
estimated at 1,000,000, there results a
total estimated loss of nearly \$23,000,000
annually.
"In these estimates no account is



the streets and the
would be a striking
over such serious
possible drivers as
right now.
"Their present is
daily competition
and content for
of territory we had
daily to its way
to the motorist
"Probably, it is a
stagnant, this is
some historical if
found from his old
times. As both we
and as two bodies
more than at our
best, as they are
of motorist.
"Naturally, the
is. The mingling
confusion, however,
happily motorist
staid off to school.
Following and were
through a crossing,
some of their state
concentration spent
curves into the low
very path from one
line is called to us
"As it stands, the
big reason for the
over the fact was
personal efforts of an
one vehicle accident
and his kind. The
four and the part
of four injuries.
"If we have failed
into motorist death
for its attempts to
it is well enough to
rather, if by the
existing individual's
ing them, whether
well, without being
convinced. But if
age and the motor-
and motorist of our
not use for best job
cannot and who, a
never leading, never
remember that while
toward them, using
fact as to spot all
and more, try to
through, if they are
I think's emphasis
As to English
"Any repeating is
to be done with the
total rights still will
to place in the hands
and work in the Pub-
lic or any other of
power to promulgate
that is a government
for law will make

summing them in the actual use of the
highway in the presence of superior
force in the shape of the omnipresent
motor car?
"It is usually only when in court at
the jurisdiction of an accident or of
his own bodily jurisdiction from such
accident that the pedestrian is, as in
some, allowed to enjoy his legal rights
that of no power but to fall victim as
the price of such reverses.
"Some time ago General O'Brien was
quoted as saying that 'most of us are
still addicted to habits on the street
which were suitable to the life of a
centuries ago when all vehicles were
horse drawn. The modern street calls
for an entirely new set of habits and
for a kind of alertness and precision
which we did not even dream of twenty
years ago.' He recommends that the
pedestrian familiarize himself with the
rules of the road and traffic regulations
as well as the problems of the motor
vehicle driver.
Pedestrian Like a Rabbit

A Traffic Problem—Jay Walking

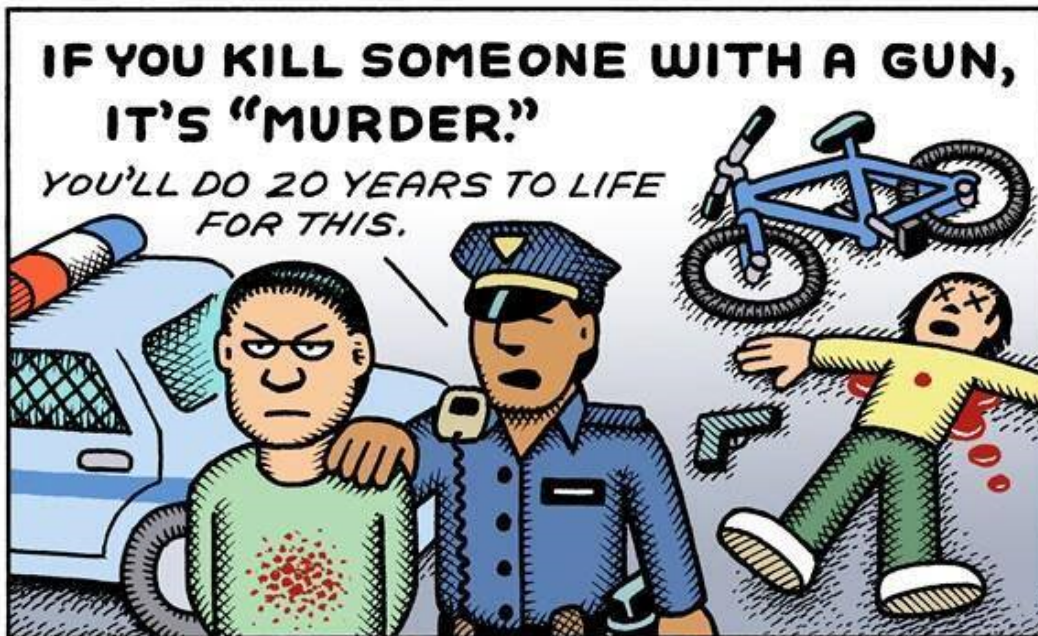


DON'T JAY WALK

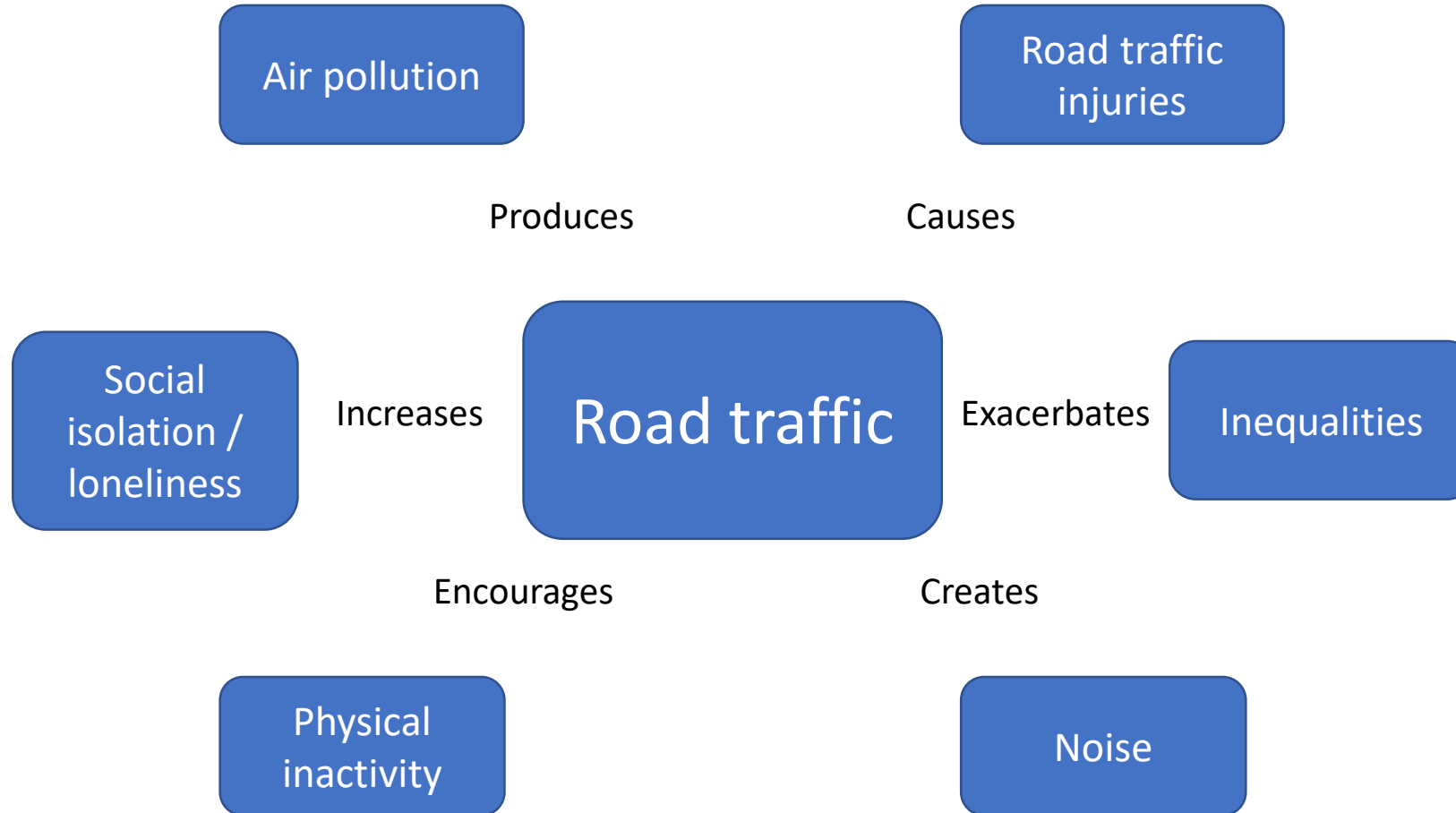


WATCH YOUR STEP

Government safety posters ridicule jaywalking in the 1920s and '30s. (National Safety Council/Library of Congress)



What does road traffic do for us?



Community severance



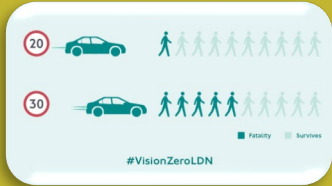
- Car dependency
- Isolation and loneliness
- Low social capital and support
- High deprivation=more main roads
- Health and wellbeing impacts

Pollution



- Vehicles still high level of pollutants
 - Research indicates 8.8m early deaths each year worldwide
 - Direct health consequences e.g. asthma, emphysema, lung cancer
 - Narrows arteries and weakens muscles
- Stroke and dementia link.

Road traffic casualties and injuries



- 153,000 casualties in UK/year
- Big improvements in numbers But mostly for vehicle occupants
 - Vulnerable road uses - walking/cycling - still high
- Older pedestrians & young drivers
- Those living in areas of high deprivation

Reduction in active Travel



- All cause mortality down by 20%
- Cardiovascular disease by 30%
 - Reduce high blood pressure and stroke
- Mental health improvements
- Low levels in UK of active travel
 - Obesogenic environments

Some potential research avenues for THINK!

- Identification of interventions to increase active travel and the use of public transport equitably.
- 20mph default speed limits – chance to improve all 4 areas – injuries but also pollution, community severance and active travel. When and how do they work to improve health and how to implement them successfully.
- How to engage stakeholders and the public in transport and health debates and gain acceptability of the public in some of the interventions.
- Transport innovations, such as electric bikes and autonomous vehicles and their effect on health.
- Transport system innovations, smart cities, Mobility as a Service etc. how to build in health.
- The issue of health inequalities arising from changes to the environment.
- Rurality, transport and health.

Mapping out potential projects for THINK!

Projects 1.1: To scope, design and carry out complex system evaluation of proposed transport and transport related schemes on the health of individuals and the population (NIHR grants, complex and realistic evaluations; EU Projects)

Projects 1.2: To utilise “big data” sets (ESRC)

Projects 1.3: To develop tools, products and solutions to improve healthy transport. (UKRI, industrial strategy challenges)

Projects 1.4: To explore new and strengthen existing connections between transport and health through research with partners, especially around inequalities (eg Wellcome)

Projects 1.5. To sustain and grow the network into a consortium (MRC PRP / RCUK Large Centre Grants)



The THINK Foundry

Research

Work stream 1: The THINK Foundry. To generate new knowledge in transport and health (therefore enriching the network). The foundry supports two different strands of work:

- (1) Support for researchers and practitioners to systematically work together to develop, submit and win new funding in research.
- (2) Support research into policy and practice with workshops with key stakeholders aimed at maximising impact.



The THINK Academy

Education

Work stream 2: The THINK Academy. To increase knowledge and skills in transport and health (therefore enhancing the network). The academy hosts the following strands of work:

- (1) Monthly plain English summary of research findings for practice and policy, blogs and vlogs.
- (2) A seminar series on transport and health to run every 3-4 months.
- (3) Attendance at conferences
- (4) An annual THINK conference
- (5) Supporting training needs of professionals new to transport and health, including
 - a. An annual continual professional development workshop
 - b. Bespoke training support
 - c. Systematic mentoring scheme with experienced researchers
- (6) A website with a repository of information
- (7) Social media presence
- (8) Promotional material



THINK Participate

Integration

Work stream 3: THINK Participate. To develop professionals and the public's understanding the relationships between transport and health (therefore integrating the network). Participate will provide resource to develop opportunities for collaborative working through:

- (1) 8 secondment opportunities for people from research to work in policy or practice to work together on a mini project around transport and health.
- (2) 8 visiting practitioner opportunities for people from policy and practice to work in academic settings to work together on a mini project around transport and health.
- (3) Interactive roadshows with the public to help prioritise key issues, with published outcome material, along with summaries for the public developed.

Partnership working



Cyfoeth
Naturiol
Cymru
Natural
Resources
Wales

sustrans

JOIN THE MOVEMENT



GWR



**UWE
Bristol** | University
of the
West of
England

**MOTT
MACDONALD**

M M



UNIVERSITY OF
SURREY



Working for Infrastructure
Adeiladwaith yw'n Gwaith



**Keele
University**



**RAC
Foundation**

TRL



LIVING

STREETS

**CARDIFF
UNIVERSITY**

**PRIFYSGOL
CAERDYDD**



**CARDIFF
CAERDYDD**



Transport for
Greater Manchester



The Chartered
Institute of Logistics
and Transport

VISION and BEYOND

- To make Wales the world leader on the integration of transport and health, setting the global agenda for integrated transport and health research, policy and practice, through
 - (1) new knowledge generation
 - (2) established integration of transport and health professionals, policy makers and academics,
 - (3) professionals, policy makers and academics with specialised skills and abilities in transport and health
 - (4) strengthening and supporting the implementation of local actions on transport choices for our health, environment and prosperity.
- To improve the health of people of Wales by reducing the negative impacts of transport by helping practitioners and policy makers identify the problems and achievable and workable solutions, for example,
 - improving active travel provision and quality,
 - increasing the number of people who walk or cycle,
 - reducing pollution and impact of pollution from vehicles,
 - reducing severance of communities and the number and severity of crashes on the roads,
 - with special regard for groups that are disproportionately affected by the negative health impacts, for example people living in areas of high deprivation, children, young drivers, older people and all ages of pedestrians, cyclists and motorcyclists.
- To contribute to the economy of Wales and stimulate job creation
 - Increase number of people working in transport and health
 - investment in research, education and also practice and policy e.g. environment-friendly transport including active travel, rail and light rail; clean and efficient public transport, efficient intermodal connections etc

VISION and BEYOND

But we need a strapline!
Get voting!

- A. THINK – moving Wales well
- B. THINK – moving Wales healthier
- C. THINK – Healthy movement, Healthy Wales
- D. THINK – Healthy movement Wales



Thank you for your time
Please get involved!

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