

Introduction to topic guide

Transport and Health in SUMP

6th European SUMP Conference, Groningen June 2019

Prof Adrian Davis, Edinburgh Napier University

Tom Rye, Edinburgh Napier University

Session Structure

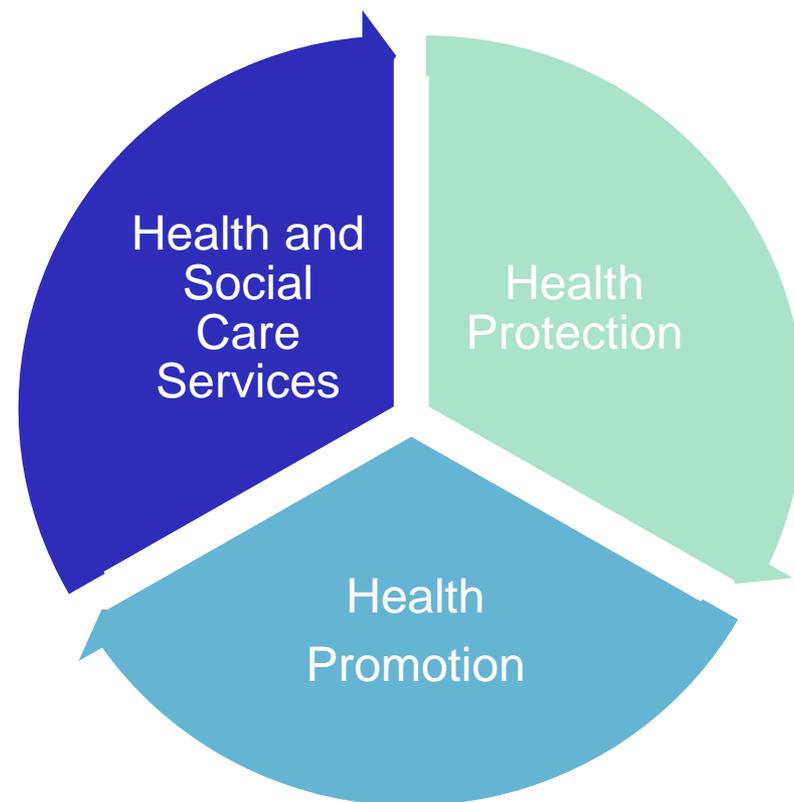
- What is public health?
- Health impacts of road transport
- Health and SUMP:
 - Objectives
 - Collaboration
 - Measures
 - Appraisal



Topic guide follows broadly same structure, with examples

Public health has 3 domains:

- good health and social care services
- health protection
- health promotion



UK Faculty of Public Health

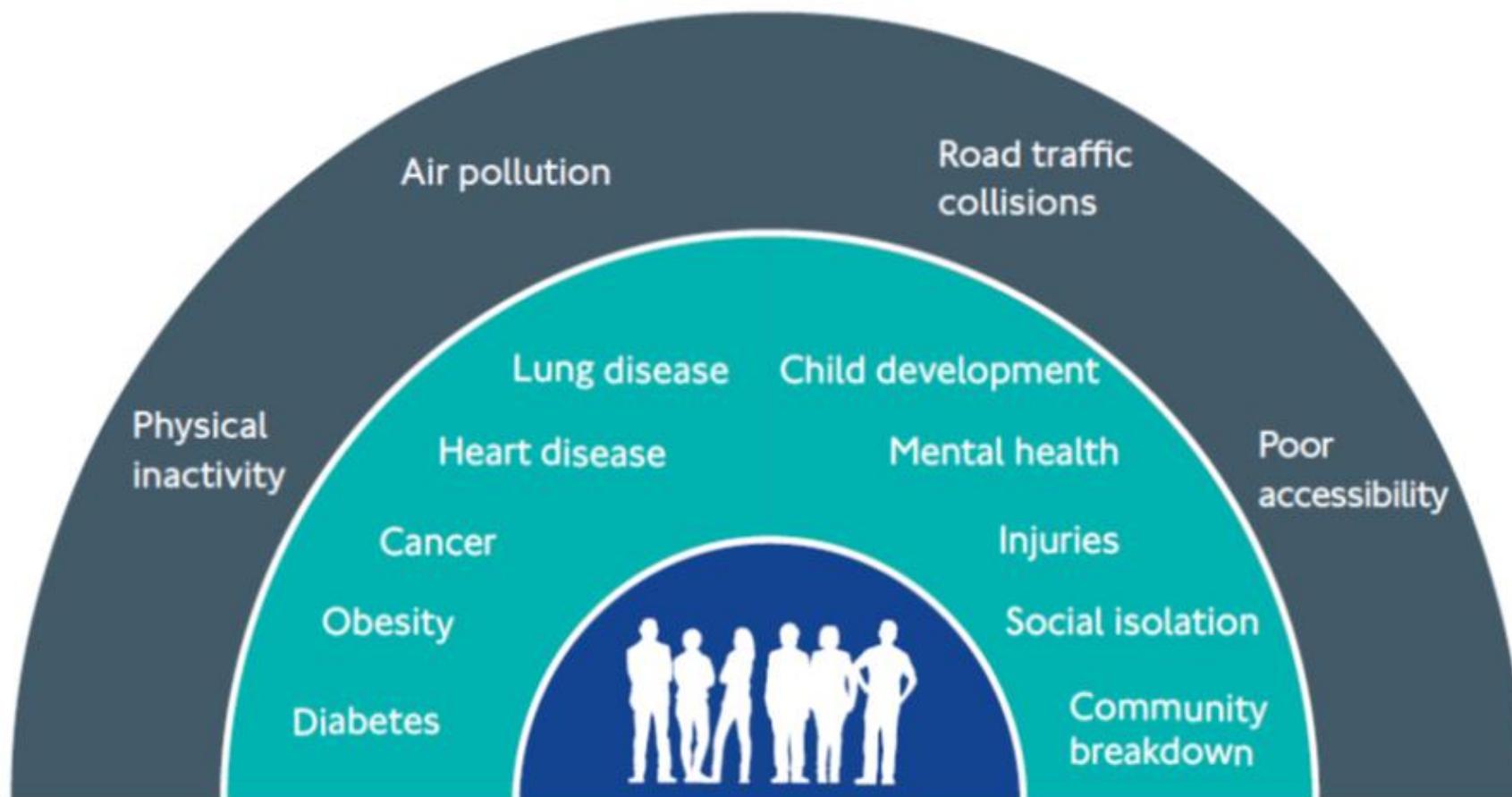
Public Health and Population Health

Public - focus on populations rather than small groups

- interventions for large number of people each at small risk - more effective
- Very important in areas of public policy such as road safety.

Rose, G. 1992 The strategy of preventive medicine, Oxford: Oxford University Press .

Health impacts of road transport



Health impacts of road transport

Did you know...Regular cycling or walking reduces all-cause mortality by ca. 10 % !!



July 2014, 11:132

 International Journal of Behavioral Nutrition and Physical Activity

RESEARCH

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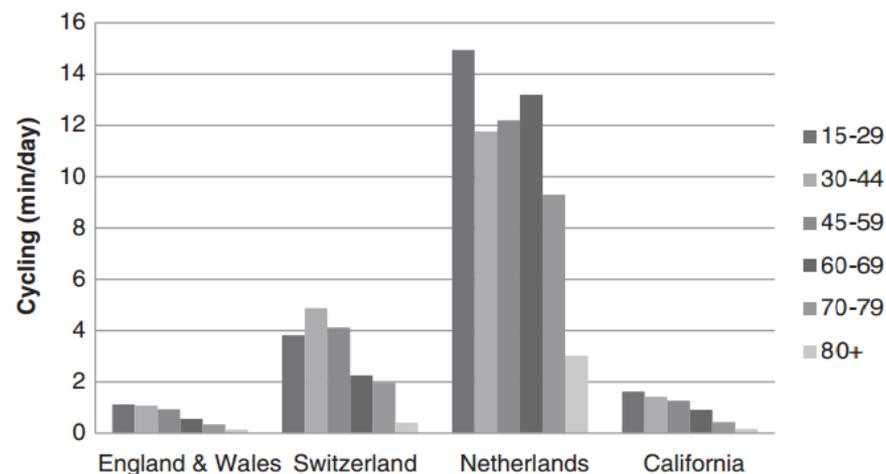
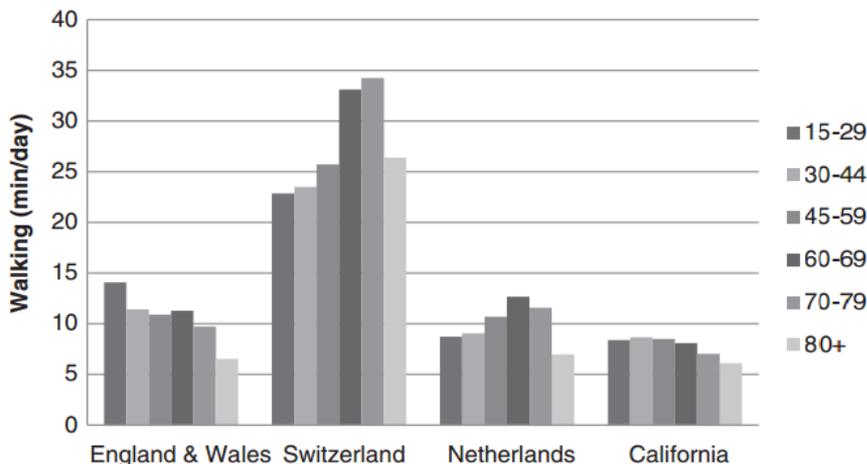
Systematic review and meta-analysis of reduction in all-cause mortality from walking and cycling and shape of dose response relationship

Paul Kelly^{1,2*}, Sonja Kahlmeier³, Thomas Götschi³, Nicola Orsini⁴, Justin Richards⁵, Nia Roberts⁶, Peter Scarborough¹ and Charlie Foster¹


The evidence...

Health impacts of road transport

In countries with supportive policies and infrastructures, active mobility contributes to **physical activity**



Age distribution of walking (left) and cycling (right). The data is population based including people who did not travel

Distribution of health impacts - here – deprivation and road casualties

Bristol (UK) 2011 – 2013

| Poorest 20% | Wealthiest 20% |
|-------------------------------------|------------------------------------|
| 16% of casualties | 5% of casualties |
| 15% of Killed and Seriously injured | 6% of killed and seriously injured |
| 19% of pedestrian casualties | 4% of pedestrian casualties |
| 18% of child casualties | 3% of child casualties |
| 14% of elderly casualties | 7% of elderly casualties |

Health related objectives in SUMP

Objectives for SUMP v likely to include

- Public health
- Road safety
- Reducing local air and noise pollution from transport

Tyne and Wear (England) (SUMP) objective:

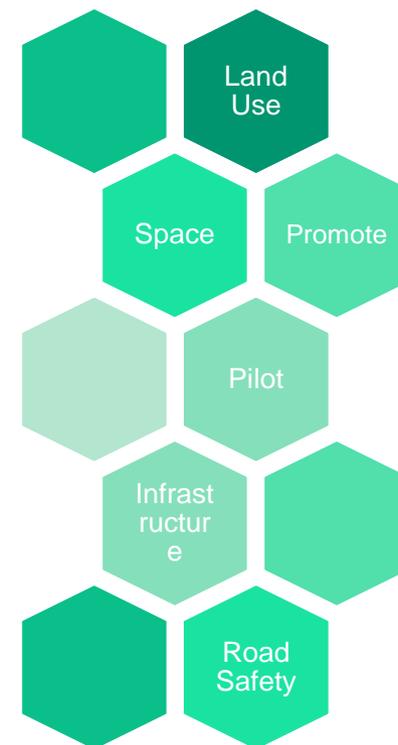
- “[The SUMP will] contribute to **healthier** and safer communities in Tyne and Wear, with higher levels of physical activity and personal security.”

City of Vienna SUMP target:

- “The proportion of the Vienna population that **undertakes 30 minutes’ physical activity as part of their daily travel** will increase from 23% in 2013 to 30% in 2025.”

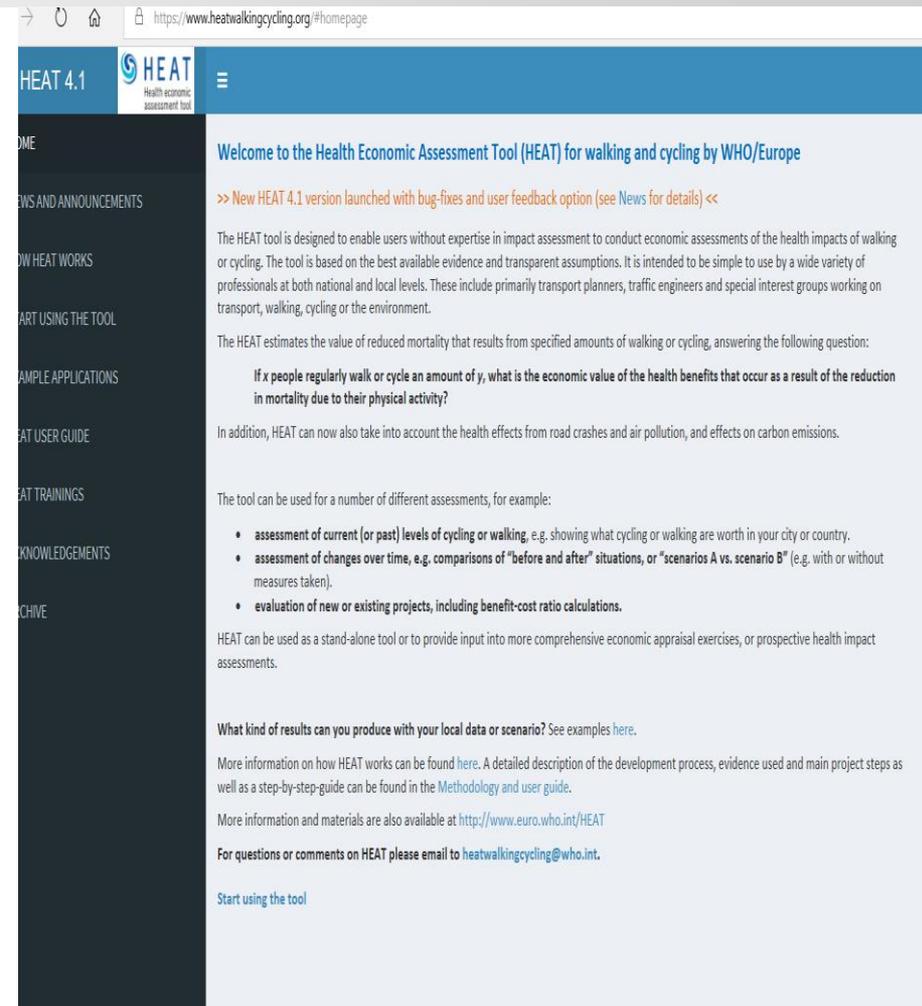
Categories of **measures** to benefit health

- Road safety measures
- Roadspace reallocation to peds, cyclists, greenspace
- Micro-accessibility improvements and reductions in severance
- Making car travel **relatively** less convenient and cheap
- Spatial planning to support active travel
- Improved public transport



Appraisal of health measures in SUMP

- Appraise measures against all objectives – including health!
- Use WHO's HEAT tool
- Benefit to cost ratio for all schemes identified in this report was 6.28:1
- Often health benefits comprise 2/3 of the overall benefits



The screenshot shows the homepage of the Health Economic Assessment Tool (HEAT) for walking and cycling. The page features a dark blue header with the HEAT logo and a navigation menu. The main content area is white with a blue sidebar on the left. The sidebar lists various sections: HOME, NEWS AND ANNOUNCEMENTS, HOW HEAT WORKS, HOW TO USE THE TOOL, SAMPLE APPLICATIONS, HEAT USER GUIDE, HEAT TRAININGS, KNOWLEDGEMENTS, and ARCHIVE. The main content area contains a welcome message, a link to the latest version, a description of the tool's purpose, a list of use cases, and contact information.

HEAT 4.1
Health economic assessment tool

Welcome to the Health Economic Assessment Tool (HEAT) for walking and cycling by WHO/Europe

>> New HEAT 4.1 version launched with bug-fixes and user feedback option (see News for details) <<

The HEAT tool is designed to enable users without expertise in impact assessment to conduct economic assessments of the health impacts of walking or cycling. The tool is based on the best available evidence and transparent assumptions. It is intended to be simple to use by a wide variety of professionals at both national and local levels. These include primarily transport planners, traffic engineers and special interest groups working on transport, walking, cycling or the environment.

The HEAT estimates the value of reduced mortality that results from specified amounts of walking or cycling, answering the following question:

If x people regularly walk or cycle an amount of y, what is the economic value of the health benefits that occur as a result of the reduction in mortality due to their physical activity?

In addition, HEAT can now also take into account the health effects from road crashes and air pollution, and effects on carbon emissions.

The tool can be used for a number of different assessments, for example:

- assessment of current (or past) levels of cycling or walking, e.g. showing what cycling or walking are worth in your city or country.
- assessment of changes over time, e.g. comparisons of "before and after" situations, or "scenarios A vs. scenario B" (e.g. with or without measures taken).
- evaluation of new or existing projects, including benefit-cost ratio calculations.

HEAT can be used as a stand-alone tool or to provide input into more comprehensive economic appraisal exercises, or prospective health impact assessments.

What kind of results can you produce with your local data or scenario? See examples [here](#).

More information on how HEAT works can be found [here](#). A detailed description of the development process, evidence used and main project steps as well as a step-by-step-guide can be found in the [Methodology and user guide](#).

More information and materials are also available at <http://www.euro.who.int/HEAT>

For questions or comments on HEAT please email to heatwalkingcycling@who.int.

[Start using the tool](#)

Conclusions

- ✓ Health evidence strengthens case for SUMP
- ✓ Many health impacts of transport
- ✓ Set health related objectives in SUMP
- ✓ Use measures that improve health
- ✓ Appraise all measures against health objectives





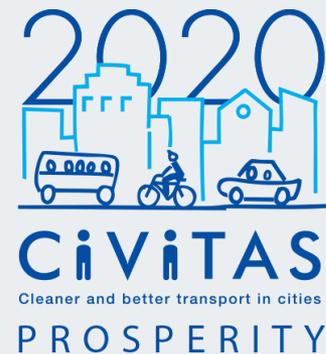
Prof Adrian Davis and Prof Tom Rye

Transport Research Institute

Edinburgh Napier University

10 Colinton Rd | SCOTLAND

www.napier.ac.uk | a.davis@napier.ac.uk



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