

# A route to better health

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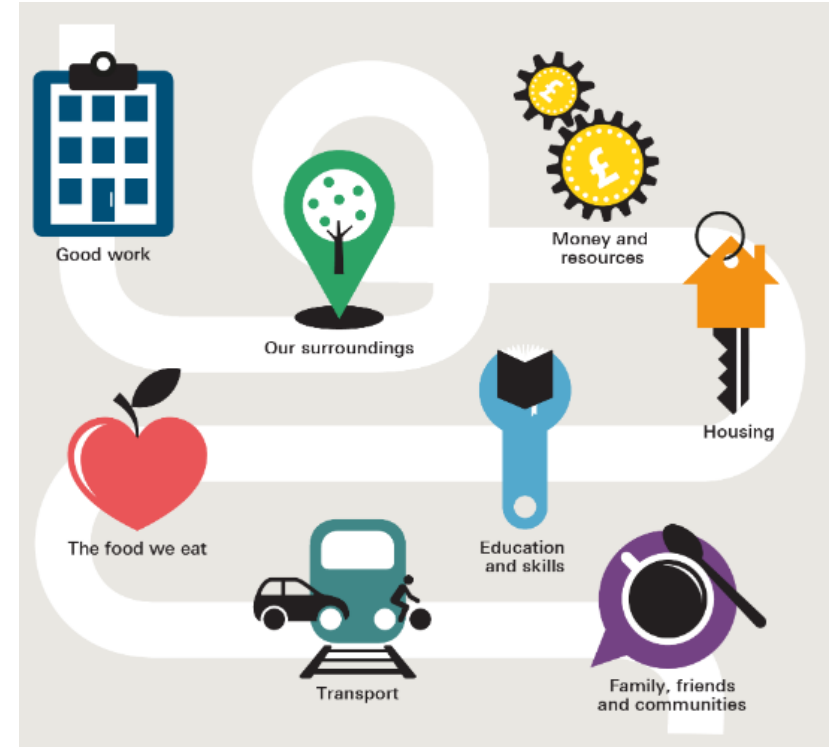
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# Background

# Improving health and reducing health inequalities

The greatest influences on our health come from outside health care.

They are 'determinants of health' such as education, employment, housing, community and transport



# Life expectancy gains stalled in the last decade

The changed trend in mortality rate improvements: England and Wales, 2000-2018

○ Outturn – all    — Trend – all

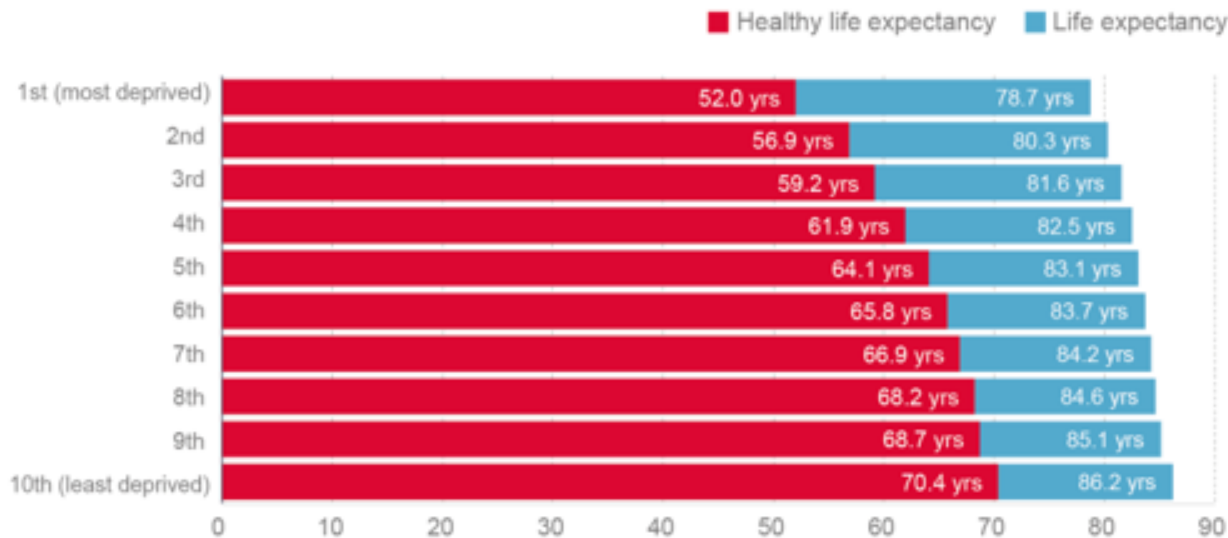
Age-standardised mortality rates per 100,000 of population



# There was an 18 year healthy life expectancy gap

## Female life expectancy and healthy life expectancy at birth

By decile of deprivation, England: 2015-17



How does transport affect  
health?

# Transport affects health in four main ways

- Active travel
- Air and noise pollution
- Road safety
- Social exclusion



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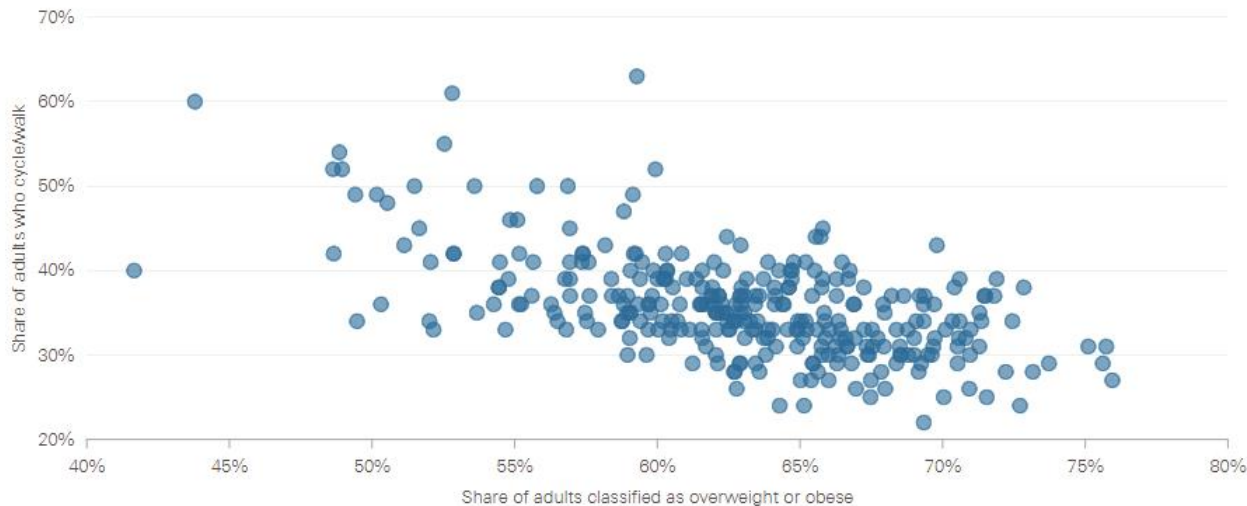
# Transport affects health in four main ways

- **Active travel**
- Air and noise pollution
- Road safety
- **Social exclusion**

# There is a clear relationship between physical activity levels and health

## The relationship between physical activity and health

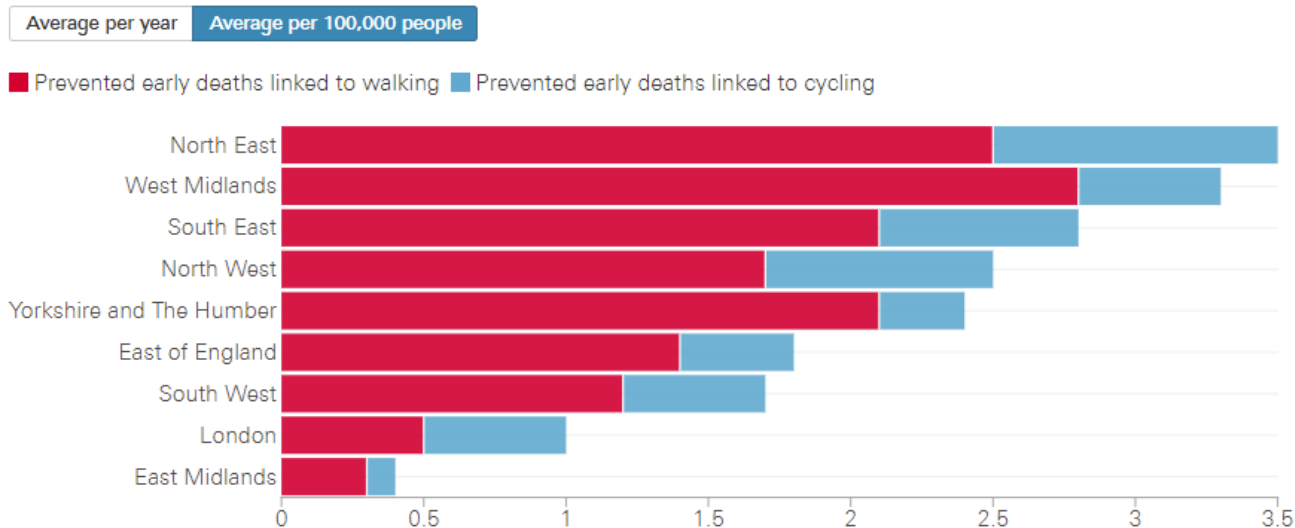
Share of adults who walk or cycle at least five times per week and share of adults classified as overweight or obese, by local authority: England, 2018/19



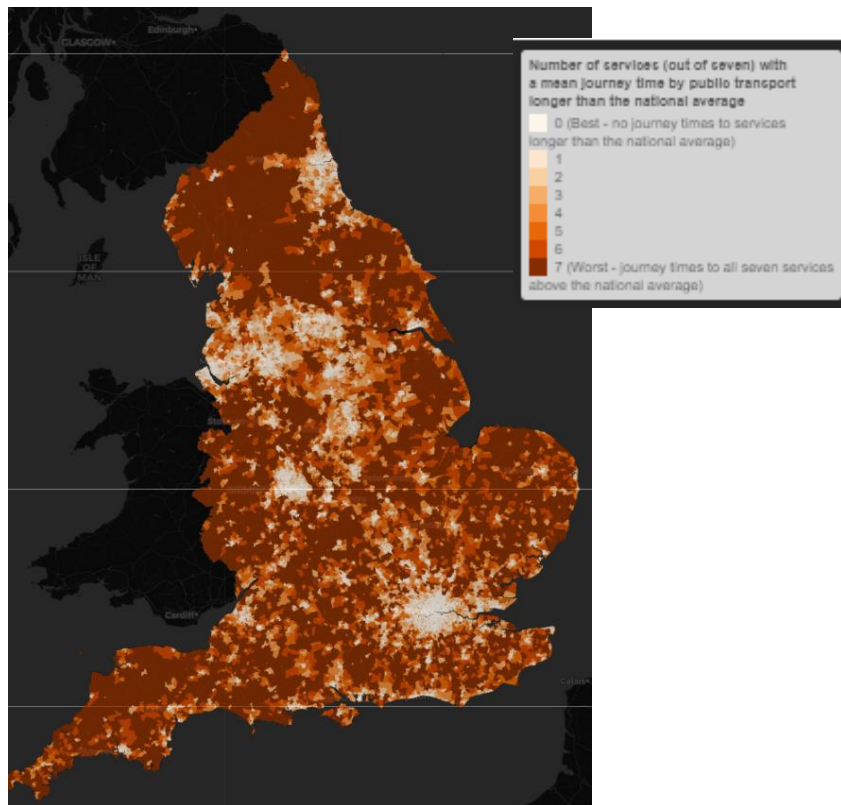
# Active travel – higher physical activity levels improve health

## Early deaths prevented with increased cycling and walking

Early deaths prevented per year by region: England



# Some areas have poor public transport connections to services

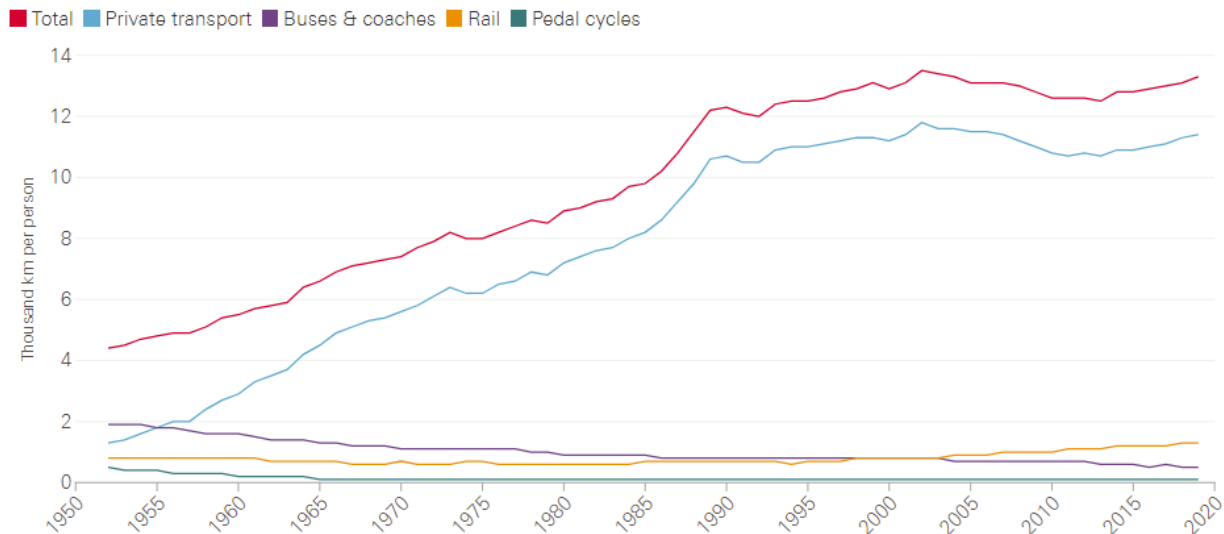


# A car-focused transport system

# Travel patterns have changed radically over the last 70 years

The vast majority of distance travelled is by private transport modes  
 Passenger kilometres travelled per person by each transport mode: Great Britain 1952–2019

Filter by mode ▾



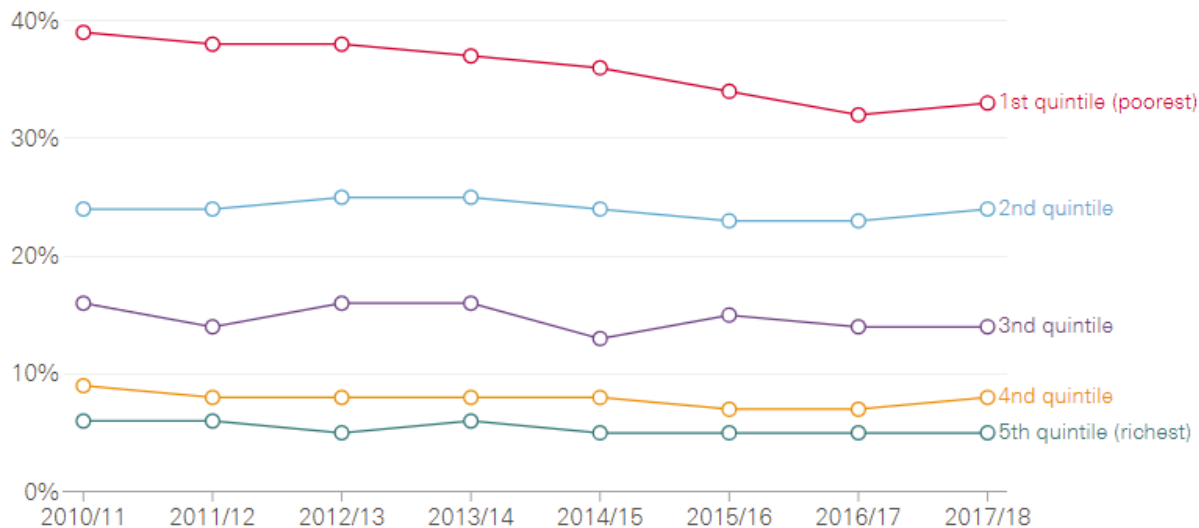
# A car-dependent transport system has risks for health

- Marginalising other road users
- Reductions in public transport services
- Reshaping the built environment

# Access to cars is limited for some people

Poorest households are close to seven times as likely to lack access to a car as the richest

Percentage of households without access to a car by net equivalised household income quintile: UK, 2010/11–2017/18

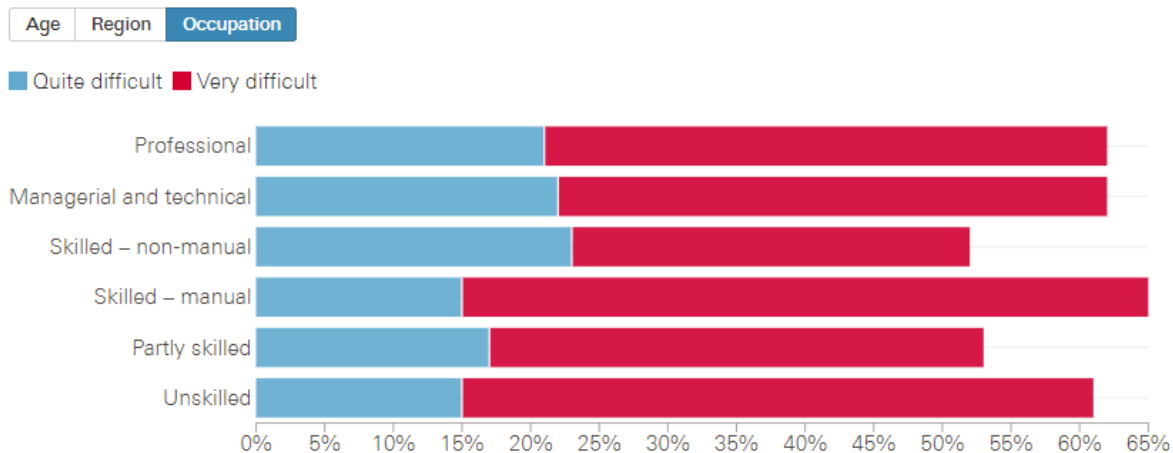




# But the majority of people rely on their car to get to work

Most drivers say it would be difficult to travel to work without access to a private vehicle

Percentage of drivers (aged 17–59 years) who say it would be difficult to travel to work without their private vehicle, by age, region and occupation: England, 2018



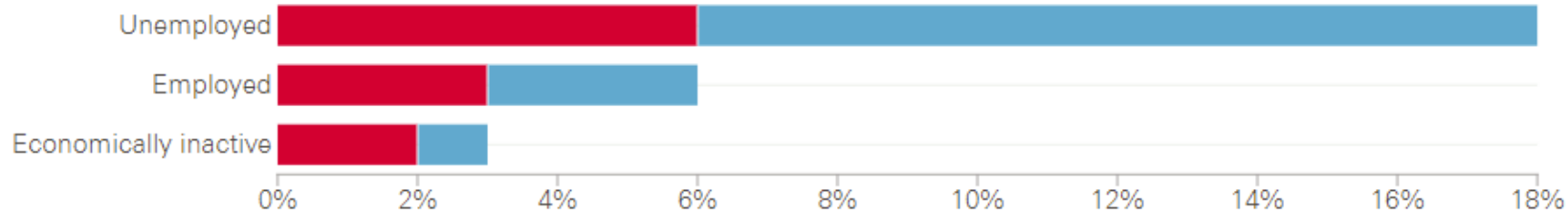
# ...or to find work in the first place

## Transport problems can act as a barrier to employment

Proportion of people (aged 21–59 years) who turned down a job or decided not to apply for a job due to problems with transport: England, 2018

**Economic status** Region Age

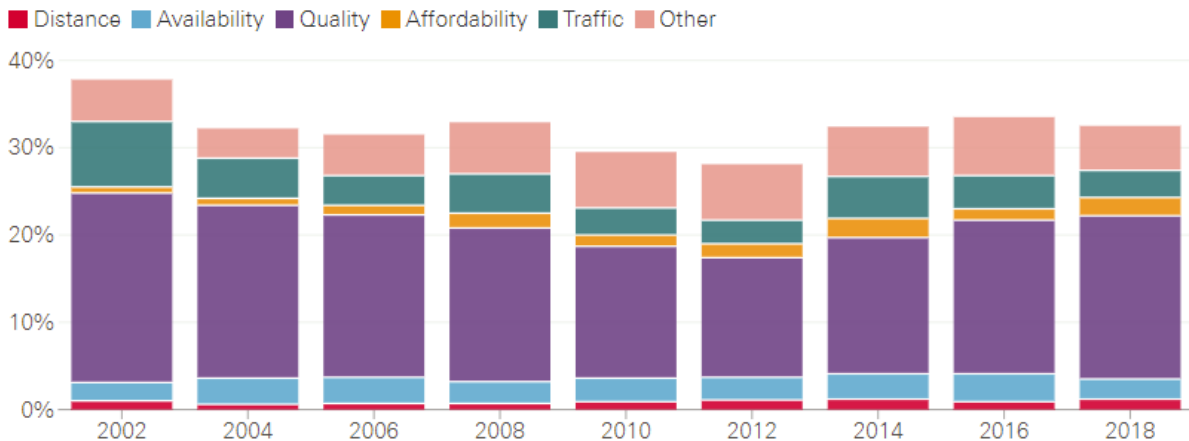
■ Turned down a job ■ Decided not to apply for a job



# Public transport problems may put people off using it

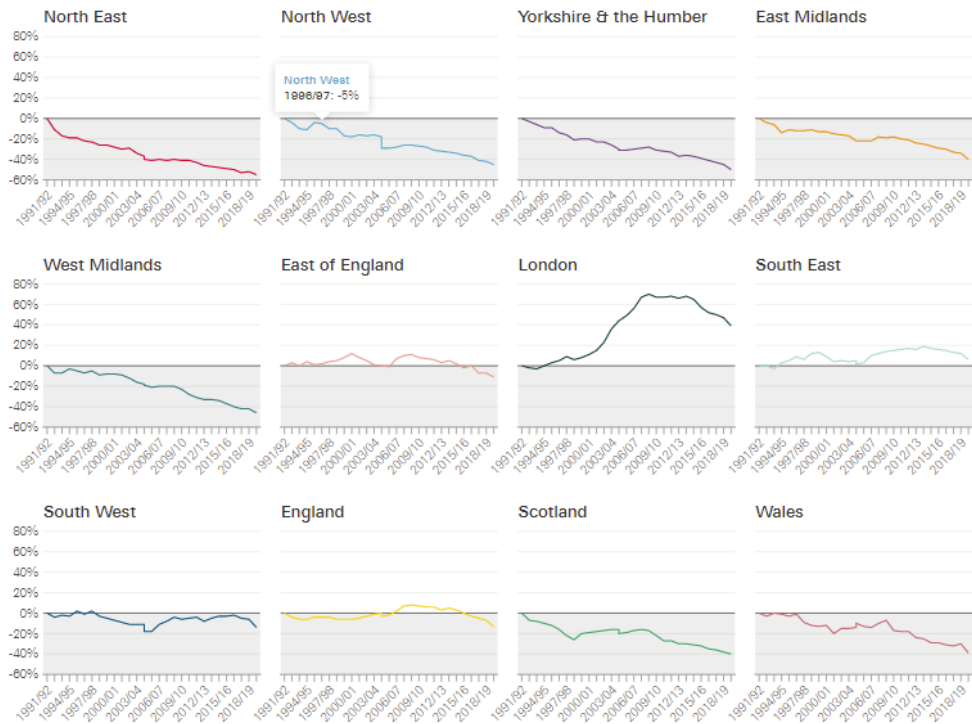
One third of people experience at least one transport problem when travelling to work using public or active transport

Share of employed people (aged 17–59) experiencing difficulties travelling to work using public transport, cycling or walking: England, 2002–2018



# Bus use has fallen for the last two decades across most regions

Index of passenger journeys on local bus services per person by region: Great Britain, 1991/92–2019/20  
(1991/92=100)

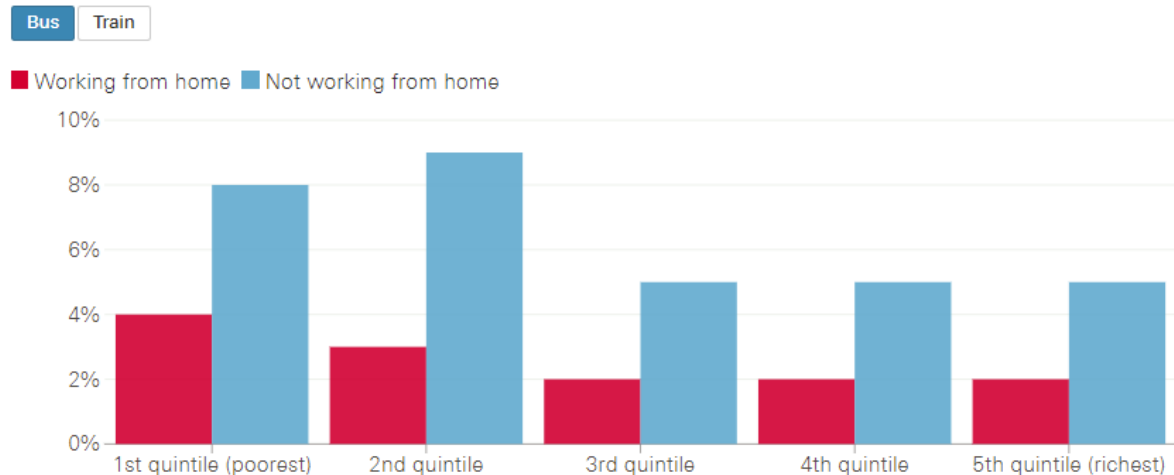


Opportunity for change?

# The pandemic has disrupted travel patterns

Members of lower-income households were more likely to use buses during the first wave of the pandemic

Percentage of workers (aged 16–64) travelling at least once or twice per week, by mode and income quintiles: UK, May 2020



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## Creating change will require concerted long term effort

- Greater coordination of new infrastructure projects with transport policies, to reduce car dependency and improve community connectedness.
- Increased safe cycling and walking facilities (such as segregated cycle lanes and secure bicycle parking facilities).
- Increasing the availability, reliability and affordability of public transport services to improve wellbeing and shift travel behaviour away from cars.

Thank you

