



# Improving the health of Londoners

Transport Action Plan

Year 1 progress report

MAYOR OF LONDON



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FOR LONDON**  
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## About Transport for London

We are responsible for London Underground, London Buses, Docklands Light Railway, London Overground, TfL Rail, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, the Capital's cycle hire scheme and the Emirates Air Line.

We regulate taxis and the private hire trade, run the Congestion Charging scheme, manage the city's 580km red route network of key strategic roads, operate all of the Capital's 6,200 traffic signals and ensure a safe environment for pedestrians and cyclists.

TfL is delivering one of the world's largest programmes of transport capital investment, which is building Crossrail, modernising Tube services and stations, improving the road network and making the roads safer, especially for more vulnerable road users.

Transport is central to driving economic growth, jobs and housing. In partnership with more than 14,000 organisations, we work to improve life in London.

TfL is a pioneer in integrated ticketing and information to help people move around London. Oyster is the world's most popular smartcard and contactless payment is making travel ever more convenient. Real-time travel information is provided by us directly and through third parties who use the data which TfL makes openly and freely available to power apps and other services.

Cover image: Tim Rettler

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# Improving the Health of Londoners

## Transport Action Plan

### Year 1 progress report

In February 2014, we published 'Improving the Health of Londoners: Transport Action Plan'. The plan set out 10 actions that we are taking over the three years to 2017 to more explicitly recognise and demonstrate our role in improving the health of Londoners.

In delivering this action plan we strive to achieve our desired outcomes:

1. Our business cases will more accurately reflect the monetary benefits of measures which increase physical activity levels
2. Our policies and projects will have a more positive impact on health
3. We will develop an understanding of how we can maximise the health benefits of our policies and programmes and apply this to future work
4. Our policies and practice will be effective in improving health
5. The Health Impact Assessment (HIA) process will deliver tangible improvements to health and will serve as a catalyst to other transport plans delivering health improvements
6. The health of our staff and other workers in London will improve from being more physically active
7. The important role of transport and public realm in improving the health of Londoners will be explicitly recognised
8. Our policies and plans will reflect transport and health research findings, and help to ensure London's transport system supports our changing population and reduces inequalities
9. The planning process for making changes to healthcare provision will include travel considerations at the earliest stages to ensure decision making is based on accurate travel data analysis and dialogue
10. The national government will recognise the importance of active travel to a shared agenda and will support London in delivering our ambitious target for increasing active travel

As illustrated throughout the plan, much of our 'business as usual' service is improving health in diverse ways – from laying new materials on our roads to make them less noisy, to improving the accessibility of public transport for disabled people.

This short report does not attempt to catalogue the many ways that we have been making London a healthier place over the past year. What it does do is set out the actions taken in the first year of implementing the three-year, ten-point plan. This health work programme is primarily focused on:

- Changing internal processes to better incorporate health impacts into our business as usual work
- Engaging a range of external stakeholders from international to local level to make the case for integrating transport and health

In 2014 we made a start on delivering against all 10 actions. We made particular progress on actions 7 and 10, raising awareness among a wide range of stakeholders of our new health policy and our 'Healthy Streets' approach, as set out in Improving the Health of Londoners. We have presented at more than 50 events to hundreds of people working from the local to international level. This work is already showing an impact with examples of policies and plans at every level of government demonstrating the link between transport and health, and using this as a mandate for progress. More details of our delivery of this action plan are set out in this report. A few of highlights from 2014 include:

- The London Health Commission made active travel a high-level ambition and developed three transport recommendations with us. This reflected the strong case we made for the role of transport in improving health and our close engagement with them
- Department for Transport (DfT), Public Health England (PHE) and the cross-Government 'Moving More, Living More' physical activity leadership group each prioritised the importance of the relationship between transport and health in their publications, partly as a result of our involvement in their strategy development
- We piloted a new approach to assessing the health impacts of transport in London. The Healthy Streets survey is gathering interest from boroughs and across the business, particularly as it relates to assessing the wider benefits of surface transport projects and schemes

### Indicators of a Healthy Street



Source: Lucy Saunders

# Progress against the plan

This section of the report details some of our accomplishments against the 10 actions set out in the plan.

Most of our 10 commitments include specific actions which are set out as sub-headings below. Activities completed in 2014 are presented as bullet points under each of the 10 actions.

## **Action 1: Quantify and, where possible, monetise the health impacts of our projects and policies**

### 1.1 Use the World Health Organisation (WHO) HEAT tool in business case development

Progress in 2014:

- Our internal Business Case Development Manual has been updated with new guidance on using the HEAT tool and the Sickness Absence Reduction tool
- The HEAT tool has been added to the Strategic Assessment Framework (SAF), which is the multi-criteria assessment tool used for option appraisal within the business
- The WHO HEAT tool is beginning to be used in business cases eg cycling projects and, if appropriate, will be used in HIAs eg for the Garden Bridge

### 1.2 Support partners in using the WHO HEAT tool

Progress in 2014:

- Following the successful 2013 training session for transport professionals from boroughs, a training session on how to use the HEAT tool was provided for public health specialists from London boroughs

Continuing and planned work for 2015:

- We are drafting a manual to support practitioners in the business and boroughs in using the HEAT tool. This will be piloted in spring 2015
- Training on using the HEAT tool and Sickness Absence Reduction tool will be provided as needed to people in the business and boroughs

Aspirations:

- Currently a challenge to using the WHO HEAT tool is characterising current active travel patterns and predicting changes. We are already working to improve our data for cycling and this could be extended to walking. Strengthening our evaluation mechanisms would also support this
- The HEAT tool only reflects the health impacts of projects in terms of physical activity. There are other (often positive) health impacts of projects which we

would like to measure in order to strengthen business cases. For example for the Roads Modernisation Plan we would like to be able to measure the monetised health impacts of air quality, noise and health inequalities

## **Action 2: Build health into the development and assessment of policies and projects**

### 2.1 Ensure health impacts are a central part of our SAF

Progress in 2014:

- Our multi-criteria assessment tool, SAF, has been reviewed to ensure that health is adequately reflected in it

Continuing and planned work for 2015:

- A sample of projects will be run through the SAF to ensure that it is fit for purpose and reflects the health impacts of project options

Aspirations:

- The SAF is used by a wide range of practitioners across the business, we would like to ensure that they are confident in using it to assess the health impacts of project options. This will require a programme of support

## **Action 3: Evaluate the health impacts of our programmes**

### 3.1 Evaluate delivery of the Mayor's Vision for Cycling

Progress in 2014:

- The baseline survey of cyclists that will be used in the evaluation of new cycling infrastructure includes questions that will enable us to understand how cycling contributes to physical activity levels in London
- A Healthy Streets survey has been piloted. This survey asked more than two thousand Londoners to assess the street they were standing on against the ten indicators of a healthy street. The findings reflected a range of different street types and were published in the 'Travel in London 7' report in December 2014. We are working to determine whether this can become a practical survey method for evaluating the impact of changes to public realm on health and the basis for developing a monitoring tool

### 3.2 Share our methodology and results with others

Progress in 2014:

- The survey method we developed for our Healthy Streets survey is being shared with boroughs who are interested in using it locally to assess how healthy their streets are

Continuing and planned work for 2015:

- Work is continuing to champion the inclusion of health measures and pedestrian impacts in the evaluation of transport schemes, particularly those on roads where the biggest health potential lies
- We are developing a framework for evaluating a number of programmes, for example the mini-Hollands programme. Health impact measures will be incorporated into this where possible

Aspirations:

- We would like to see a more systematic approach to evaluating the health impacts of projects as this would help strengthen the case for future investment in projects and programmes which further support the health of Londoners
- We would like to work with academic institutions with expertise in complex intervention evaluation to perform more detailed assessments of selected policies and projects

#### **Action 4: Assess what we are doing against the public health evidence base**

##### 4.1 Ensure our actions are evidence based where possible

Progress in 2014:

- The evidence base for the Value of Statistical Life (VSL) used by ourselves and DfT was reviewed. As a result, we have updated our VSL for use in the HEAT tool and we are encouraging DfT to update their transport analysis guidelines (webTAG)
- The evidence base for the Sickness Absence Reduction tool was reviewed and updated in our Business Case Development Manual
- The evidence base for the effectiveness of Personalised Travel Planning was reviewed to ensure our policy was evidence based
- The evidence base for effective measures for promoting walking was reviewed to inform the recommendations of the London Health Commission

##### 4.2 Publish our evaluations

Progress in 2014:

- Travel in London 7, published in December 2014, included a spotlight on the health evidence base. This presented the high-level findings of our research into Healthy Streets and new analysis of the contribution of active travel to physical activity in London

Continuing and planned work for 2015:

- More detailed work will be undertaken on the contribution of active travel and public transport to population physical activity
- A more detailed report on the Healthy Streets survey results could be published in 2015 if design resources can be secured
- A resource for using the HEAT tool including a portfolio of case studies could be published in 2015 if design resources can be secured

Aspirations:

- We would like to develop the ten Healthy Streets indicators into a tracker that can be used to report annually on our progress in improving health

### **Action 5: Strengthen our HIA processes**

#### 5.1 Encourage our partners to improve health through new schemes

Progress in 2014:

- Applications for Major Scheme funding were reviewed for their health impacts and boroughs were encouraged to consider how they could maximise the health benefits of their proposed schemes (given their public health duties)
- We had an input in the London Plan Supplementary Planning Guidance for Lifetime Neighbourhoods and Social Infrastructure to strengthen the relationship between transport and health in these key planning documents
- Our Borough Planning team have begun highlighting risks posed by certain development proposals to boroughs with regard to meeting their public health duties
- All applications to join our Environmental Services Procurement Framework were assessed against new stringent standards for public health skills and experience to raise the quality of HIAs conducted for us

Continuing and planned work for 2015:

- Supporting our Borough Planning team in using borough's public health duties to encourage developers and boroughs to set appropriate travel plans for new developments
- We will continue to strive to raise standards in the quality of HIAs conducted on our projects and encourage the use of the WHO HEAT tool where possible

Aspirations:

- We would like the standard of public health skills and knowledge among transport consultancies conducting HIAs to be raised significantly. This would help to ensure appropriate actions are taken to maximise the health benefits of

transport schemes as well as mitigating the most pressing public health challenges

## **Action 6: Support staff to be more physically active as part of their daily travel**

### 6.1 Promote active travel through our Occupational Health 'Health Improvement Plan'

Progress in 2014:

- Physical Activity Champions have been recruited among our staff to encourage colleagues to be more active
- Individual health coaching was offered at our quarterly 'Step it Up' fairs. The key focus was on 150 minutes of exercise per week in ways the employee identified as achievable and fun. Time was identified as the most common barrier to being more active so integrating walking or cycling into the journey to work was a common goal. More than 1,000 employees signed the Fit 150 Challenge and continue to receive monthly email support
- There were various other activities throughout the year to encourage walking and cycling including: the Global Corporate Challenge (10,000 steps per day for 100 days), 54 teams of seven people took part from the business achieving an average of 14,577 steps each day; a London by Bike seminar; a Cycle to Work Day; a 'spinathon' for Tour de France; the Prudential Ride London; our Cycle to Work scheme, the TfL Cycle Challenge and the continuing London Underground cycling club

### 6.2 Business engagement to encourage other organisations to promote active travel among staff

Progress in 2014:

- Our Cycling Workplaces initiative launched in September 2014 offering free cycling products and services to all London organisations with five or more employees (public and private) to encourage staff to cycle to work. It is aimed at reducing known barriers to cycling (such as lack of cycle parking and perceived safety fears) and includes free cycle parking equipment and safety products including on-bike commuter skills, cycle safety seminars and free cycling information. Since launching, more than 200 businesses have registered representing more than 56,000 employees. More than 500 cycle parking spaces have been installed and more than 50 cycle safety sessions have been delivered
- Our Walking Workplaces initiative was piloted in 2014 to test the most effective way to encourage staff to walk more as part of their daily commute and for business travel. A led walking programme was piloted in 2014 as well as a Walking Challenge. The challenge was more successful and resulted in larger numbers of participants than the led walks. The flexibility of the challenge meant that busier members of staff (including senior managers) could take part. It allowed people to achieve personal goals, brought

colleagues together and increased morale. A challenge was also more inclusive for disabled people as other activities could be converted into steps

Continuing and planned work for 2015:

- We will be supporting our staff in head office buildings and on the District line to walk and cycle more by training up workplace physical activity champions, offering 1:1 health coaching, running another Global Corporate Challenge and participating in Walk to Work week
- Our Cycling Workplaces initiative will continue
- The Walking Challenge will be repeated in 2015 and we will aim to increase the number of organisations and employees taking part

Aspirations:

- We welcomed the London Health Commission report 'Better Health for London' and will be exploring opportunities for supporting Londoners to build more walking into their routine
- If funding could be identified we would like to expand our pilot walking challenge programme to help promote walking with employees

## **Action 7: Support borough transport plans and investments**

7.1 Ask boroughs what support they would like from us to help them build relationships between transport and public health

Progress in 2014:

- Continuing support is provided to boroughs when they request it. This can be in the form of advice, presentations to teams or boards, data or briefings. In 2014 the following boroughs received specific input from our public health specialist: Barnet, Brent, Camden, City of London, Croydon, Enfield, Greenwich, Hackney, Hammersmith & Fulham, Haringey, Harrow, Islington, Lambeth, Lewisham, Merton, Redbridge, Southwark, Sutton, Tower Hamlets, Wandsworth and Waltham Forest
- Training was provided to borough public health staff on using the WHO HEAT tool and they were introduced to our Healthy Streets approach
- Training was provided to borough transport staff on how to write a chapter on transport and health for their statutory local authority Joint Strategic Needs Assessment
- National Physical Activity Survey data for London boroughs was processed and analysed in partnership with PHE to support boroughs in making the case for active travel investment

7.2 Use our reporting and bidding mechanisms to encourage boroughs to align health and transport plans, indicators and investment

Progress in 2014:

- We have encouraged boroughs to consider their public health responsibilities through their major schemes and Local Implementation Plan bids

### 7.3 Ensure our policies and investments have positive health impacts

Progress in 2014:

- Health has been identified as a strategic priority for us and is included in our Business Plan 2015
- Our public health specialist works with more than 25 teams across five directorates to support them in incorporating our health policy into their work

### 7.4 Disseminate our analytical work which supports alignment of transport and health improvements

Progress in 2014:

- Travel in London 7 includes a health evidence section summarising our analytical work on physical activity and healthy streets
- Our analytical work was presented to the London Health Commission to inform their recommendations around active travel
- Our analysis of the national physical activity survey data was presented to London's physical activity leads and at the national PHE conference
- The GLA published 'Transport & Health in London' which was based on our London Travel Demand Survey (LTDS) data
- Our public health specialist gave more than 50 presentations of our analytical work in 2014 to a wide range of stakeholders

Continuing and planned work for 2015:

- A manual to support monetising health benefits for business cases will be shared with boroughs, their views will also be sought on how it can be made more relevant and useful to them

Aspirations:

- We would like to draw together key pieces of analysis focused on children, health inequalities, physical activity and healthy streets
- We would like to engage at a senior level with local authorities to help them feel confident in using the new public health duties of boroughs to support delivering better transport outcomes for Londoners

## **Action 8: Work with public health intelligence specialists and academics**

Progress in 2014:

- We have established relationships with some of the major academic institutions working in the field of transport and health including University College London (UCL), London School of Hygiene and Tropical Medicine, Westminster University, Kings College London and Cambridge University. We have worked with them on research projects, course content and lectures

### 8.1 Use analysis to better understand our role in reducing inequalities

Progress in 2014:

- We have worked with the GLA health team to develop an indicator for the Mayor's Health Inequalities Strategy which will reflect the role of transport in reducing health inequalities
- A Health Inequalities Impact Assessment was applied to the proposed Ultra Low Emission Zone
- We have become a steering group member for an innovative project led by UCL looking to develop a tool for assessing health impacts of severance

### 8.2 Use demographic and health projections to plan for the future health needs of Londoners

Progress in 2014:

- We have worked on future transport scenarios for London and welcome a health intelligence partner to draw out the public health aspects of these projections

### 8.3 Translate research findings into our policy and practice

Progress in 2014:

- Our Planning team have trialled the application of the Transport Health Assessment Tool developed by Cambridge University
- We commissioned research into the health effects of air quality in London
- We are a stakeholder in the European Union Physical Activity through Sustainable Transport Approaches (PASTA) project, which assesses the effectiveness and health effects of active travel infrastructure in east London and how they are measured

Continuing and planned work for 2015:

- We publish 'Understanding the travel needs of London's diverse communities' annually. We will explore whether further analysis of the data included in this report can be used to identify health inequalities

- We have applied for a PhD Studentship in partnership with the London School of Hygiene and Tropical Medicine to work on social exclusion and non-travel
- We are reviewing the research we commissioned into the health impacts of air quality and planning how we will use and share the results

Aspirations:

- We would welcome the opportunity to work with public health intelligence specialists eg PHE to develop projections of the health of Londoners in 2050 and the implications for the transport network. This analysis could support our longer term planning work

### **Action 9: Work with the NHS to encourage travel analysis**

9.1 Provide data to the NHS for Health Service Travel Analysis Tool (HSTAT) and advice on how to display data

Progress in 2014:

- We published best practice guidance for the NHS on use of HSTAT data on our website
- We are using northwest London as a case study for understanding how we can most effectively provide information to NHS organisations

9.2 Provide expertise to NHS during reconfigurations

Progress in 2014:

- We are working closely with the Shaping a Healthier Future travel advisory group for the northwest London healthcare reconfiguration
- To encourage engagement at the earliest stages we held a bespoke workshop for NHS stakeholders in November 2014 to present the travel and transport implications to be considered during healthcare provision changes

Continuing and planned work for 2015:

- We are exploring which packages of support would be most effective for the NHS during changes in service delivery to encourage people to use buses, walk and cycle to healthcare sites (see below)

Aspirations:

- Ideally we could establish a systematic approach to providing a package of resources to NHS organisations eg Bus Countdown data for hospital waiting rooms and travel information to help access healthcare. However, additional resources would be needed
- We continue to strive for timely engagement with NHS stakeholder organisations at the earliest stages of healthcare reconfiguration, but this

continues to be challenging. We would need additional resource to proactively engage with NHS organisations on an continuing basis

## **Action 10: Urge central government to support our role in increasing physical activity**

10.1 Engage DfT, Department for Communities and Local Government (DCLG), Department of Health (DH) and PHE

Progress in 2014:

- Our public health specialist sits on the cross-government Moving More Living More steering group for the GLA advising on active travel policy. They also sit on the PHE physical activity steering group advising on physical activity policy, particularly in relation to transport
- We responded to public consultation on the DfT Cycling Delivery Plan emphasising the importance of considering health impacts of this plan
- We presented papers based on a thorough evidence review to DfT urging them to update their tools for monetising the health impacts of transport schemes in webTAG

Continuing and planned work for 2015:

- We will continue to engage DH, DfT and other government departments through the cross-government Moving More, Living More steering group, the PHE physical activity steering group and bilateral contact on specific issues relating to transport and health

Aspirations:

- We are keen to encourage government to make bold steps to deliver the cross-government Moving More, Living More commitment to increasing physical activity

## **Looking forward**

In addition to the above, in 2015 we are hoping to make particular progress in delivering actions 1 and 2, reflecting health better in our business cases and decision-making processes. We are hoping to use this experience to support our colleagues in boroughs to do the same.

## **Related reports**

The Improving the Health of Londoners Transport Action Plan and Travel in London 7 reports are available online at [tfl.gov.uk](http://tfl.gov.uk). The Transport and Health in London report is available at [www.london.gov.uk](http://www.london.gov.uk).