

# The Healthy Travel Charters



Dr Tom Porter

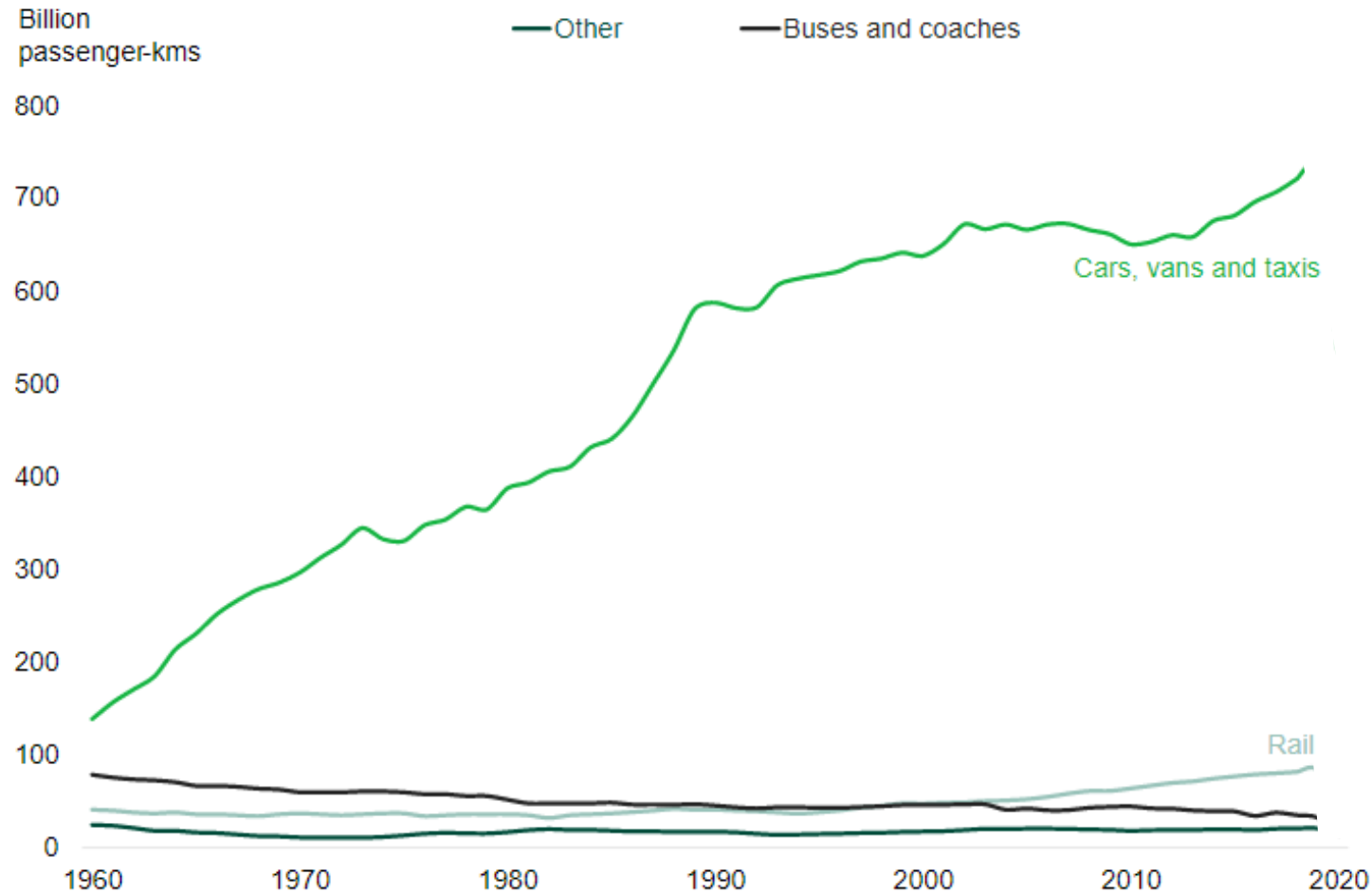
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# Background



# How we get around has changed dramatically...



Source: Department for Transport (2021) Transport Statistics GB 2021





...and has changed our environment



Most housing and commercial developments over the last 50 years have been shaped by cars, not people



# The impacts of how we travel...



Physical inactivity and  
sedentary lifestyles



Air pollution



Road traffic injuries and  
deaths



Increase in loneliness  
and social isolation



Reduction in green  
space



Exacerbating health  
inequalities



Climate change





# 78%

People who report  
sometimes or always being  
lonely in Wales

# 5-14 yrs



The most common cause of  
death for children aged 5-  
14 years is being hit by a  
vehicle



# 4x

Risk of child being hit by a  
car in most deprived wards  
compared with least  
deprived





91%

Increase in risk of type 2 diabetes associated with sedentary lifestyle



7-8 months

population reduction in life expectancy in the UK due to air pollution



Flood-related displacement of communities has been found in the UK to cause significant and enduring mental health issues





# We must act now



**United Nations**

**UN News**

Global perspective Human stories



IPCC report: 'Code red' for human driven global heating, warns UN chief

2021: "Code red"

2022: "Any further delay in concerted global action will miss a brief and rapidly closing window to secure a **liveable future**"

# 1.1°C

Global mean temperature rise in 2021 compared with pre-industrial era





2022 so far...

**Storm Franklin: Almost 50 flood warnings and alerts issues for large parts of Wales**

**'Nothing left to burn': Wildfires blaze through the Arctic**

**More than a third of Pakistan is underwater.**

**Heatwave: Fires blaze after UK passes 40C for first time**

**Europe set for record wildfire destruction in 2022**

**UK government officially declares drought in parts of England**



COP26 SPECIAL REPORT ON  
CLIMATE CHANGE AND HEALTH

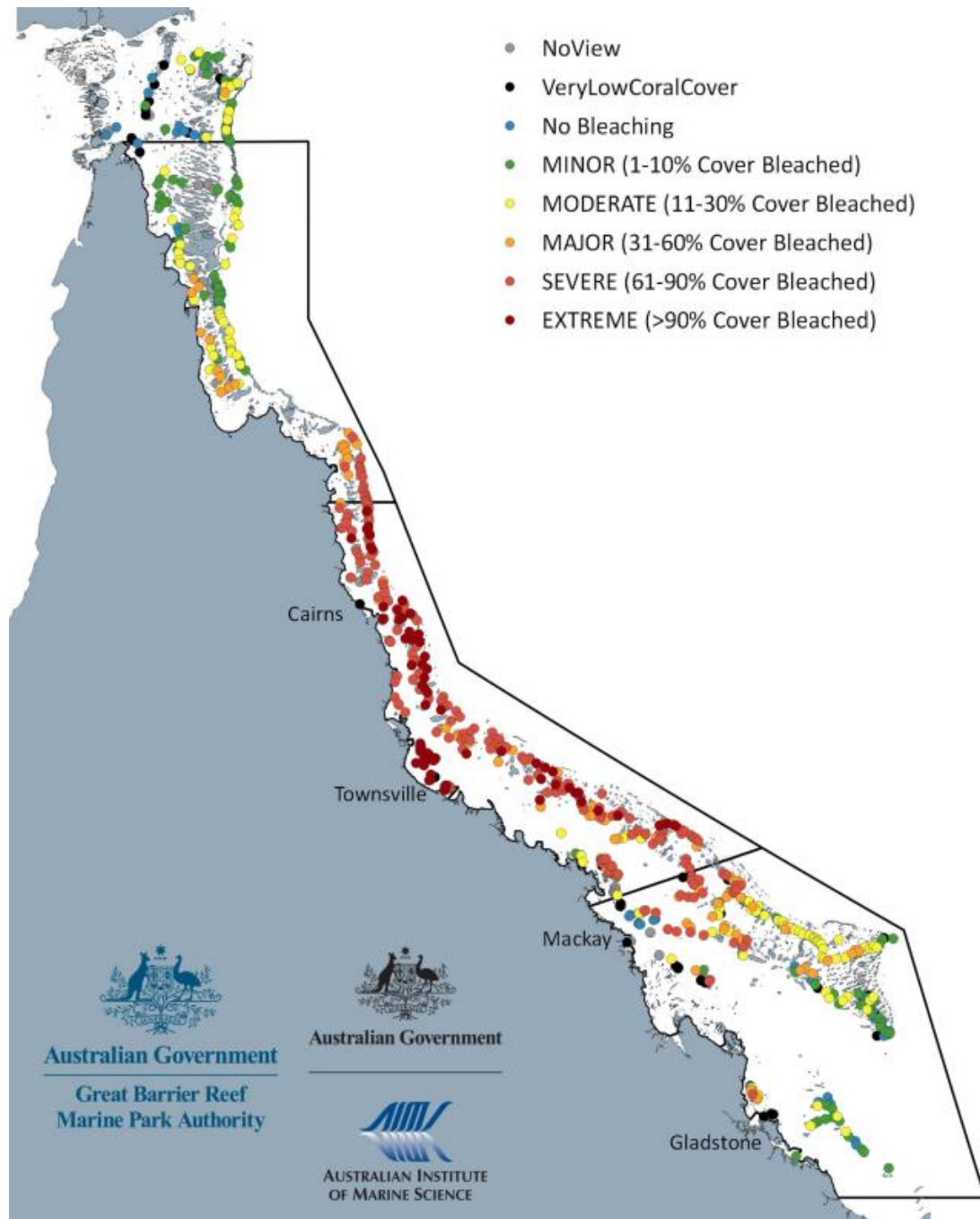
# THE HEALTH ARGUMENT FOR CLIMATE ACTION



“Climate change is the  
**single biggest health  
threat** facing humanity”

World Health Organisation  
October 2021





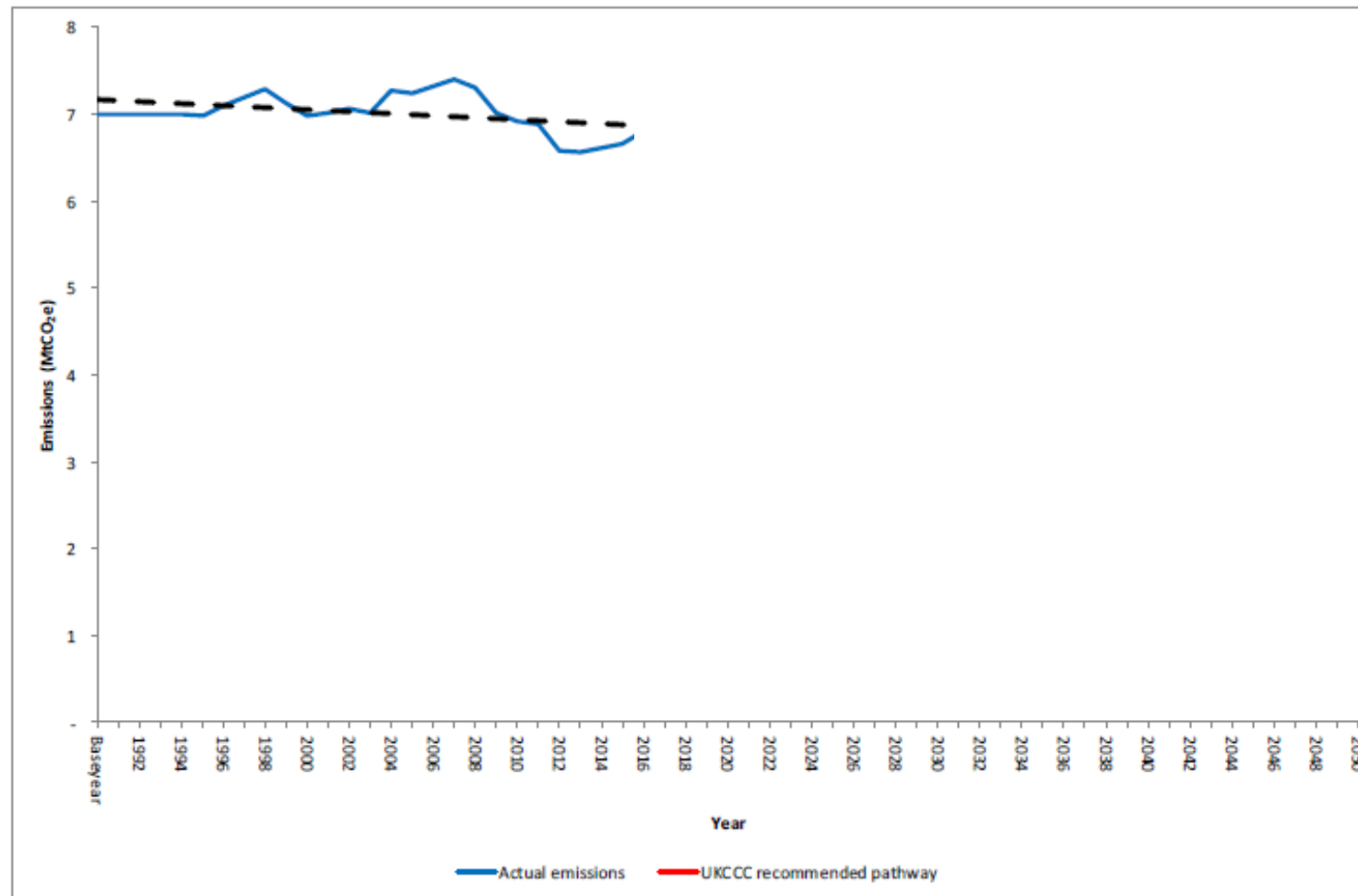
# 91%

of coral exhibited  
some bleaching on  
Great Barrier Reef in  
2021

Source: Great Barrier Reef Marine Park  
Authority



**Graph and table: UKCCC modelling to show a possible route for transport sector emissions reduction as a contribution to an 80% reduction in all Welsh emissions in 2050<sup>59</sup>**





# What we need to do



# What we need to do



Support active travel and public transport



Reduce air pollution and carbon emissions



Design well-connected and attractive communities



Protect and enhance our green space



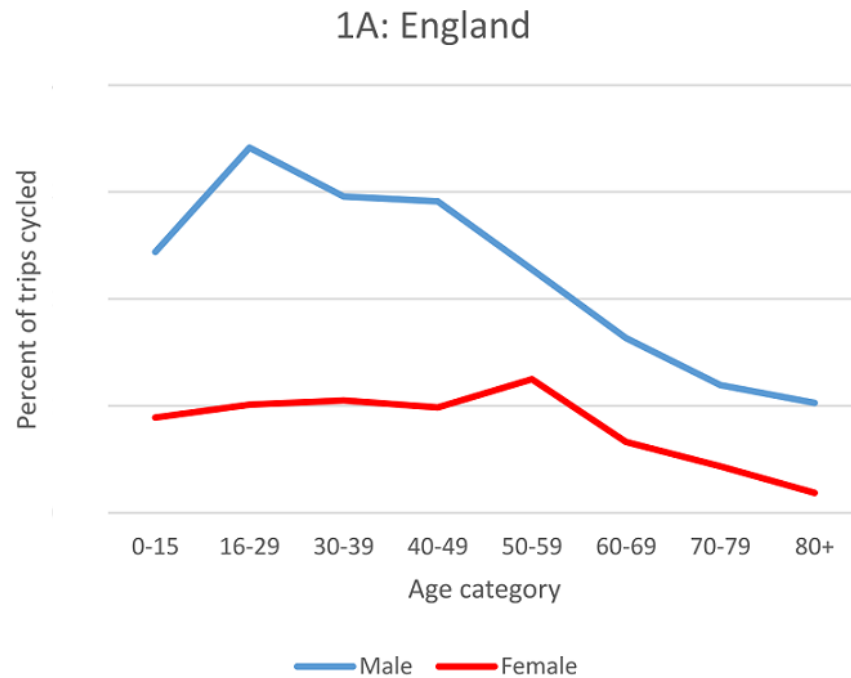
Provide leadership



Act on inequalities



# We can be ambitious



Source: Propensity to Cycle tool

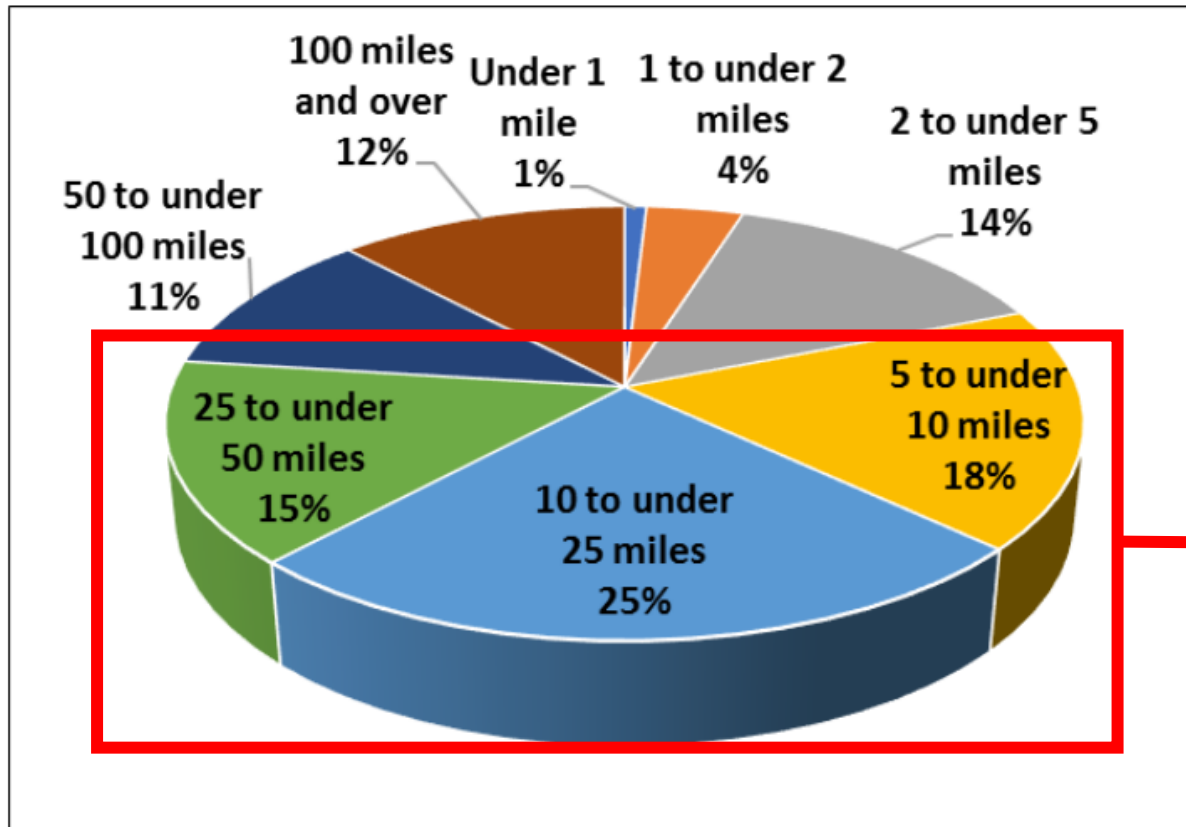






# Decent public transport is key

Figure 2: Estimated CO<sub>2</sub> emissions from cars by journey distance<sup>110</sup>



1 in 7

households don't  
have access to a  
car in Wales

58%

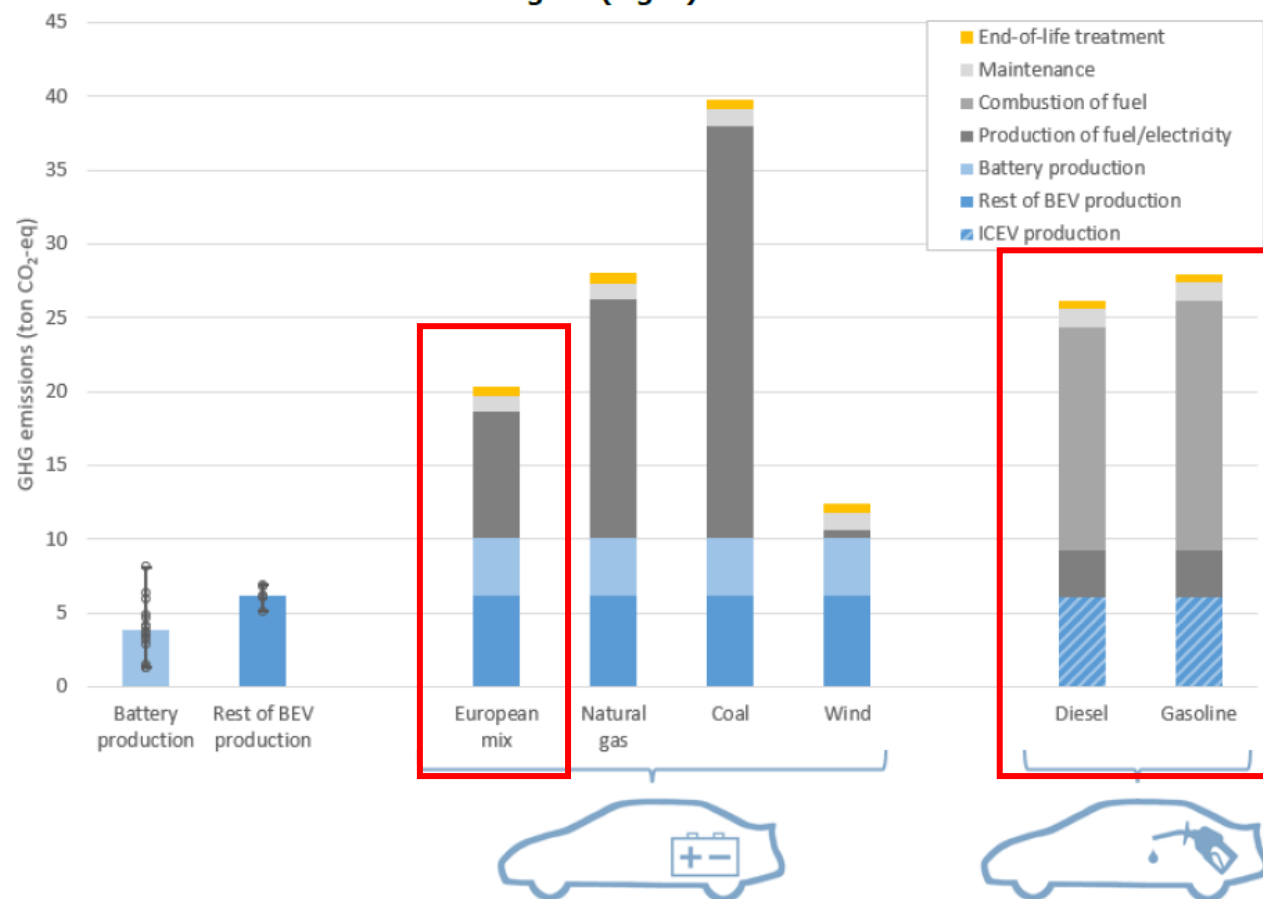
CO<sub>2</sub> due to  
journeys by car  
5-50 miles





# Beware shiny EVs

**Figure E1: Lifecycle GHG emissions of mid-sized 24 kWh battery electric (left) and internal combustion engine (right) vehicles.**



Note: The vehicle's operational lifetime is assumed to be 150 000 km.

## Tyres produce far more particles than exhausts in modern cars

Milligrams of particles per kilometre of driving



Guardian graphic. Source: Emissions Analytics

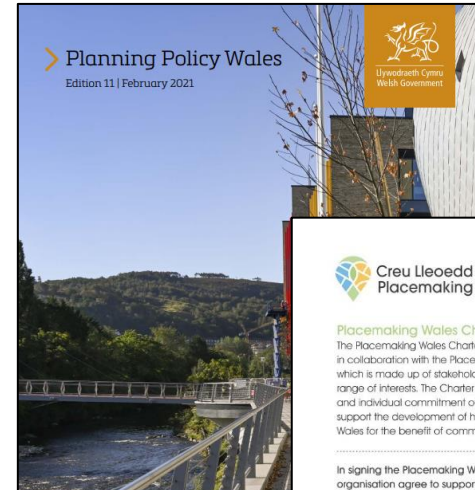




# Placemaking



Source: WG. PPW 11 (2021)



## Facilitating Accessible and Healthy Environments

Accessible and high quality green space

Accessible by means of active travel and public transport

Not car dependent

Minimises the need to travel

Provides equality of access

Feels safe and inclusive

Supports a diverse population

Good connections

Convenient access to goods and services

Promotes physical and mental health and well-being

= Design out private cars





# The importance of equality



Transport is often incorrectly considered to be 'gender neutral'. This does not account for women's unique travel needs.



Women are more likely to complete multi-purpose trips in contrast to direct commuting patterns. Limited off-peak services designed along radial commuter corridors mean these journey needs are not met.



Women are more exposed to issues of gender-based violence on public transport. Concerns over safety limits women's mobility and their independent use of public transport.



There is a huge gender imbalance in the transport industry with women only accounting for 21% of the overall workforce in the UK.





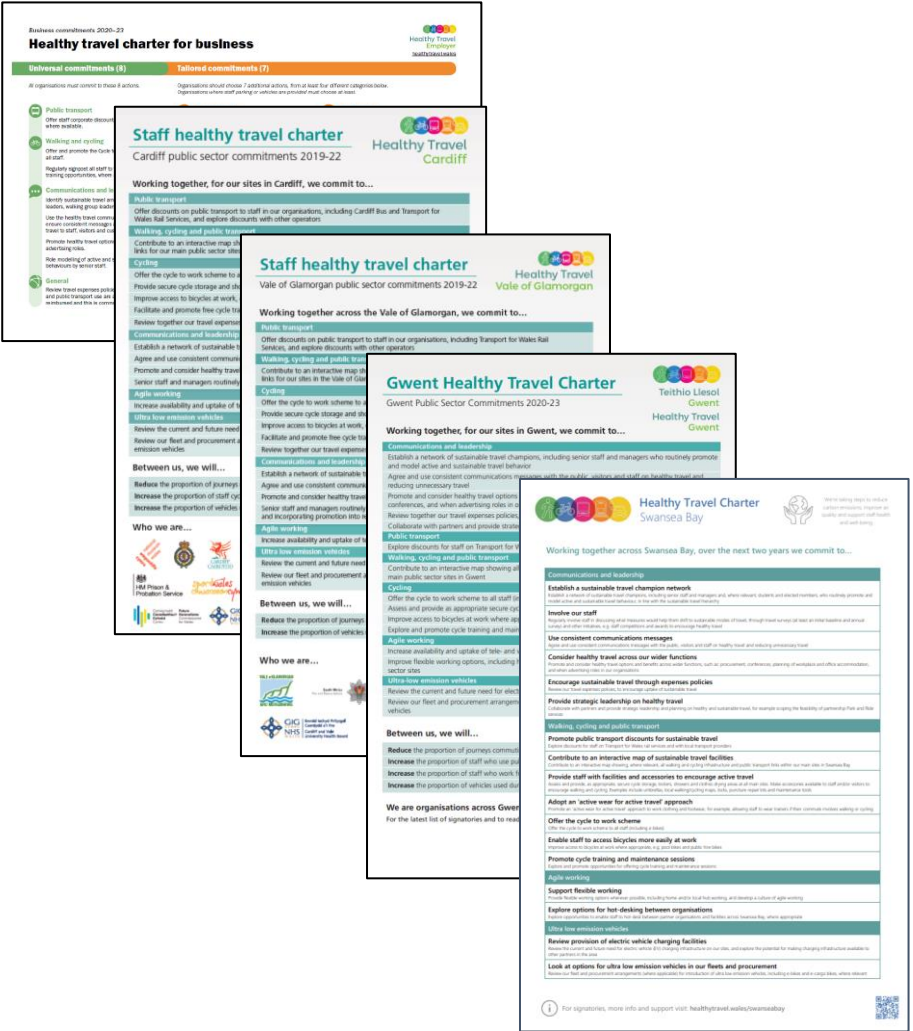
Provide leadership

30%

working adults  
employed in  
public sector in  
Wales



# The Healthy Travel Charters



14

Commitments  
over 3 years

Supporting...

- Walking and cycling
- Public transport
- Ultra low emission vehicle use
- Agile working



Healthier,  
happier, more  
productive staff

Improved air  
quality

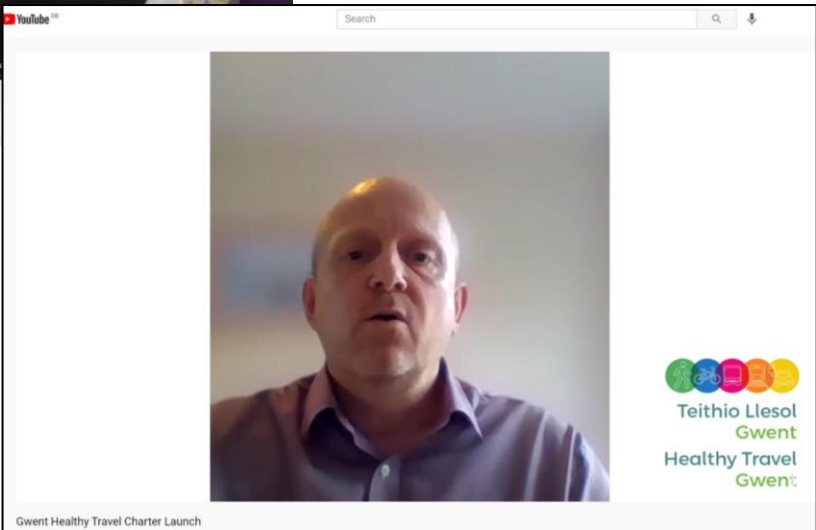
Reduced CO<sub>2</sub>  
emissions

Reduced health  
inequalities





# Visible senior leadership



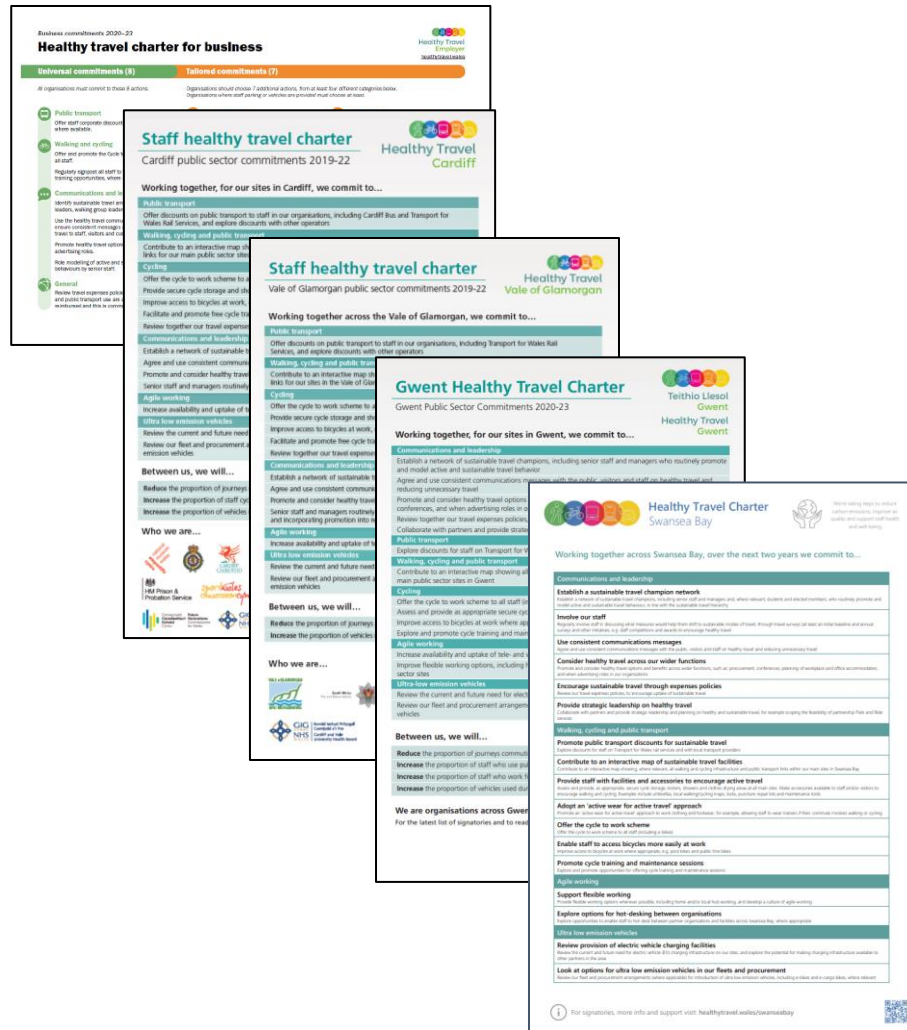
# Charter signatories to date

major organisations  
signed to date 60





# The Healthy Travel Charters



Co-produced

Achievable but stretching

Part of a wider set of actions required

- Progress
- Evaluation



# Lessons learned

- **Worked well**

- Coproduction in each area, with local lead
- Engagement of senior as well as operational staff, via PSBs
- Sharing practice from each area, not starting from scratch
- Engagement between LAs and wider public sector partners – e.g. on transport plans
- ‘Collective bargaining’
- Broadening and maintaining interest in otherwise ‘niche’ topic
- Balance of governance – self assessment

- **Challenges / learning**

- Keeping momentum on implementation after first sign up
- Committing funding where required
- Evaluating – issues with staff surveys
- Covid-19
- Changeover of lead staff – explain and make case again
- Dedicated time to work with organisations – HT officer role has helped
- Other actions required too





# Level 2 Charter

### Siarter Teithio Llesol

#### Lefel 2

1

Cymerech gamau cyffwrdd i leihau allyriadau carbon, gwella ansawdd yr aer a chefnogi iechyd a lesiant staff

2

Bodlonwch ymrwymiadau yn llawn o leson ddyfodlyn, a pharhewch i gynnal statws Lefel 2 yn rheolaidd wedi hyn

Ymrwymiadau cyffredinol

*Yn holl sefydliadau i ymuno â'r rheol...*

Ymrwymiadau cyffredinol (parhad)

### Healthy Travel Charter

#### Level 2

1

Take rapid steps to reduce carbon emissions, improve air quality and support staff health and well-being

2

Meet commitments fully within two years, and continue routinely after this to maintain Level 2 status

Universal commitments

*All organisations commit to these...*

Universal commitments (cont.)

**Senior leadership and accountability**

**Identify a named senior lead**

Identify a named senior lead for healthy and sustainable travel, who regularly reports progress on implementing the measures in this Charter, and any other relevant initiatives, to the senior management team (or equivalent)

**Agree a corporate budget**

Agree a dedicated recurrent corporate budget to support healthy and sustainable travel, including infrastructure and facilities on your site(s) as required, and promotional and behaviour change initiatives

**Culture change**

**Implement a culture change programme**

Implement a corporate culture change programme to widely promote the benefits of healthy and sustainable travel, with ongoing staff engagement. Face-to-face meetings, including events and conferences, should be held at a site easily accessible by walking, cycling or public transport, or an online option provided. You may also consider introducing prize draws or other incentives for staff travelling sustainably

**Listen and respond to staff views**

Engage with staff at least annually to find out their views on how well the organisation is supporting them to travel sustainably, identify any common issues or barriers raised, and take action to address these wherever feasible and appropriate

**Take an inclusive approach, supporting equality and diversity**

Support all staff and visitors to use sustainable travel options, regardless of gender, age, disability and ethnicity. Facilities provided for walking and cycling should support staff similarly, for example providing sufficient space for adapted cycles

**Support home and agile working**

**Offer agile working to staff, as appropriate to role**

Offer and promote to all staff the ability to work from home or an alternate base for the equivalent of two or more days per week for a full-time employee, unless there is a specific business or welfare reason for a particular role or individual which prevents this

**Organisational policies and travel planning**

**Implement sustainable travel plans**

Develop, maintain and implement a sustainable travel plan for each site of your organisation, including sites with no or few staff routinely present. You should measure the travel modal split for staff commutes (where relevant) and business travel at least annually, to assess progress

**Make sustainable travel the default for business travel**

Require business travel to be made by the most sustainable option possible, in line with the sustainable transport hierarchy. Expenses for taxi or private car should be reimbursed only if it can be demonstrated that more sustainable options (walking, cycling or public transport) are not possible or are inappropriate. A standard fourchette for employees to follow when considering business travel should support the decision-making process, and you should promote the availability of travel expenses for sustainable travel. You may also consider the feasibility of reducing the allowance for private car use. Staff should have sufficient time in their day to travel to face-to-face meetings by walking, cycling, or public transport, whenever these options are available

**Organisational policies and travel planning (cont.)**

**Provide personalised travel planning to staff**

Include personalised travel planning as a routine part of the induction programme for new employees, with a further offer at regular intervals thereafter to all existing staff, supporting and encouraging staff to travel by walking, cycling or public transport as the default

**Set ambitious modal shift targets**

Set ambitious internal targets to reduce the proportion of staff commuting to work by private car each day. For large organisations (over 1000 staff), or smaller organisations where appropriate, separate targets should be agreed for major departments or divisions. Where over 50% of staff currently commute by private car, a reduction by a minimum of 10% of the current rate per year should be set (e.g. if 60% of staff currently travel to work by private car, the target should be a reduction of at least 6% per year). Avoiding a commute by working from home can contribute to achieving the target

**Tailored commitments**

*If your organisation has at least one permanent workplace, choose two commitments below, otherwise choose one. If you provide vehicles or parking for staff you must choose at least one from the first category*

**Incentivise walking and cycling**

**Achieve Cycle Friendly Employer accreditation**

Achieve Cycle Friendly Employer accreditation at Bronze level, or a level one higher than your existing level if you already have a Bronze or Silver award

**Incentivise public transport use**

**Arrange and promote staff discounts for all public transport providers**

Provide staff discounts on travel with all major providers of public transport, including any cycle share scheme, serving your workplace. There may already be schemes available for some of these, while some may require local negotiation with the transport provider. Discounts should be widely promoted to staff

**Disincentivise private car use**

**Restrict or reduce staff car parking**

(i) Restrict staff car parking to a maximum 3 days per week for every employee who has the option to work from home or an alternative base (with agreed exemptions where appropriate, e.g. disability, night shifts, health and well-being); or (ii) Reduce the existing number of staff car parking spaces provided by at least 30% in proportion to employee headcount; or (iii) Reserve at least 30% of spaces for use by ultra-low emission or pool cars only, and enforce this. Reductions in car parking spaces should be equitable across affected employees. You may also consider introducing or increasing charging for car parking in addition to any of these measures

**Reduce 'grey fleet' emissions**

Where private car use is unavoidable for business travel during the working day, require staff to use ultra low emission pool vehicles (provided by the organisations), or low emission car club vehicles, rather than personal vehicles

More info and support: [healthytravel.wales/level2](https://healthytravel.wales/level2)

- Increasing our ambition
- Accelerating change
- Available for sign up now

healthytravel.wales/level2

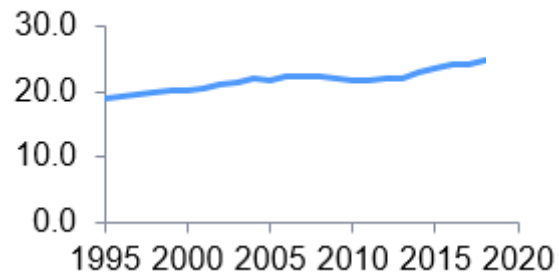
We know this is possible



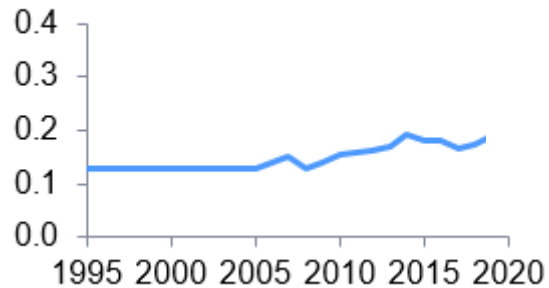
# A natural experiment

Travel mode

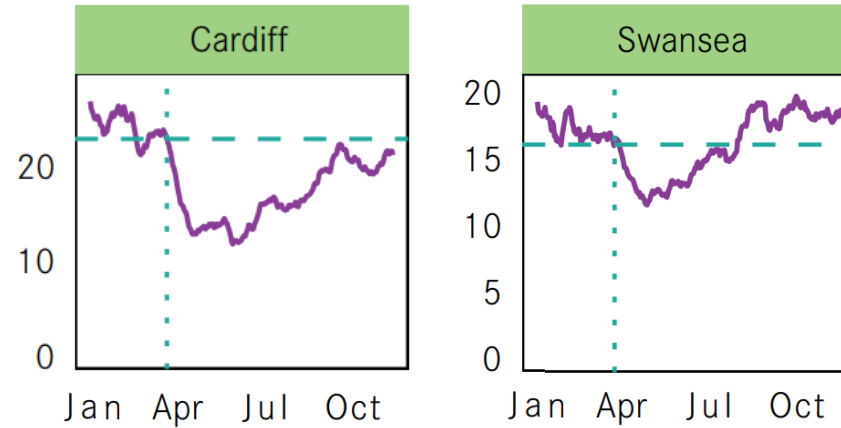
**Cars and taxis**



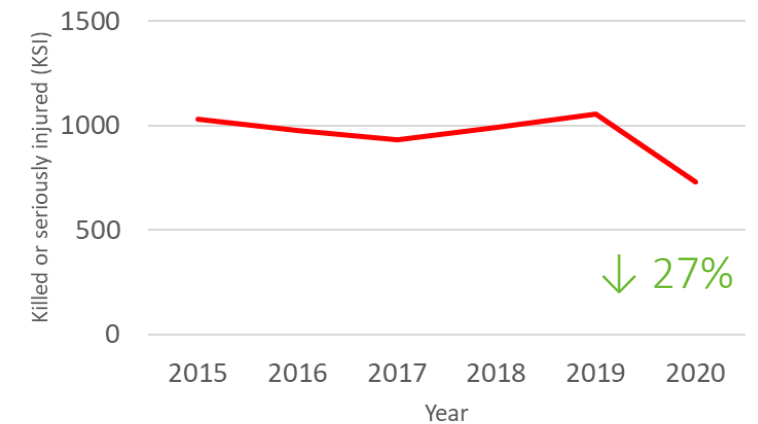
**Pedal cycles**



Urban NO<sub>2</sub>



People killed or seriously injured (KSI) on roads in Wales



If we get this right...





# Climate action brings clear health co-benefits

- Action on transport
  - ↑ Air quality
  - ↓ Respiratory disease
  - ↓ Cardiovascular disease
  - ↓ Colon and breast cancer
  - ↓ Obesity and diabetes
  - ↑ Mental wellbeing
  - ↓ Dementia
  - ↓ Injuries and deaths
  - ↓ Health inequalities
- (Oh, and ↓ CO<sub>2</sub> emissions)



= win / win





Making Wales better for  
future generations



*Diolch*



Thank you

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[healthytravel.wales/](http://healthytravel.wales/)  
[teithiollesol.cymru](http://teithiollesol.cymru) 