



Transport and Health Integrated research Network **THINK**



2022 - 2023 Annual report

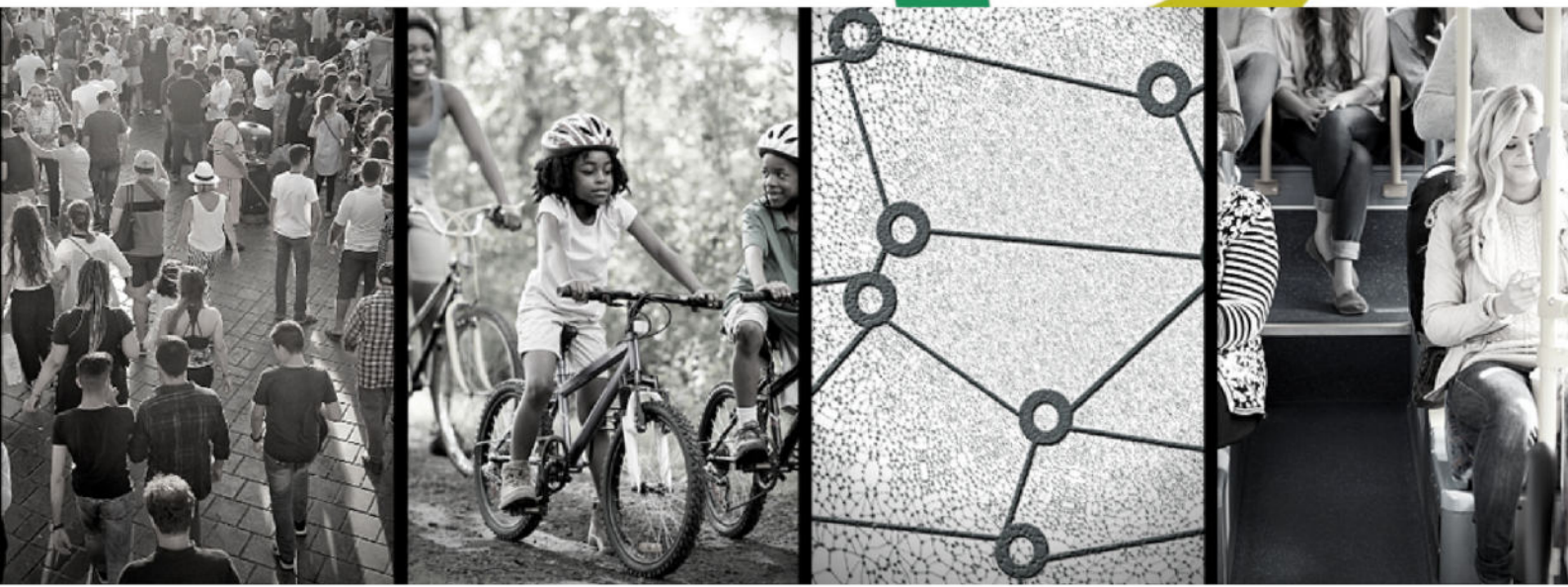




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Core Metrics

Reporting period: 2022/2023

Health and Care
Research Wales
infrastructure award
to the group



Direct
funding
awarded
£137555

Jobs created
through direct
funding



Grants won during reporting period

Grants won	Led by group	Group collaborating
Number	3	1
Value	£243085	£49663
Funding to Wales	£243085	£6845
Funding to group	£243085	£0
Additional jobs created for Wales	3	0
Additional jobs created for group	3	0



Number of publications



Number of public
engagement events



Number of public
involvement opportunities



Introduction from the Transport and Health Integrated Research Network - THINK Co-Directors



It is an immense privilege to head up the Transport and Health Integrated Research Network (THINK).

We are delighted to have had this network funded by Welsh Government via Health and Care Research Wales and it is already bringing together people working in transport and health across Wales, the UK and beyond. Coupled with Wales' progressive transport policies, and ever improving understanding of the relationship between transport and health we believe that we are really contributing to making better, more sustainable, communities for us all to live and work in.

THINK has grown hugely over the past year. We have created space and resource to bring people working in transport and in health together, including people from policy, practice, charities, third sector and academia. We have also worked with the public to understand what they are concerned about in transport and health. In creating this space, we hope to develop new ways of working that lead to innovative and exciting projects that help us in our understanding of the interaction between transport and health and how to deliver healthier transport systems for all.

In THINK we concentrate on 4 key areas:

- The impact of vehicles on health due to air and noise pollution;
- Injuries and deaths stemming from vehicle crashes;
- The impact of active travel (walking and cycling) on health and;
- The impact of vehicles on community health and wellbeing including community severance (the impact of vehicles dividing communities)

But in researching transport and health, other issues are emerging, for example transport poverty, transport inaccessibility and health inequality all go hand in hand. There is also a need to understand transport from a more community based perspective, involving more people in all stages of decision making.

It is great to see the network taking off; people and organisations in the network are coming together in new partnerships, developing new ideas and new ways of working and learning from each other. As the network has developed and our activity has increased, we have been able to take on an additional researcher, who will join us in the summer.

We have a full programme of exciting events coming up over the next year to develop the network further and contribute to change. Please do get involved if any of our work interests you. We look forward to working with you.

Dr Sarah Jones, Public Health Wales and Prof Charles Musselwhite, Aberystwyth University

**TRANSPORT AND HEALTH INTEGRATED RESEARCH NETWORK
ANNUAL STAKEHOLDER REPORT 2023**

Transport Policy and Health in Wales



THINK sits within [Aberystwyth University](#) in rural West Wales which gives us a unique geographical lens through which to view the impact of transport on health and wellbeing of the population. Being within Wales we are also fortunate to have some of the most progressive transport policy in the World, further giving us an opportunity to look at the relationship between transport and health in a wider sustainability context.

The latest [Wales Transport Strategy](#) was published in March 2021 and has three priorities:

- 1.To bring services to people, reducing the need to travel;
- 2.To allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and
- 3.To encourage people to make change to more sustainable transport.

Underpinning the strategy, the Welsh Government has the [Well-being of Future Generations \(Wales\) Act](#) which means any public funded body must be shown to improve the social, economic, environmental and cultural well-being of Wales through:

- taking account of the long term
- helping to prevent problems occurring or getting worse
- taking an integrated approach
- taking a collaborative approach, and
- consideration and involvement of people of all ages and diversity.

The laudable goal of the Wales Transport Strategy is aligned with this, to create an environment that is good and healthy for people and communities, the planet, the economy and for Wales in terms of place, culture and identity, entwined with the Welsh language.

The strategy also has at the heart of it the [Sustainable Transport Hierarchy](#) which prioritises active travel (walking and cycling), followed by public transport, then low emission vehicles, and finally at the base other private motor vehicles.

Furthermore, the Welsh Government was the first country in the world to have an [Active Travel \(Wales\) Act 2013](#) which requires local authorities to consider and plan for the needs of active travel.



Well-being of Future Generations (Wales) Act wellbeing goals

Transport Policy and Health in Wales



The transport strategy is fully aligned with the **Net Zero Wales Carbon Budget 2** and adopts an approach to reduce emissions from transport by 22% by 2025 and 98% by 2050. It aims to reduce car miles per person by 10% by 2030, and increase public transport trips by 35% and active travel trips by 39%. Contributing to this approach, the Welsh government commissioned a [Roads Review](#) and published, [The Future of Road Investment in Wales](#). The outcome of the report is Welsh Government's [roads policy](#) showing they will now only invest in new road building:

- 1.To support modal shift and reduce carbon emissions.
- 2.To improve safety (through small-scale changes).
- 3.To adapt to the impacts of climate change.
- 4.To provide access and connectivity to jobs and centres of economic activity in a way that supports modal shift.

In more detail, the **Roads Review Panel** report defines four conditions that investment schemes should meet as follows:

1. Minimise carbon emissions in construction;
2. Not increase road capacity for cars;
3. Not lead to higher vehicle speeds that increase emissions; and
4. Not adversely affect ecologically valuable sites.

Finally, Wales is also set to become the first UK country to have a default 20mph speed limit reduced from 30mph after Ministers in The Senedd passed the law on 12th July 2022. The law is needed to support the change in strategy focus to placing the emphasis on active travel. The change in law has huge public health benefit, with the obvious reduction in speed resulting in fewer injuries and deaths from road vehicles. But it also encourages more active travel, people are more likely to want to walk and cycle if transport isn't so fast and dangerous.

We look forward to looking at the impact of these progressive transport strategies on creating healthy sustainable communities within Wales and helping these be adopted far and wide.



Meet The Team



Co-Directors

Dr Sarah Jones is the Co-Director of THINK and a Consultant in Environmental Public Health with Public Health Wales. Sarah has a long-standing interest in road traffic injuries and inequalities.

Her PhD studied child pedestrian injuries and deprivation and she has been an advocate for the introduction of Graduated Driver Licensing for many years.

In recent years, her interest has developed more widely to cover the links between transport and health, including work around the introduction of a default 20mph speed limit in Wales.

Co-Directors

Professor Charles Musselwhite is Professor of Psychology at Aberystwyth University. He is Co-Director of THINK. His research involves applying psychology to understanding and improving people's mobility including relationships between the built environment and transportation and health and wellbeing. In particular, he has expertise in environmental gerontology, examining relationships between environment and health in later stages of life, including older people's road user safety, giving-up driving, reducing isolation and loneliness and creating age friendly neighbourhoods and communities.

He has worked on around 40 projects as Principal Investigator or Co-Investigator totalling over £25m research income. He is also currently co-Director of the Centre for Ageing and Dementia Research (CADR), funded by Welsh Government through Health and Care Research Wales. CADR brings together research in ageing with policy and practice across Wales. He has over 65 research publications, including authoring 5 books. He is Editor-in-Chief for Elsevier's Journal of Transport & Health and on the editorial board for Age Cymru's EnvisAGE and Elsevier's Research in Transportation Business & Management. www.drcharliemuss.com



THINK Core Team



Dr Lucy Baker is Research Associate in the School of Psychology, Aberystwyth University. Lucy will be supporting THINK research activities, bringing together and sharing knowledge and evidence, engaging with the public and stakeholders, developing funding bids and a future portfolio of research and activities for THINK.

Lucy is interested in developing research that examines how health inequalities are structured, what transport and urban planning have to do with disparity in health, wellbeing and care, and what we can do to reduce health inequalities to enable a higher quality of life for all. Lucy's prior research has explored digital platform labour in India and how it intersects with new money technologies with a view to increase the social equity of innovations, future work and the use of big data. Her doctorate explored the transfer of cycling mobility interventions to developing countries with fieldwork based in Namibia.

Amy Nicholass is the Project Officer and first point of contact for enquiries for the THINK. Amy holds a Master of Environmental Science degree and previously managed research projects related to environmental and health challenges whilst working at the University of Cambridge Institute for Sustainability Leadership and whilst in the policy team at Eunomia Research and Consulting. Amy has managed two previous networks – ClimateWise and Go Green, working with hundreds of businesses to facilitate their knowledge and experience sharing. She has a particular interest in looking at transport and health from an interconnected systems perspective. Amy also has lots of experience of organising online and in-person engagement events with practitioners and the general public.





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 via workshops with key stakeholders aimed at maximising impact.

Research Development Activity - Ongoing Foundry Research Explorations

1. **The role of machine learning, sensors and other technology such as adaptable signage to empower pedestrian safety, especially in rural areas with no pavements.** Currently a collaborative exploration between Aberystwyth University Computer Sciences and Aber Business School looking to use a co-production/ user centred design approach. We welcome other collaborators from academia and beyond.
2. **The role of cargo peddle bikes and cargo e-bikes to tackle the logistics challenges of health care providers** (e.g. waste collection, movement of mail and files, movement of samples, movement of staff across sites/ between GP surgeries etc). Currently looking at Hereford Pedicabs and Hereford Pedicargo as a case study and welcome other UK and international case studies for taking part in research and sharing good practice.
3. **How resilient is UK transport (including active travel) infrastructure to climate change driven extreme weather events?** Currently planning a seminar on this theme in the autumn.
4. **Improving walking standards for the UK in relation to new housing developments and also existing settlements.** This work is looking at standardising the approach that councils across the UK take when it comes to assessing new housing developments (and existing settlements) and how walkable/wheelable key facilities are such as local shops, doctors surgery, banks etc. Currently exploring with THINK members of a working group on this topic but welcome new input and new members. Material from this exploration can be found elsewhere on our website <https://think.aber.ac.uk/resources/active-travel-resources/>
5. **How can computer mapping of accessibility to various day to day and leisure facilities by various modes of transport help commissioners of transport infrastructure make better planning and spending decisions?** This exploration is currently taking place within the Community of Practice on 'Research, data collection and tools for decision making'. We welcome new participants to the Community of Practice to take part.
6. **The role of TV and films in perpetuating car culture and how can these opportunities to engage the public help to support walking, cycling and public transport culture?** Currently an exploration with Aberystwyth University Department of Theatre Film & Television Studies but welcome new participants, especially if you commission theatre, TV, film or radio work.
7. **Steering group support for the Healthy Travel Charter authors in the region.** Currently an exploration with The Dialogue Centre and Hywel Dda University Health Board.

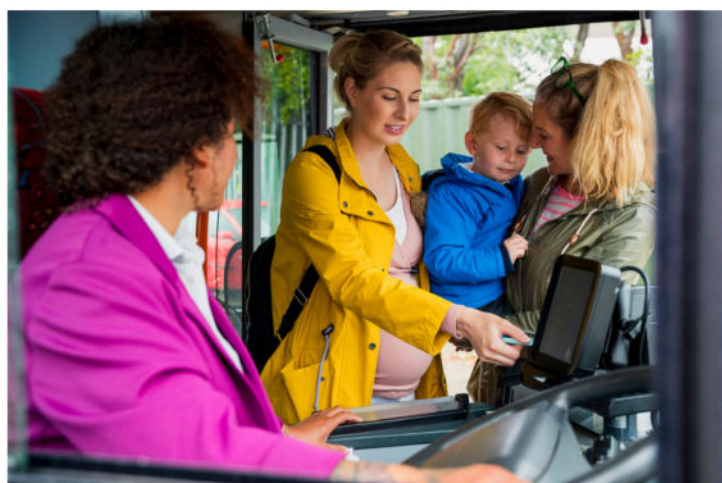


UPDATE: Gender+ Bus Wales: tackling sexual harassment and violence against women for a gender-inclusive bus service in Wales



The Waterloo Foundation Grant has enabled the recruitment of a Research Assistant to the team - Catrin Wallace who will be supporting the research from March 2023 until June 2023.

Many women experience gender-based harassment in public as part of their everyday mobilities and some experience more severe forms of violence. The fear of being victim to various intrusive, verbal, physical and threatening behaviours prevents some women from going out at certain times of the day, visiting unfamiliar places, travelling alone or may cause women to withdraw from those around them. Gendered experiences of violence and harassment have a negative impact on women's health and wellbeing.



Over the next six months researchers Dr Lucy Baker and Catrin Wallace will be surveying and interviewing operators and other stakeholders. The research will also examine Bus Passenger Charters, which are policy documents outlining what passengers can expect as part of the services provided by bus operators, often written in agreement with local authorities and which sometimes contain information about the strategies used to safeguard passengers.

Workshops and interviews with women will be held following this stage of the project from June onwards and Lucy is liaising with Transport for Wales to hold these collaboratively and using Cardiff city centre as an urban case study. Lucy also plans to hold online workshops for people living in smaller towns and rural communities to have an opportunity to get involved in the research. The data gathered will later be used to inform a staff training pilot developed with the charity Chwarae Teg.



To increase knowledge and skills in transport and health (therefore enhancing the network).

The academy hosts the following strands of work:

- (1) Plain English summaries of research findings for practice and policy.
- (2) A seminar series on transport and health.
- (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 on Twitter, Facebook and LinkedIn.
- (8) Promotional material to support knowledge and growth of THINK

Building the network and using social media



139 Network members



We have 231 twitter followers



December News Bulletin sent out



Since September 2022

Research summaries published via the THINK Academy:

E-cycling-opportunities-for-inclusion-in-active-travel

<https://think.aber.ac.uk/think-academy-publications/>

Six new blog articles

<https://think.aber.ac.uk/explore-transport-and-health-2/>



We have 67 LinkedIn members



January online seminar on Places of Play

All figures correct as of 31st March 2023

Summaries of research findings



E-cycling: opportunities for inclusion in active travel

October 2022: Baker, L. Jones, S., Nicholass, A. Musselwhite, C. 2022. **E-cycling: opportunities for inclusion in active travel**. THINK Academy. Available at <https://think.aber.ac.uk/think-academy-publications/>

Conclusion

"With the ability to offer moderate levels of exercise intensity and to extend people's mobility, the time they spend exercising, their autonomy, and opportunities to be out in natural and social environments, e-bikes and e-trikes offer numerous health benefits. E-cycling also has potential to enable access to active travel by overcoming some of the barriers people experience related to their fitness, health, ability and/or confidence. E-bikes offer the opportunity to be in control of power-assistance and therefore, intensity of exercise which helps people with health conditions and disabilities to cycle and therefore experience the health benefits of it. Batteries help people to overcome steep inclines with confidence unlocking routes otherwise impossible to cycle, or improving the comfort and enjoyability of cycling. They afford the possibility of family oriented trips and have spurred the e-cargo bike market.

However, there are several barriers to overcome in improving the possibilities of e-cycling. Infrastructure for cycling needs to be designed and adapted for the increasing use of e-bikes taking into consideration a diversity of technologies and users aimed at improving safety and door-to-door experience. Secure, sheltered, over-night storage, parking and charging provision will be needed to suit the needs of various residential situations and different sizes of cycles.

Subsidies, grants, interest free loans and accessible hire schemes could help to improve the affordability and inclusivity of e-bikes, e-cargo bike, trikes and adapted bikes. Supportive social mechanisms that are educational and motivational would be particularly useful to introduce marginalised groups of people and novices to e-cycling. These services are mostly provided by charities and need greater financial support to develop more widely. With changes to the technologies people use to cycle, including battery assistance, adapted designs and load bearing designs, and with supply shortages and other cost of living and inflation rises, there is a need for local authorities, enforcement agencies and other stakeholders, to increase resources in counteracting bicycle theft and improving the security of public spaces."



Attendance at conferences

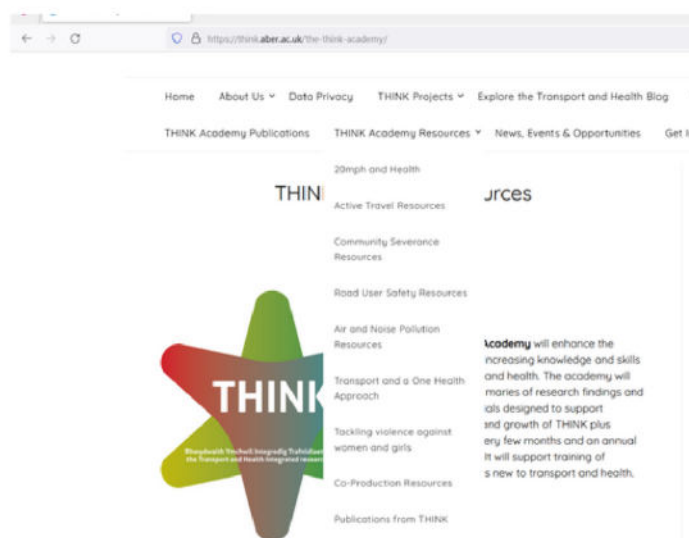


- Musselwhite, C.B.A., Baker, L., and Nicholass, A. (2022). **Opportunities for rural transport and health collaboration**. Invited presentation to Rural Health and Care Conference. Royal Welsh Showground, Builth Wells, Wales, UK. 8th November.
- Musselwhite, C.B.A. (2022). **Giving up driving in later life: Older driver safety and the importance of the social context**. Invited presentation to the Association of Road Risk Management Masterclass series. Online. 2nd November.
- Musselwhite, C.B.A. (2022). **Driver safety in later life: The importance of the social and environmental context**. Invited presentation to the Project Edward webinar. 18th October.
- Baker, L. and Nicholass, A. (2023). **Launching the THINK podcast on Community Transport**. Invited presentation to the Community Transport Association Cymru Conference - More Than Just a Journey. Aberystwyth University, 15 March 2023.

Supporting training needs of professionals new to transport and health

1. **Continual Professional Development workshop**: 22nd and 27th March 2023 Disability Wales training plus Introduction to Co-production and Citizen Involvement workshop with Co Production Lab Wales in May 2023.
2. **Mentoring scheme to launch in May 2023**

THINK Academy website resources



THINK Presentations and Influencing

Presentations by THINK team

1. Musselwhite, C.B.A. (2023). [Rural transport and health](#). Invited presented to CIHT Cymru, online. 8th February.
2. Musselwhite, C.B.A. (2022). [Driver safety in later life: The importance of the social and environmental context](#). Invited presentation to the Project Edward webinar. 18th October.

THINK team as panellists:



Professor Charles Musselwhite:

1. November 2022 . Panellist Rural Futures Hub podcast, Business News Wales, [Rural Health and the Importance of Connectivity](#) (16th November 2022).
2. November 2022 . Panellist PTRC Fireside Chat, [Getting to grips with transport challenges by playing games - are you serious?](#) (1st November 2022).

Community presentations:

1. March 2023: [Rural Transport and Health](#). Invited presentation to the Scottish Rural and Islands Community Transport virtual café, online, March 31st
2. December 2022: [Introduction to the Transport and Health Integrated Network \(THINK\)](#), at the [CeTraM \(Centre for Transport and Mobility\) launch](#), Aberystwyth University, December 1st.
3. October 2022: [Travel, transport, mobility and health](#). Invited presentation to the Ageing, the Environment and Sustainability Lancaster University Centre for Ageing Research Town and Gown Event, Health Innovation One, Lancaster University, October 6th.
4. March 2023: Dr Lucy Baker and Amy Nicholass invited as [panellists on the future of community transport](#) panel discussion for Community Transport Association annual conference.



THINK Presentations and Influencing

Inputs into meetings

Professor Charles Musselwhite: (member of United Kingdom Research and Innovation planetary health advisory committee, member of Disability Rights Taskforce: Travel Working Group on Transport, plus Board Member and Trustee Transport & Health Study Group (THSG)):

- September 2022: Input into Public Health Wales One Health Education Group
- September 2022: Input into Rural Health and Care Stakeholder Group
- September 2022: Input into Rural Wales Policy and Innovation Partnership
- October 2022: Discussion with 4 The Region on transport and health
- October-December 2022: Involved with Welsh Government Rural Transport Round Table Discussions
- November 2022: Delivered seminars with around 200 Psychology undergraduate students on sustainable and healthy transport.
- February 2023-March 2023: One Health Stakeholder Group, Aberystwyth University and Chapter Arts, Cardiff.
- February 2023: Discussion with Transport for Wales on supporting their behaviour change work.
- February 2023: Presentation on rural transport and health and input into Active Travel Partnership Group, Devon.
- March 2023: Presentation on bus use and health and input into The Partnership for Active Travel, Transport and Health (PATTH) meeting.

Dr Sarah Jones:

- Participated in Department for Transport discussions.
- Ongoing membership of 20mph Steering Group and Comms discussions are on-going.

Dr Lucy Baker (member of Women In Transport):

- Interviewed for some research by Passenger on personal safety and how people's perceptions of safety can be improved through digital apps.
- October 2022: Met with Caerphilly Outdoor Centre to visit and discuss the publicly funded e-bike group rides and hire scheme they operate in Cwmcarn for over 60s.
- October 2022: Attended Scott Orford's (Cardiff University) workshop on accessibility barriers using public transport for disabled people.
- October 2022: Met with Helen Davies from Transport for West Midlands (West Midlands combined transport authority) to discuss strategies used to improve women's safety in public transport.
- October 2022: Met with Kelsey Barcenilla to discuss future collaboration relating to researching women's safety in public transport in Cardiff.
- December 2022: Meeting with the Welsh Government bus policy team (Nathalie Wickens and Robert Thomas) regarding safety of women/all passengers and how this can be better incorporated into future policy.
- November 2022: Meeting with Head of Women's safety in public transport and inclusion, in Department for Transport, Tahniah Ahmed to discuss the Gender+ Bus project.
- January 2023: Met with Alizee Mclorg from Catapult to discuss research on women and girls safety using buses and coaches.
- January 2023: Met with Georgia Eardley a researcher in Transport for Wales to discuss research on women's safety using public transport and future collaborations (which resulted in a workshop together).



Transport Issues in Communities (TIC) Small Project Fund

In October 2022 THINK launched the Transport Issues in the Community (TIC) Small Project Fund at the Health and Care Research Wales Conference in Cardiff.



We welcomed proposals on the role of transport in creating healthy communities. We welcomed exploratory projects from interdisciplinary/multi-background teams that brought together partnerships of people from different backgrounds (e.g. communities, charity and third sectors, academics, health-boards, local authorities) to work together to address a “rural community in need” with a “specific rural transport issue”.

What is a rural community in need?

We defined a rural community in need as any community in a rural area that has an issue associated with transport, or health and wellbeing or both.

For example, it might be:

- a geographically defined community such as a small town, village or street,
- and/or a community defined by socio-demographics or background, for example older people, children, LGBT+ community within a rural areas,
- and/or by mode of transport (cyclists, pedestrians etc.) accessing a rural area.

The specific transport issue may be defined as one or a combination of the following:

- one affecting health including either injuries/fatalities (caused by collisions),
- air/noise pollution,
- improving active travel,
- community severance and wellbeing.

The problem can be defined by an issue such as reducing speed limits or connecting communities with an off-road walking/cycle path, for example.

The funds were to be used as a steppingstone to further research, with the aim to understand the transport issue further, identifying it in more detail and beginning to create strategies or interventions that work towards mitigating or reducing the issue.

A grant of up to £2000 was available per project to support the activity. We selected 4 projects for funding with the money used in the project to support the hosting of events, workshops or knowledge gathering in pursuit of that aim.



Transport Issues in the Community Awarded Projects

The Transport and Health Integrated Research Network is delighted to announce it is supporting four projects addressing the role of transport in creating a healthy community. The projects selected are:

1. Age Connects Morgannwg: Transport Research

Led by Bethan Shoemark-Spear, Strategic Development, Partnership and Policy Manager for Age Connects Morgannwg.

Age Connects Morgannwg note an increased demand for support with transport issues from the older people in their area and want to know more as to why this is the case, for example, is it lack of public transport? Is it that they can't safely get to their nearest bus or train station? Do they lack confidence to travel alone? The project will allow facilitated discussions with older people and support staff and give time to analyse the responses in order to provide a service more tailored to older people's needs helping them to become independent and to get outdoors.



2. Increasing Mobility of Young Girls by Giving Scooties

Led Dr. Nashia Ajaz, Lecturer- Gender Studies at Fatima Jinnah Women University, Pakistan.

Scooties are mopeds in Pakistan. This project aims to help female students aged 18-25 years, who face mobility restrictions due to the cultural and religious norms in Pakistan. Many female students discontinue their education due to facing sexual harassment and abuse when using public transport, which is predominantly made for and used by men in Pakistan. The project will offer purchasing of scooties along with training and support to female students. The project aims to give young women their right to mobility, and independence, and help them gain confidence.

Transport Issues in the Community Awarded Projects

3. Social inclusion through community-led transport

Led by Gemma Lelliott, Director for Wales, Community Transport Association (CTA).

The aim of the project is to work with a particular community who face significant societal barriers to inclusion – people with learning disabilities – and to identify transport options and support that will help to foster social connection. Good transport services open up access to services and activities within the local community and provide people with learning disabilities with more choice and control over their lives, this is especially the case for those living in rural communities where access to public transport has declined over recent years. This project is a catalyst to encourage discussion and action around changing working practices, and identify ways in which the Community Transport Association can support operators to extend services in order to better support people's wellbeing.

The overall aim of the project is to use it as a stepping stone for future work – it will create a snapshot of key sticking points and help us to identify the next steps. The project is the springboard from which we can collectively start to address some of the organisational, institutional and attitudinal barriers to travel and make a real difference in supporting people with learning disabilities to feel included in a transport network fit for the future. The project wants to help implement real and impactful changes to how bus, rail and community transport services are delivered if they are not meeting the needs of people with learning disabilities and we recognise that this work will take much longer than the initial project.



4. Encouraging Active Travel In Newtown (EAT IN)

Led by Ruth Stafford, Project Officer, Mid Wales. Sustrans.

This project is to help people living in Newtown, particularly in the Treowen estate area, to walk, cycle and wheel more. The project will provide information on transport options, especially around active travel, and work towards setting up a relevant travel companion scheme to support residents (if appropriate).



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

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

THINK Membership

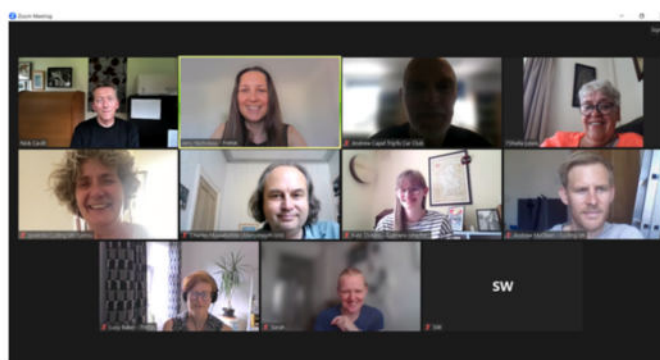
THINK now has over 139 members. (Figure correct as of 31st March 2023)

There are many ways to get involved with THINK <https://think.aber.ac.uk/get-involved/>

Some THINK members have shared some quotes about their experience of working with THINK.

"It was nice to have an open and free flowing discussion about how the project should develop. It was nice that all issues were considered and accepted and nothing was discarded and there was a genuine interest from all parties to hear how each department could contribute" Professor Andrew Thomas, Head of Aberystwyth Business School

"A big thanks to the THINK team for bringing together transport and health expertise across Wales and beyond. The training we have received from THINK has been valuable, both for our colleagues and our project beneficiaries" Senior Project Officer, Connected Communities | Sustrans Cymru, Shaun Williams





THINK Communities of Practice

For THINK members who have the capacity and inclination to get more directly involved in THINK's work, they can join the THINK Communities of Practice which enables members to contact each other in order to speed up opportunities for research and information sharing, and THINK team facilitates meetings for the group.

We have launched two Communities of Practice on the themes of

1. **Creating equitable and inclusive mobility and places**
2. **Research, data collection, tools for decision-making**

"Joining the (Research, data collection, tools for decision-making) Community of Practice has enabled us to explore the potential to collaborate on various aspects of our active travel GIS research with professionals with long-standing interests in a wide range of transport applications" Professor Gary Higgs, Co-Director Wales Institute of Social and Economic Research and Data, University of South Wales

THINK Principles for collaboration

We invite Communities of Practice members to follow these principles while engaging with THINK.

1. **Respect:** for the varied ways of being and ways of knowing of participants, their varied backgrounds, levels of power, needs and values.
2. **Co-operation and active listening:** sharing the 'air-time' in group work and being patient and open minded with those who work in different disciplines and use different terminology
3. **Transparency:** co-creating a safe, open space for honest conversation.
4. **Nuance:** assumption that problems do not have universal solutions.
5. **Reflexive:** taking time to reflect on the impact of our thoughts, feelings and behaviours on others/ the work.
6. **No failure, only feedback:** co-creating a space to experiment with new ideas.
7. **Interconnectedness:** assumption that this work is taking place within nested complex socio-ecological systems, therefore, addressing a challenge in one place can often cause new challenges to emerge elsewhere, and this should not be simply ignored as an inconvenience.
8. **Being mindful of 'who isn't in the room':** taking account of the voices of stakeholders who are not present, especially those who are often under-represented.
9. **Asset-based:** recognising and building on what assets communities, organisation and individuals already have.
10. **Creating positive health:** through widespread recognition of the relationship between transport and health.

Future THINK collaborative opportunities

THINK will convene the THINK membership to explore the barriers and enablers for active travel for all in the UK via a systems mapping exercise in the summer.



Public Agenda Setting Workshops

A Summary of THINK's Public Agenda Setting Workshops 2023

This is a short version of what the members of the public who took part in the workshops shared with us. There were 7 participants taking part in 3, two hour online workshops, 4 male, 3 female from cities and more rural areas of Wales and England.

For a full version of the report visit the website <https://think.aber.ac.uk/think-academy-publications/>

a) Priorities (in no particular order)

- Reduce the cost of Public Transport as much as possible.
- Have more public transport services in areas where there are only a few services.
- Better and more segregated bicycle lanes.
- More areas made traffic free in city centres.
- Monitoring and enforcement for safe space sharing.
- Accessibility for all.



b) Challenges (in no particular order)

- Weather
- Public transport: access to bus and train
- Pollution problem
- Space sharing
- Lack of information
- Negative image of buses
- Private car ownership



There are already good examples of positive things happening in parts of the UK and in other countries that make it cheaper, easier, safer and more appealing to walk, cycle or use public transport which should be used as inspiration to spread these ideas.

A diverse set of ideas for future research has emerged, to address the challenges listed from using Artificial Intelligence, to assessing the impacts of free public transport and the benefits/ dis-benefits to the population of cycling for tackling climate change.

There are many opportunities for practitioners working in transport and health to improve their communication with the public by learning from the experiences of the public via surveys in transport planning apps, and regular, respectful, pro active contact with the public providing them with opportunities to contribute to ideas, plus messaging via TV dramas and podcasts.



THINK Podcast

THINK podcast series on community transport

On 15th March 2023 at the Community Transport Association Conference we launched a series of five podcasts on community transport which were recorded, edited and presented by members of the THINK team, Amy Nicholass, Project Officer and Dr Lucy Baker, Research Associate. The audio recordings were made outside the studio in various locations in and around Pembrokeshire in December 2022, including on moving buses! Therefore the sound quality is variable, but adds to the atmosphere and gives you a sense of where Community Transport takes place – yes, on buses and offices of operators, but also in volunteer's and users' homes and in cafes where passengers might want to be taken for a coffee with friends.

Many thanks to everyone who gave their time to be recorded for the podcast and who spoke so openly about their experiences.

We had many enthusiastic contributors to the recordings and also our own share of technical challenges recording outside of a controlled studio environment! With the usable quality recordings we still could not squeeze them all into one single podcast (which was our original plan) so we decided to edit the audio we collected into a series of podcasts instead. Despite not being able to use all the material we recorded, everyone's story informed our understanding of the passion that fuels community transport and the editing choices we have made.

The introductory podcast in this series is called 'More Than Just a Journey' and this 'soundscape' incorporates voices from many people in the series, highlighting the benefits of community transport above and beyond simply getting passengers from A to B.

Other podcasts in this series cover in more detail the themes of co-productive approaches to transport provision, digital technology used to bring community transport to wider audiences and how community transport is vital for access to health care and reducing the likelihood of re-admission to hospital. Each podcast is hosted by an external website and you can find them all listed there.

<https://transportandhealth.podbean.com/>

Each podcast will have a transcript available in English to download and also in Welsh upon request.

THINK Podcast on Community Transport



Episode One : More Than Just a Journey

<https://www.podbean.com/eas/pb-bsp7s-13af9e4>



In this special flagship introductory episode we use a 'soundscape' approach to enable people who provide, use & research community transport to share its importance to them in their own words. You'll not only hear how the services provide much needed independence, tackle loneliness and isolation and provide access to shopping, health care, family, fun and nature for people who use them, but how volunteer drivers benefit hugely as well.

You will hear the voices of Emma Bingham ([Community Transport Association](#)), Debbie Johnson ([Pembrokeshire Association of Community Transport Organisations](#)), drivers Kellie Lowther ([Pembrokeshire Integrated Voluntary Organisation Team](#)), Bob ([Royal Voluntary Service Country Cars](#)), Sue ([Royal Voluntary Service Country Cars](#)), John ([Dolen Teifi Community Transport](#)) and customers, plus [Robert Hagan of Manchester Metropolitan University](#).

Episode Two : Co-production

<https://www.podbean.com/ew/pb-nv4c7-13b0d01>

We explore how community transport engages with and enables communities to communicate the transport challenges they have and to create solutions with communities that are accessible and inclusive, and enabling rural communities to be less car dependent. Community transport providers often bridge the gap between communities, decision-makers and health care services and are key to a co-productive future in transport.

Community transport hubs offer a fascinating case study for anyone interested in a real life example of co-production. Do also check out the episode on Access to Health too for more examples.

Featuring transport users in Llandysul, Gemma Lelliott (Director for Wales, Community Transport Association) and Rod Bowen (Dolen Teifi Community Transport), which utilises a hub approach that improves collaborative responses to Community Transport needs and the sustainability of transport provision.

THINK Podcast on Community Transport



Episode Three : Access to Healthcare

<https://www.podbean.com/ew/pb-9qx5f-13b5dec>



In this episode we hear about the role community transport plays in plugging the gaps in access to vital health care left behind by cancellation of commercial bus services. The contributors explain how the caring, enthusiastic volunteer drivers getting people home from hospital using these services often ensure passengers who live alone have food, warmth and someone to talk to and check they are ok, or even clear up broken glass left behind after a fall at home that led to an ambulance trip. This can keep people from being immediately re-admitted to hospital. This episode captures how Pembrokeshire is actually a leading light when it comes to collaboration between community transport providers and health care providers, to ensure better health outcomes.

A highly recommended podcast to listen to for anyone working in health or social care.

Featuring Emma Bingham (Senior Development Officer, Community Transport Association), Debbie Johnson (Development Manager, Pembrokeshire Association of Community Transport Organisations), Gemma Lelliott (Director for Wales Community Transport Association), Kellie Lowther (wheelchair accessible vehicle driver and volunteer co-ordinator, Pembrokeshire Integrated Voluntary Organisation Team and Country Cars), Rod Bowen (Transportation Development Officer, Dolen Teifi Community Transport), Tina Norman (wheelchair accessible vehicle user and Trustee of Pembrokeshire Voluntary Transport) and community transport users of the Fflesci bus service trial in St Davids and Dolen Teifi Community Transport.

THINK Podcast on Community Transport



Episode Four : Digital Futures

<https://www.podbean.com/ew/pb-c4s8i-13b0da2>



Dr Lucy Baker and Amy Nicholass visit one of the pilot Fflecsi demand responsive transport services in Pembrokeshire, funded by the Welsh Government, and embedded into community transport provision. We consider what app-based services can offer to community transport passengers and providers, and what the barriers are in incorporating new technologies into booking practices. The podcast highlights the need for a blended approach that maintains local relationships with providers and flexibility for different passengers to book and use services in several ways.

Do take a listen to this podcast, especially if you are interested in technological solutions to tackling community challenges or if you commission or provide bus services, especially in rural areas.

Featuring Gemma Lelliott (Director for Wales Community Transport Association), Andrew Lloyd (Fflecsi Project Coordinator, Pembrokeshire Voluntary Transport), Chris Payne (Fflecsi Driver), Rod Bowen (Transportation Development Officer, Dolen Teifi Community Transport), Emma Bingham (Senior Development Officer, Community Transport Association) Debbie Johnson, (Community Transport Development Manager Pembrokeshire Association of Community Transport Operators), Sue (Volunteer Coordinator, Pembrokeshire Voluntary Transport) and community transport users.

Episode Five : Wales and Community Transport with Gemma Lelliott, Director for Wales, Community Transport Association

<https://www.podbean.com/ew/pb-cxave-13b0ce7t>

Gemma Lelliott, Director for Wales at the Community Transport Association is interviewed by Dr Lucy Baker and Amy Nicholass from THINK as they explore her views and experience on the role of community transport in Wales and how strategic approaches and policy changes can support it. This is a very useful podcast to listen to if you commission transport services (especially in suburban and rural areas which typically lack commercial bus operators), if you choose locations for health care or community care services, if you are a town planner or policy maker in many areas of transport and health. Gemma is a very eloquent speaker and gets across clearly, the often unnoticed contribution that community transport makes.

THINK Publications

<p>Musselwhite, C. (in press). Supporting the practical and emotional process of giving-up driving in later life for those living with dementia. International Psychogeriatrics</p>	<p>https://doi.org/10.1017/S1041610223000261</p>
<p>Giving-up driving is a not just a cognitive or skills-based decision and is part of a wider social process. Many people are often involved in the decision alongside the older person themselves, including family and friends and health professionals. Advice from health professionals is welcomed, and support of family and friends are a vital protective factor in reducing negative affect of giving-up driving. This paper reviews on an evidence-based online tool in Canada which support people giving-up driving.</p>	
<p>Musselwhite, C. (2023). A community health approach to community transport, Journal of Transport & Health, 101621, ISSN 2214-1405,</p>	<p>https://doi.org/10.1016/j.jth.2023.101621</p>
<p>Looking at transport and health from a community lens offers transport and mobility equity and justice, developing a level playing field so that people can benefit from mobility and maintain their health and wellbeing.</p>	
<p>Sitinjak, C.; Tahir, Z.; Toriman, M.E.; Lyndon, N.; Simic, V.; Musselwhite, C.; Simanullang, W.F.; Hamzah, F.M. (2023). Assessing Public Acceptance of Autonomous Vehicles for Smart and Sustainable Public Transportation in Urban Areas: A Case Study of Jakarta, Indonesia. Sustainability, 15, 7445.</p>	<p>https://doi.org/10.3390/su15097445</p>
<p>This study examines the benefits and drawbacks of autonomous public transit vehicles among 210 Indonesians. Some 25% of respondents knew nothing about driverless vehicles, whereas 14% did. The average 5-point Likert scale response was 3.12 (SD = 1.05), indicating intermediate expertise. Some 42% of respondents used autonomous vehicle sources such as public transport, 47% had no experience, and 11% were doubtful. Most respondents supported the deployment of autonomous road vehicles for public transportation and said they would improve public transportation quality and accessibility. Technical issues and legal liabilities worried responders. After assessing the socioeconomic status and concerns, the study indicated that people who saw greater benefits were more tolerant of autonomous vehicles. Most respondents also wanted a clearer explanation of their legal responsibilities in case of an accident, thought human operators should play a major role in the future, and supported government trials of autonomous vehicles before their widespread usage.</p>	

THINK Publications

<p>Mohd Rosnu N.S., Ishak W.S., Abd Rahman M.H., Shahar S., Musselwhite C., Mat Ludin A.F., Hamid T.A., Abdul Latiff A.R. and Singh D.K.A. (2023) Associations between biopsychosocial factors and transportation patterns of older adults residing in Klang Valley, Malaysia. Frontiers in Public Health. 11:115382doi: 10.3389/fpubh.2023.1153822</p>	<p>https://doi.org/10.3389/fpubh.2023.1153822</p>
<p>Aging is associated with physiological changes in multiple systems in the body and may impact the transportation choices of older adults. In this study, we examine the associations between biopsychosocial factors and the transportation choices of Malaysian older adults.</p>	
<p>Musselwhite, C. (2023). Rurality, sustainability and health. Journal of Transport and Health, 28, 101571</p>	<p>https://doi.org/10.1016/j.jth.2023.101571</p>
<p>There is a growing and much needed focus on bringing together sustainability and health. Approaches such as One Health and Planetary Health bring together animal, human and environmental health, suggesting sustainability and health cannot be looked at in isolation from one another. When examining transport within these paradigms, mobility means the spatial context cannot be ignored and, for example, what happens in an urban area may be very different to that in a rural area, and this is explored briefly in a mostly UK context in this paper.</p>	
<p>Rogers, A. and Musselwhite, C. (2023). Maintaining identity and relationships when using mobility aids, Journal of Transport and Health, 28,101545.</p>	<p>https://doi.org/10.1016/j.jth.2022.101545</p>
<p>Highlights</p> <ul style="list-style-type: none"> • Walking (go-along) interviews examining older people's use of mobility aids. • Physical, psychological, relational and emotional processes involved in mobility aid use. • Additional effort is required to maintain identity and relationships when older people use mobility aids. • Infrastructure, planning, systems and services were important in managing identity and relationships for older people. • A feedback loop model of mobility aid use highlights the interplay between identity, relationships and infrastructure. <p>TRANSPORT AND HEALTH INTEGRATED RESEARCH NETWORK ANNUAL STAKEHOLDER REPORT 2023</p>	

THINK Publications

<p>Macleod, K., Kamruzzaman, L., and Musselwhite, C. (2022). Transport and health equity, social inclusion and exclusion, Journal of Transport and Health, 27, 101543.</p>	<p>https://doi.org/10.1016/j.jth.2022.101543</p>
<p>To specifically highlight current barriers and opportunities towards advancing health equity, we planned this special issue: "Health equity, social inclusion, and mobility". In 2020 the COVID-19 pandemic put health equity and mobility at the forefront as hypermobility played a role in the spread of COVID-19 and early lock-downs and reduced mobility helped slow the spread of disease in some locations (Musselwhite et al., 2020, 2021). Disparities in health equity, social inclusion and mobility identified in transport and health were further revealed during the pandemic.</p>	
<p>Davis, A., Jones, S. 2023 Noise harms health – and 20mph speed limits can reduce that harm, Edinburgh: Transport Research Institute, Edinburgh Napier University.</p>	<p>https://blogs.napier.ac.uk/tri/wp-content/uploads/sites/56/2023/03/TRI-Technical-Paper-103-Noise-and-health.pdf</p>
<p>Headlines</p> <ul style="list-style-type: none"> • Noise is overlooked in terms of its negative impacts of health. Decision-makers, among others, are not aware as to the severity of health harms from noise. • Older adults and young people are particularly vulnerable to the health effects of noise. • In many urban areas most people are exposed to high noise levels at home, and for many of these road traffic is the principal source. • Evidence suggests that reduction of speed limits to 20mph or 30kmph can significantly reduce noise and therefore also noise related health harms. 	

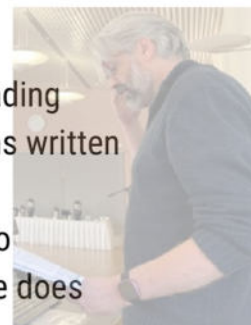
Minister Opens The Centre for Transport and Mobility (CeTraM)



The official launch of Aberystwyth University's new research centre, The Centre for Transport and Mobility (CeTraM), took place on the 1st December during the University's Festival of Research. The new centre co-directed by Professor Peter Merriman (Department of Geography and Environmental Science) and Professor Charles Musselwhite (Psychology; co-Director of THINK) will be focusing on different aspects of mobility and transport through the lenses of the social and behavioural sciences and humanities.

The theme of the day was on transport, mobility and health and started with a poetry reading from Matthew Jarvis, reading his poem about walking – Milltir Sgwâr part of three poems written in praise of walking for THINK (see <https://think.aber.ac.uk/in-praise-of-walking/>).

Keynote presenter Dr Justin Spinney from Cardiff University discussed that we needed to measure travel and transport differently. Do we measure what is really important? Where does joyful travel, for example, fit in transport models?



Dr Rachel Rahman Director of the Centre of Excellence in Rural Health discussed how rural areas can have difficulty of access to active travel – poor pavements, poor lighting, lack of connectivity which leads to lack of spaces for informal and formal meeting.

Finally, Professor Peter Merriman reminded us that mobility and movement are central to our lives. Mobilities capture this using a variety of creative methods including those from arts and humanities and these are important in informing policy and practice but often don't get the attention they deserve.



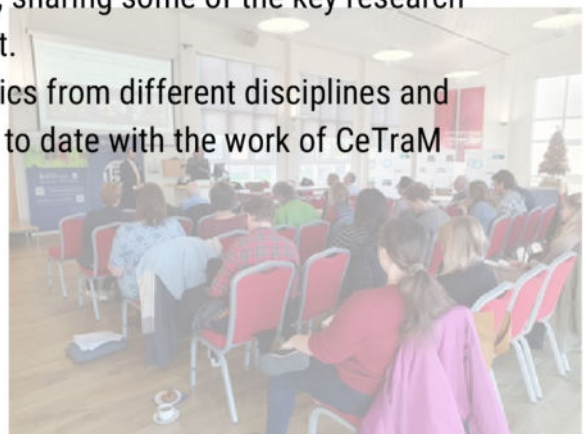
The official launch was carried out by Lee Waters, MS, Deputy Minister for Climate Change for Wales, who spoke of the need for such a centre to underpin the transport issues of the day, asking us all to think differently about transport reminding us that transport is fundamentally about people and about social justice.

The talks were supported by information and stalls from THINK, sharing some of the key research to date, and Sustrans who shared details of their E-Move project.

CeTraM looks to build on this launch by involving more academics from different disciplines and invites people from policy and practice to get in touch. Keep up to date with the work of CeTraM at <https://cetram.aber.ac.uk>

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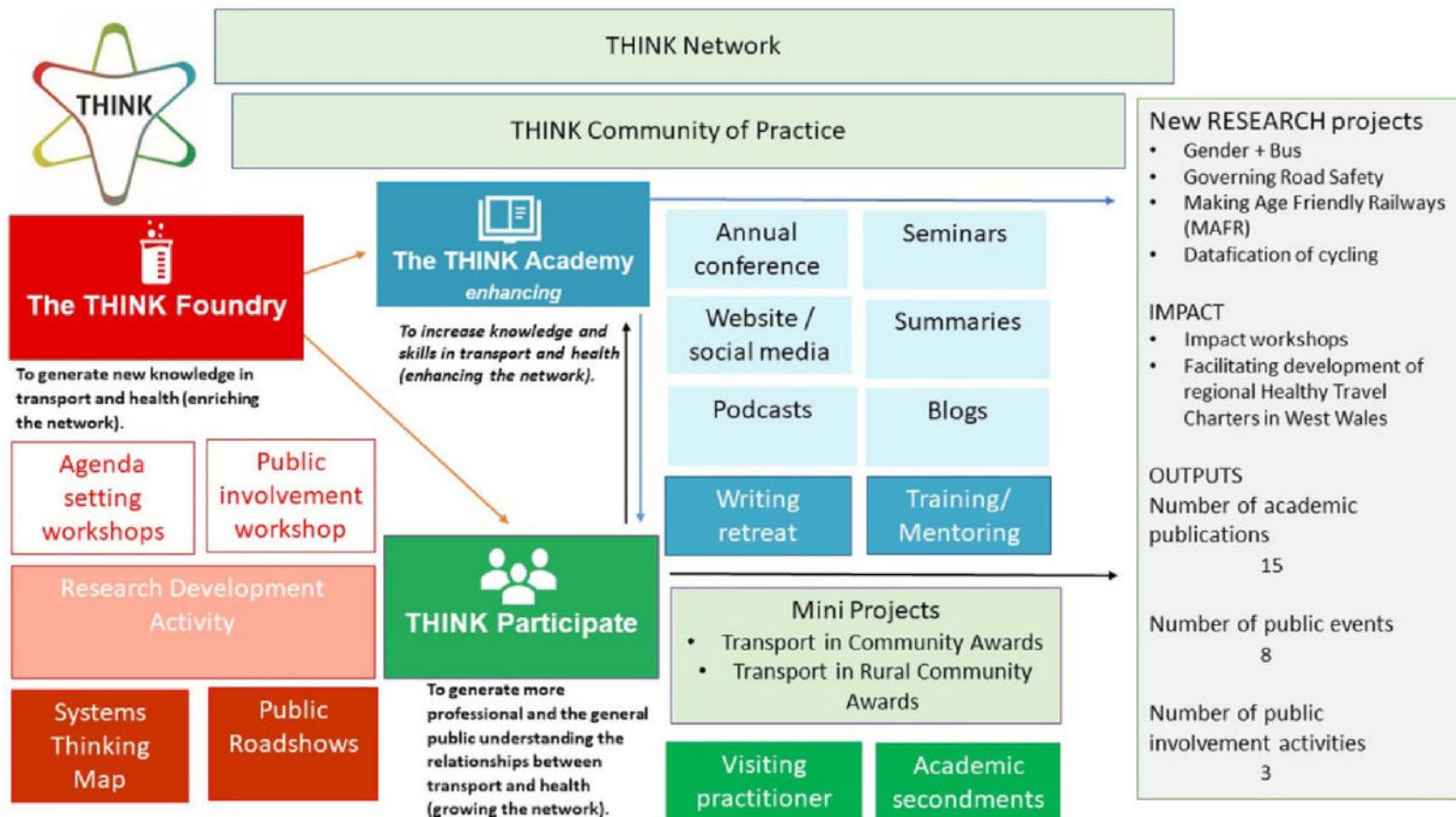


Where next?



The diagram outlines the network progress.

The areas with deep filled background are still to deliver, the areas with light shaded background are under way. Those with unshaded are already complete.





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