
Meeting: Transport for the North Board Chief Executive Consultation Call

Subject: Transport and Health Policy Position

Author: Tom Jarvis, Senior Evidence & Analysis Officer

Sponsor: Tim Foster, Interim Strategy & Programme Director

Meeting Date: Wednesday 14 December 2022

1. Purpose of the Report:

- 1.1 To introduce TfN's draft Transport and Health Policy Position, provided in Appendix One.

2. Recommendations:

- 2.1 That the Board approves the Transport and Health Policy Position as set out in Appendix 1 to this report.

3. Main Issues:

Policy position background and context

- 3.1 In 2022/23, Transport for the North (TfN) undertook research with Cambridge Econometrics and Cavill Associates on the impacts of the transport system on health and wellbeing. This research brought together evidence on the range of impacts of the transport system on health and wellbeing, quantified these impacts, and facilitated analysis of variations in these impacts across the North. The research report produced from this is included as a background paper.
- 3.2 The research demonstrated a clear health inequality challenge in England. For example, the 2019 English Indices of Deprivation found that the North contains over double the number of areas with very high levels of health deprivation than would be expected based on the population share alone.
- 3.3 The causes of health and wellbeing inequalities in England are multiple and complex. However, both TfN's research and the wider body evidence on the determinants of health and wellbeing in England demonstrate that the transport system has a significant role. The five key impacts highlighted in TfN's research are: (1) Road traffic incidents and safety, (2) access to healthcare, (3) air pollution, (4) noise pollution, and (5) physical inactivity.
- 3.4 The draft policy position reflects and responds to a number of challenges. These include the complex and multi-dimensional relationship between transport and health, the fact that health impacts from transport often fall on non-users and are therefore not reflected in user costs, and the need to reduce levels of car-dominance and car-dependency if significant progress is to be made on reducing negative health externalities from the transport system.

TfN's role on transport and health

- 3.5 The draft policy position sets out the following actions for TfN to respond to the challenge evidenced by the research:
- 1) *Vision zero for the major and strategic roads network:* TfN will adopt a vision for zero deaths and serious injuries on the major and strategic roads network by 2050, and will consider this vision in developing future policy related to this network. Both Transport for London and Transport Scotland have taken a similar stance in relation to their transport networks.

- 2) *Enhance links with OHID and local Directors of Public Health:* TfN will enhance its links with the Office for Health Improvement and Disparities (OHID) and with local Directors of Public Health in the North. This will develop new arrangements for evidence sharing on the impacts of transport on health, and identify evidence gaps of mutual interest.
- 3) *Enhance evidence on access to healthcare and links to health inequality:* Despite methodological development undertaken in 2021/22, it is not currently possible to quantify the link between changes in access and changes in health outcomes. Subject to available resources, TfN will undertake research to address this significant evidence gap.
- 4) *Develop a severance tool:* In 2021/22, TfN developed a methodology to estimate severance effects caused by major road and rail infrastructure. However, the level of data required, and the methodological complexity of this approach, means that it is not easily transferable to other contexts. Subject to available resources, TfN will work to overcome these methodological challenges, and provide a transferable tool for Local Authorities to estimate the severance impacts of road and rail infrastructure.
- 5) *Develop a broader impacts costing tool and estimate for the North:* TfN will collate existing evidence and, if required, conduct additional research, to establish the whole systems impacts of different transport modes in the North and carry out a comparative analysis against existing pricing models. This is with the intention of supporting policy-makers in decisions on road user charging, parking policy, public transport fares, and investment in active travel.
- 6) *Support partners in identifying areas with poor access to health services:* TfN's transport-related social exclusion data tool allows Local Authorities and other stakeholders to access Lower Layer Super Output Areas (LSOA)-level data on access to jobs, education, and key services – including healthcare. TfN will promote this tool and provide support to partners in using it to identify areas in where there is both poor access to healthcare and high levels of need.
- 7) *Measure progress towards health outcomes:* TfN's Monitoring and Evaluation Framework includes several health-related metrics and provides a transparent means of monitoring progress towards the ambitions set out in Strategic Transport Plan.

Next steps

- 3.6 The policy position and supporting research will be published by TfN and will inform the development of the second Strategic Transport Plan being prepared by the Executive. In addition, this work, together with TfN's work on Transport Related Social Exclusion, provides the evidence base that will enable the wider benefits and implications of proposed transport solutions to be fed into their business cases.

4. Corporate Considerations

Financial Implications

- 4.1 There are no direct financial implications arising from this report. The financial implications of further work will be considered as part of the business planning and budgeting process for future years.

Resource Implications

- 4.2 Any resourcing implications to TfN as a result of this policy will be considered as part of TfN Business Planning Process for FY2023/24.

Legal Implications

- 4.3 Transport for the North has a statutory duty to prepare a Strategic Transport Plan (STP) and the Health Policy Position forms part of the preparation for the revised STP.

Risk Management and Key Issues

- 4.4 There are no risk implications arising from this report.

Environmental Implications

- 4.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (SEA) or EIA. The protection and enhancement of health and wellbeing is an important objective within our existing STP and intrinsically linked with a fair decarbonisation transition within TfN's Decarbonisation Strategy. This policy position and the activities laid out within it, will support the objectives of both these documents.

Equality and Diversity

- 4.6 The draft policy position responds to evidence of significant health inequalities in England, and the concentration of poor health outcomes in the North. These health inequalities are known to disproportionately impact those on low incomes, people with disabilities, ethnic minority communities, and young people. The actions set out in the draft policy position are intended to develop evidence and support TfN's partners in addressing these inequalities, where they relate to transport.

Consultations

- 4.7 None

5. Background Papers

- 5.1 Transport, Health, and Wellbeing research report

6. Appendices

- 6.1 Appendix 1 Draft Transport and Health Policy Position