



# Improving the health of Londoners

Transport Action Plan  
Year 2 progress report

## **About Transport for London (TfL)**

We are the integrated transport authority for London. Our purpose is to keep London moving, working and growing, and to make life in our city better. We reinvest all of our income to run and improve London's transport services.

Our operational responsibilities include London Underground, London Buses, Docklands Light Railway (DLR), London Overground, TfL Rail, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the Emirates Air Line.

On the roads, we regulate taxis and the private hire trade, run the Congestion Charging scheme, manage the city's 580km red route network, operate all of the Capital's 6,200 traffic signals and work to ensure a safe environment for all road users.

We are delivering one of the world's largest programmes of transport capital investment, which is building the Elizabeth line, modernising Tube services and stations, improving the road network and making it safer, especially for more vulnerable road users, such as pedestrians and cyclists. We are a pioneer in integrated ticketing and providing information to help people move around London. Oyster is the world's most popular smartcard, and the rise in contactless payment is making travel ever more convenient. Real-time travel information is provided directly by us and through third party organisations, which use the data we make openly and freely available to power apps and other services.

Improving and expanding transport in London is central to driving economic growth, jobs and housing across the country.

Cover Image: Jakob Spriestersbach

For more information about our public health work programme contact [LucySaunders@tfl.gov.uk](mailto:LucySaunders@tfl.gov.uk)

# Improving the health of Londoners

## Transport action plan

### Year 2 progress report

Transport for London has a central role in improving the health of Londoners. In February 2014, we published our first transport health action plan Improving the health of Londoners. The plan set out 10 actions that we are taking over three years to 2017 to 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 that 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 practices 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 targets for increasing active travel

As described throughout the plan, much of our 'business as usual' service is improving health in diverse ways – from making our streets easier and safer to cross on foot to introducing more environmentally friendly buses that help improve air quality.

This report sets out the actions and achievements in the second year of the three-year plan to deliver our 10 outcomes. This health work programme is primarily focused on:

- Changing our 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 and in May 2015 we published our Year 1 progress report. In our first year 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. In 2015 our Health Action Plan was recognised with awards from the Chartered Institute for Highways and Transportation and UITP. Our public health specialist was also recognised for her work in developing and coordinating delivery of this action plan with the award for Transport Planner of the Year from the Transport Planning Society. In 2015 we focused particularly on actions 1 and 4.

Highlights from 2015 include:

- Rolling out our Healthy Streets Survey, which has been conducted on 65 streets across London in 2014 and 2015, with 6,700 Londoners
- Publishing a new guidance document for valuing the health benefits of transport schemes, to make it easier to evaluate the health impacts of transport projects in London and make business cases for them
- Training 150 transport planners, engineers and project sponsors from TfL and London's boroughs to monetise the health benefits of transport schemes
- Working with the three mini-Holland boroughs to develop a health evaluation framework so that we can assess the broader health benefits of public realm investments
- Publishing a Walking Tube Map, which shows the time it takes to walk between London Underground, Docklands Light Rail and London Overground stations in zones 1 and 2

We take the Healthy Streets approach, this means improving the 10 indicators of a healthy street where we can. We are focused on changing the look and feel of the Capital's streets to improve the health of Londoners and help reduce unfair health inequalities.

**The 10 indicators of a Healthy Street**



Source: Lucy Saunders

## **Progress against the plan in 2015**

### **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**

- The WHO HEAT tool has been used in business cases for public realm improvements in TfL
- The HEAT tool has been applied to 20 completed public realm improvement schemes to demonstrate their health benefits

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

- We published a guidance document to make it easier to value the health benefits of transport schemes in London
- We trained 150 transport planners, engineers and project sponsors from TfL and London's boroughs to monetise the health benefits of transport schemes

Continuing and planned work for 2016:

- Three further training sessions are planned and more will be provided as needed
- One-to-one support will be offered to practitioners following training to enable them to use the tool in their daily work
- The standard data sets used in the tool will be refined to make it easier for practitioners to use the HEAT tool

Aspirations:

- We would like to develop tools for capturing other health benefits of transport schemes, for example illness prevented by being physically active and benefits to children's health

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

- The Healthy Streets approach has been included in the Supplementary Planning Guidance to the London Plan for both Social Infrastructure and the Central Activity Zone
- The Healthy Streets approach is being embedded in plans for the public realm in Opportunity Areas such as the Old Oak Common Park Royal Development

Continuing and planned work for 2016:

- We anticipate that the next Mayor will want to develop new policies and a new Mayor's Transport Strategy. We will work with the Greater London Authority (GLA) to ensure the health implications of transport policies are considered
- We will develop and pilot a framework of technical guidance on the 'levels of service' for a Healthy Street, with the aim of supporting traffic engineers in designing and assessing streets to ensure they deliver improvements in the 10 indicators of a Healthy Street

Aspirations:

- We hope to see the Healthy Streets approach embedded across all parts of our organisation and increasingly used by boroughs as a consistent framework for delivering and assessing progress

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

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

- We worked closely with the Public Health and Transport teams in each of the three 'mini-Holland boroughs' (Enfield, Royal Borough of Kingston, Waltham Forest) to develop a Health Evaluation Framework. Baseline data for each of the indicators has been collected and follow-up data will be used to populate the framework and provide monitoring and evaluation reports over the coming years
- We have ensured that the 10 indicators of a Healthy Street are covered by the longitudinal surveys to monitor and evaluate the Mayor's Cycling Vision

#### **3.2 Share our methodology and results with others**

- The Healthy Streets Survey is being shared with boroughs and third sector organisations who are using it to assess how local schemes are demonstrating improvements against the 10 indicators of a Healthy Street
- We have shared our monitoring framework with academics who are developing a funding bid to do an in-depth evaluation of the health impacts of the Mayor's Cycling Vision

Continuing and planned work for 2016:

- We will be using the Healthy Streets survey to monitor Local Implementation Plan major schemes, Crossrail complementary measures and our own trials of 20 miles per hour speed limits on the Strategic Road network

- We will be devising a new framework for measuring walking in London, which will enable us to assess the health impacts of changes in the physical activity patterns of Londoners
- We will be publishing a portfolio of public realm schemes completed over recent years showing the monetised health benefits being delivered by each
- We will be exploring how the health benefits of the schemes funded through the Future Streets Incubator Fund can be evaluated

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

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

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

- We published Safe London Streets: our approach which sets out our evidence-based approach to tackling the sources of road danger
- We published research we commissioned from King's College London on the health impacts of air quality in London. This analysis was used to develop our policies for an Ultra Low Emission Zone, which has now been endorsed for introduction in central London in 2020

##### **4.2 Publish our evaluations**

- Travel in London 8, published in December 2015, included a chapter on how active travel can enable Londoners to meet the pan-London ambition of 70 per cent of adults to be active for 150 minutes each week. This identified how many adults need to travel more actively to meet their minimum physical activity levels and which groups are less likely to be active. This analysis will feed into active travel policy development

Continuing and planned work for 2016:

- We will publish the results of all the Healthy Streets surveys that have been conducted in 2014 and 2015
- We will be carrying out research with Londoners to understand their perceptions of the public realm. Our focus will be on older people, children and disabled people as these are three groups who are more likely to experience the adverse health impacts of London's streets

Aspirations:



- We would like to expand the use of the Healthy Streets survey so we can understand better the health impacts of more streets and how public perceptions of streets compare with the objective measure of the Healthy Street indicators

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

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

- Bidders for funding available through the Mayor's Air Quality Fund, Major Schemes Local Implementation Funding and the Future Streets Incubator were encouraged to consider how their bid could deliver the Healthy Streets approach, and bids were assessed against these criteria. The Supplementary Planning Guidance to the London Plan for both Social Infrastructure and the Central Activity Zone emphasise the public health approach to transport and public realm that is expected of new development in London
- We set new high standards for consultants who conduct HIAs for us, including qualifications in public health to raise the quality of these assessment processes

Continuing and planned work for 2016:

- We will develop a rapid checklist for scoping HIAs for transport projects in London based on the Healthy Streets approach

Aspirations:

- We would like to develop a standard guidance framework for all our contractors to follow to ensure that the HIAs are focused towards the most significant health impacts and the greatest opportunities for further action to maximise health benefits

## **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'**

- We held an event for our staff to showcase the ways that they can build a healthy approach into their lifestyles and work
- A total of 1,001 members of staff took part in the Global Corporate Challenge, a 100 day competition between teams to increase their everyday activity
- We continue to offer staff brief health coaching at Step it Up Fairs supported by a follow up phone call and monthly email

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

- We published a Walking Tube Map which shows the time it takes to walk between London Underground, Docklands Light Rail and London Overground stations in zones 1 and 2. This is being distributed from TfL visitor centres. From 1 April 2015 to 9 January 2016, 616 businesses signed up for Cycling Workplaces, representing 107,943 employees. As part of this scheme, 55 cycle safety sessions were delivered to 461 people and a further 431 people received one-to-one cycle training. More than 1,500 cycle parking spaces were provided to workplaces to improve cycling facilities
- In September, we ran a pilot walking challenge with 30 London businesses to promote the benefits of walking and to increase the number of employees walking. More than 850 employees took part in the challenge to walk 10,000 steps a day for a month. Seventy-five per cent reported that they walk more as a result of the challenge and there was a 1.7 per cent 'mode shift' to walking as the main mode of transport used on the commute

Continuing and planned work for 2016:

- We will be expanding the walking challenge programme to all operational areas including head offices. We aim to achieve a total of 3,200 employees taking part
- We will be expanding Health and Wellbeing Champion Training and the Global Corporate Challenge to London Underground Operations staff, aiming for 475 teams of seven in total (inclusive of head office employees)
- We will continue to promote the Cycling Workplaces scheme to London businesses. Businesses that have already joined the Cycling Workplaces scheme can receive a second round of free products and services if they complete a re-survey of their employees
- We are an official partner with Sport Relief 2016 to encourage staff and Londoners to make their journeys more active by building in a little more walking and cycling

Aspirations:

- We welcome opportunities to work with commercial partners to promote the health benefits of active travel in the transport network

## **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**

- The GLA published a report on the health impacts of cars in London with our support, using our data on Londoners' car use. This report was published in

response to requests from London borough public health professionals and policy makers

- We offered training to all boroughs on how to value health benefits in transport schemes
- We provide continuing support to boroughs when they request it. This can be in the form of advice, presentations to teams or boards, data or briefings. The following boroughs received specific input from our public health specialist: Brent, Camden, City of London, Enfield, Hackney, Havering, Hillingdon, Kingston, Lambeth, Merton, Newham, Redbridge, Richmond, Southwark, Tower Hamlets, Waltham Forest and Westminster

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

- Health was an assessment criteria for bids for funding available through the Mayor's Air Quality Fund, Major Schemes Local Implementation Funding and the Future Streets Incubator. Projects being taken forward will be assessed for their health impacts as appropriate

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

- Our public health specialist works with more than 25 teams across five directorates to support them in incorporating our health policy into their work. This work includes technical data input, stakeholder engagement, policy support, strategic planning and expert advice

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

- Travel in London 8 includes a health evidence section setting out the role of travel in enabling Londoners to meet their physical activity needs and identifying those groups that need to be supported to travel more actively
- Our public health specialist presented our analytical work to a range of external stakeholders and at public events throughout the year
- The GLA published Walking in London – a factsheet which used analysis by TfL
- The GLA published Health Impacts of Cars in London, which used analysis by TfL

Continuing and planned work for 2016:

- There will be two Urban Design London (UDL) workshops open to UDL membership organisations focused on measuring health impacts of transport schemes

- Analysis to identify the best locations for promoting walking in London will be shared with stakeholders, for example London's boroughs, to inform policy making
- The results of the Healthy Streets survey conducted in 2014 and 2015 will be collated, analysed and published on the TfL website – [tfl.gov.uk](http://tfl.gov.uk)

#### Aspirations:

- We would like to engage with local authority leaders to help them feel confident in using their public health duties to support delivering better transport and health outcomes for Londoners
- We would like some basic data to be collected for monitoring the health impacts of projects, such as counts of pedestrians
- We would like to agree the mechanism for adding value to the planning consents process to enhance health outcomes

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

- We have maintained our 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 (LSHTM), Westminster University, King's College London and Cambridge University
- In partnership with LSHTM, we are hosting a PhD candidate focused on social exclusion from the transport network
- We have presented results of our analytical work at a number of academic symposia including the World Health Organisation Health Enhancing Physical Activity symposium

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

- Our public health specialist sits on the Streets Mobility project advisory group at UCL, which is exploring how to measure the effects of busy roads on severing communities
- Our analysis of data in Travel in London 7 has shown that inequalities in active travel do not fall along typical demographic lines, so we are looking at how we can incorporate this into our active travel policies to tackle inactivity effectively

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

- We have explored opportunities for working with public health intelligence specialists to analyse future health projections and their interaction with transport. We have found that long-term health projections are not easily

conducted so we are looking into what general conclusions can be drawn from applying our in-house public health expertise to transport projections

- We have been working with the GLA and UCL to bring together data on transport and health to identify which groups and places to target policies to increase active travel
- We have contributed to the Mayor's Design Advisory Group publications setting out the challenges facing London in the coming years, including the ageing population, and challenges of delivering public realm improvements that meet the needs of all Londoners

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

- Analysis commissioned from King's College London on the health impacts of air quality in London fed into the Ultra Low Emission Zone policy development

Continuing and planned work for 2016:

- We will be using the outputs of analysis by UCL for the GLA to identify where to invest improvements to walking environments and walking promotion activities

Aspirations:

- We would like to develop a model for predicting health impacts in specific locations for use in planning new projects and developments

## **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**

- We launched WebCAT – a web-based connectivity assessment toolkit giving both professional planners and the general public access to TfL's connectivity measures and datasets across London. For any location in London users can view public transport accessibility levels or generate maps showing travel time based on a range of different transport networks. This included the full public transport network, the bus network and the step-free network both now and in the future. WebCAT has been well received and we have been contacted for data and advice by a number of organisations and individuals working in the health sector

### **9.2 Provide expertise to NHS during reconfigurations**

- We continue to supply data and advice to the NHS for a number of reconfiguration and other planning projects, for example Barking, Havering and Redbridge University Hospitals NHS Trust and North West London. We continue to work with the NHS on healthcare reconfigurations and on improving bus links to hospitals

#### Planned work for 2016

- We will launch new WebCAT functionality including catchment statistics giving the number of people and jobs within each travel time band displayed on the map

#### Aspirations:

- We continue to strive for timely engagement with NHS stakeholder organisations at the earliest stages of healthcare reconfiguration, but this is challenging. We would need additional resource to proactively engage with NHS organisations on an ongoing basis.

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

#### **10.1 Engage Department for Transport (DfT), Department for Communities and Local Government (DCLG), Department of Health (DH) and Public Health England (PHE)**

- Our public health specialist sits on the cross-government Moving More, Living More steering group for the GLA, advising on active travel policy
- We have continuing engagement with DfT on the development of new tools for monetising health benefits and aligning these across government

#### Continuing and planned work for 2016:

- We will continue to engage with DH, PHE, and DfT in particular 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 2016 we intend to make particular progress in delivering outcomes 3, 5 and 8. We will strengthen our HIAs and evaluations and ensure health is embedded in strategic long-term planning. We are hoping to use this experience to support our colleagues in the boroughs to do the same.

## **Related reports**

The Improving the Health of Londoners Transport Action Plan, the first annual progress report, Travel in London 7 and Travel in London 8 reports are available online at [tfl.gov.uk](http://tfl.gov.uk). The Transport and Health in London report, Health Impacts of Cars in London and the Walking & Health factsheet are available at [www.london.gov.uk](http://www.london.gov.uk).