



Improving the health of Londoners

Transport Action Plan
Year 3 progress report

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

Improving the health of Londoners

Transport action plan - Year 3 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 committed to take over three years that recognise and demonstrate our role in improving the health of Londoners.

In delivering this action plan we strived 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 different ways – from making our streets easier and safer to cycle on, to introducing cleaner buses that help improve air quality.

This report sets out what we have achieved in the third and final year of the plan to deliver our 10 outcomes. This health work programme is primarily focused on:

- Changing our processes to better incorporate health impacts into our work
- Engaging external stakeholders from international to local level to make the case for integrating transport and health

In 2014, we started delivering against all the actions. In our first year we made particular progress on actions 7 and 10, raising awareness among stakeholders of our new health policy and the 'Healthy Streets Approach' described in Improving the health of Londoners. In 2015 we concentrated on actions 1 and 4, publishing new guidance for valuing the health benefits of transport schemes and training more than 150 practitioners to calculate a monetary value of the health benefits of transport schemes. In 2016 we welcomed a new administration with a strong focus on the health benefits that we can help bring about.

Highlights from 2016 include:

- Establishing a Healthy Streets Steering Group to oversee the Healthy Streets Approach being embedded across all parts of our business
- Securing £2.1bn in our Business Plan for embedding the Healthy Streets Approach leading to more people walking and cycling, safer and more inclusive streets, cleaner air and less noise.
- Ensuring that the draft Mayor's Transport Strategy includes policies for improving health, reducing health inequalities and specific health targets.
- Developing and testing the Healthy Streets Check – a set of objective criteria for assessing streets against the 10 Healthy Streets Indicators.
- Participating in the London Assembly Health Committee investigation into our role in improving health.

Healthy Streets

We take the Healthy Streets Approach, this means improving the performance of London's streets against the 10 Healthy Street Indicators and making streets more welcoming and attractive for everyone to walk, cycle and use public transport. This Approach will improve Londoners' health and help reduce unfair health inequalities by cutting air and noise pollution and road danger while increasing physical activity and social inclusion.

The 10 Healthy Street Indicators



Source: Lucy Saunders

Progress against the plan in 2016

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

- We have conducted analysis using the World Health Organisation Health Economic Assessment Tool (WHO HEAT) to produce the monetised health benefits of the changes in active travel behaviour that the introduction of Crossrail 2 is expected to deliver
- Our Public Health Specialist sat on the Department for Transport advisory panel for developing a new, more sophisticated tool to potentially replace the HEAT tool
- In 2016, 67 staff from across our businesses and partner organisations were trained to quantify and monetise health impacts
- Following training, practitioners took up our one-to-one support to enable them to use the tool in their daily work
- The standard data sets used in the HEAT tool were refined and added to our website to make it easier for practitioners to use the tool

Main achievements over the past three years:

- We produced a guidance document – Valuing the health impacts of transport schemes: guidance for London – and distributed it people attending our training sessions. It was also downloaded 66 times in 2016
- More than 200 people have been trained to quantify and monetise the health impacts of projects. The sessions received excellent feedback on the high quality of training
- We developed a new calculation for capturing the monetised health benefits of reduced sickness absence, called SART
- We now use HEAT for all of our major schemes (£5m+) and do assessments at various times during the development of these projects

What is needed to further embed this:

- Pedestrian and cycle counts need to be performed routinely for all schemes including temporary changes as they provide input data for using in the HEAT tool
- All schemes should have to consider whether it is appropriate to use the HEAT tool to ensure the tool is used consistently
- HEAT champions to support scheme sponsors in using the HEAT tool appropriately

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

- A Healthy Streets Steering Group has been established to oversee the Healthy Streets Approach being embedded across our business. Its work will

include making sure appropriate assurance systems are in place to embed health considerations in policy and project development and assessment

- Healthy Streets is the overarching framework for the draft Mayor's Transport Strategy, which proposes policies that support the delivery of the 10 Healthy Streets Indicators
- The Healthy Streets Approach will also be included in the draft London Plan, the Mayor's Health Inequalities Strategy and London Environment Strategy
- A Healthy Streets Portfolio Board will oversee the governance of dedicated funding for public transport, walking and cycling schemes

Main achievements over the past three years:

- The Healthy Streets Approach has graduated from a health policy to an organisation-wide approach to transport planning that puts people's experience and health at the centre of decision making

What is needed to further embed this:

- A set of tools are under development, including the Healthy Streets Check. These need to be built into our decision-making processes
- New metrics for capturing the health impacts of our investments need to be developed and tracked to ensure we deliver continued improvements in health outcomes

Action 3: Evaluate the health impacts of our programmes

- The Healthy Streets Survey has been applied to a number of sites that will undergo changes in the coming years. We will return to these locations to re-run the survey to see whether it can be a useful evaluation tool
- The results of the Healthy Street Surveys undertaken have been analysed and will be published on our website. The study shows that streets with higher traffic dominance tend to score worse overall but there is still a considerable variation between different locations even on heavily trafficked streets

Main achievements over the past three years:

- We developed an evaluation framework for ensuring that the 10 Healthy Streets Indicators were covered by the longitudinal monitoring of cycling investments including the Mini-Hollands projects
- We developed and implemented the Healthy Streets Survey, which has proven to be a useful tool for engaging communities and demonstrating that the Capital's streets do not live up to the expectations of Londoners

What is needed to further embed this:

- A systematic health impact evaluation for projects (including collection of significant baseline data) to strengthen the case for future investment in projects and programmes that improve Londoners' health

- Work with academic institutions with expertise in how to evaluate the health impacts of complex transport interventions to perform more detailed assessments for selected policies and projects

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

- We analysed a wide range of data sources to develop our policy for Healthy Routes to school – local measures, engaging school communities, to improve the environment for walking and cycling
- Our study of the London Travel Demand Survey was published in the peer-reviewed Journal of Transport & Health. This showed that owning a car is the biggest determinant of an adult in London reporting less than 30 minutes of active travel on a given day
- We commissioned research with children and older Londoners to understand their perceptions of public space. Given that they are more likely to experience the adverse health impacts of London's streets it is important to understand their needs and shape our policies to address them
- Travel in London report 9 was published. This included a summary of the results of our Healthy Streets Surveys and some evidence on the health impacts of transport. It also included the evidence base for monitoring progress of transport policies on health which will be incorporated into our strategic monitoring
- Our public health specialist works with more than 25 teams across five directorates supporting them to incorporate our evidence-based health policy into their work. This work includes technical data input, stakeholder engagement, policy support, strategic planning and expert advice

Main achievements over the past three years:

- We published Safe London Streets: our approach which sets out our evidence-based approach to tackling the sources of road danger
- We commissioned and published research from King's College London that showed the heavy burden of air pollution on Londoners' health which helped to make the case for ambitious policies to address air pollution
- We published our own analysis of the physical activity benefits of active travel using our London Travel Demand Survey in Travel in London reports 7, 8 and 9 and the Journal of Transport & Health

What is needed to further embed this:

- Our staff need training to critically appraise the public health evidence base and apply it to transport data and policies

Action 5: Strengthen our Health Impact Assessment processes

- We have developed a rapid checklist for scoping HIAs for transport projects in London based on the Healthy Streets Approach

- We have supported the Integrated Impact Assessment Process for the next Mayor's Transport Strategy to make sure it reflects health appropriately

Main achievements over the past three years:

- A number of funding streams have incorporated health impacts in their assessments including the Mayor's Air Quality Fund, Low Emission Neighbourhoods, Major Schemes Local Implementation Funding and Future Streets Incubator
- We have raised the standards of the HIAs carried out on our major projects by contractors. We have directed them to focus on priority health issues for Londoners and to use the HEAT tool to quantify some of the main health impacts.
- Supplementary Planning Guidance to the London Plan for Social Infrastructure and the Central Activity Zone both emphasise the public health approach to transport and public space expected of new developments

What is needed to further embed this:

- All our contractors need to follow a standard guidance framework and assurance system to ensure that the HIAs are focused towards the most significant health impacts and the greatest opportunities for further action to maximise health benefits
- Teams across our organisation need to be trained to apply rapid HIAs of decisions in their area of work as part of embedding the Healthy Streets Approach

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

- We partnered with Sport Relief in 2016 with employees and customers pledging to walk and cycle more. We also promoted walking and cycling including celebrity walking podcasts and a 'walk the Circle line' event
- A total of 3,521 members of staff took part in the Global Corporate Challenge, a 100 day competition between teams to increase their everyday activity
- The Step it Up approach has now been developed into the Four Steps to Health Fairs. We continue to offer staff health coaching to encourage them to adopt a healthier lifestyle and provide support by a follow up phone call and monthly email
- We have recruited and trained 186 health and wellbeing champions in 2016-17. The role of the champion is to help promote a healthy lifestyle and support colleagues in reaching their health and wellbeing goals. They can provide peer support and encourage employees to make small changes such as increase physical activity
- We published an updated Walking Tube Map that shows the number of steps it takes to walk between London Underground, Docklands Light Railway and

London Overground stations in zones 1 and 2. This has been downloaded 44,000 times and is being distributed from TfL visitor centres

- From January 2016 to December 2016, 517 businesses signed up for Cycling Workplaces, representing 108,741 employees. As part of this, 684 people attended one of 93 cycle safety seminars and a further 385 received one-to-one cycle training. More than 2,232 cycle parking spaces were provided for workplaces and 186 cycle safety check and bike marking sessions took place

Main achievements over the past three years:

- Our Walking Tube Maps showing walking times and steps have been downloaded more than 200,000 times
- A total of 266 health and wellbeing champions have been trained to date
- Close to 5,000 employees have benefited from participating in the Global Corporate Challenge
- Around 1,300 businesses signed up to Cycling Workplaces

What is needed to further embed this:

- More promotion of active travel to our staff to encourage them to consider walking and cycling more often

Action 7: Support borough transport plans and investments

- Training was offered to all boroughs on how to value health benefits in transport schemes
- We provide 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: Barking and Dagenham, Barnet, Bexley, Bromley, Camden, City of London, Croydon, Ealing, Enfield, Greenwich, Hackney, Hammersmith and Fulham, Harrow, Havering, Hillingdon, Hounslow, Kingston, Merton, Redbridge, Richmond, Southwark, Tower Hamlets, Wandsworth, Westminster
- At an event for health sector stakeholders, attended by representatives from 23 boroughs we discussed the draft Mayor's Transport Strategy
- We provided presentations to 15 boroughs sharing borough-specific walkability analysis to identify the best locations for promotional and infrastructure measures to increase walking. These boroughs are Barnet, Bexley, Brent, Bromley, Camden, Croydon, Ealing, Enfield, Hackney, Hammersmith and Fulham, Haringey, Harrow, Havering, Hounslow, Islington, Lambeth, Lewisham, Merton Council, Newham, Redbridge, Richmond, Royal Borough Of Kensington and Chelsea, Royal Greenwich, Southwark, Waltham Forest, Wandsworth and Westminster Council
- Travel in London 9 included a health evidence section setting out the Healthy Streets Approach, Healthy Streets Survey results and the role of travel in enabling Londoners to meet their physical activity needs

- Our public health specialist presented our analytical work to a range of external stakeholders and at public events throughout the year
- Two Urban Design London (UDL) workshops open to UDL membership organisations focused on measuring health impacts of transport schemes

Main achievements over the past 3 years:

- We provided bespoke specialist input to public health and transport to every London borough and the City of London
- The GLA published Health Impacts of Cars in London and a Walking in London factsheet, which used analysis by TfL of borough-level data to support policy makers in boroughs
- We produced health chapters in Travel in London reports 7, 8 and 9 to support borough policy makers to demonstrate the links between transport and health in the Capital
- We produced and shared walkability data mapped for each London borough to support their decision making and planning

What is needed to further embed this:

- Further work 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
- Establishing a system of collecting and sharing basic monitoring data to show the health impacts of projects, such as counts of pedestrians
- Agree the mechanism for adding value to the planning consents process to enhance health outcomes
- Support and training for borough officers to apply the Healthy Streets Approach to their work and embed Healthy Streets in their local authorities

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 whose work is focused on social exclusion from the transport network
- We have published our analysis of the determinants of active travel in the peer-reviewed Journal of Transport and Health
- Our public health specialist sits on the Streets Mobility project advisory group at UCL. The group has produced tools for measuring the effects of busy roads on severing communities
- We used the outputs of analysis by UCL for the GLA to identify where to invest in improvements to walking environments and walking promotion

activities. This data has been shared with boroughs to support their local activity to increase walking and improve the walking experience

- Analysis commissioned from King's College London on the health impacts of air quality in the Capital fed into the Ultra Low Emission Zone policy development
- We have applied the Sport England MOVES tool to London data to identify what the health benefits would be if all Londoners walked or cycled for 20 minutes each day
- Our analysis of car ownership as a key determinant of active travel has contributed to policy development for the next Mayor's Transport Strategy
- We responded to the National Institute for Health and Care Excellence (NICE) draft guidance on Air Quality

Main achievements over the past three years:

- Analysis of London in terms of 'walkability' has proven to be extremely valuable to us and our borough colleagues for focusing our planning activities to increase walking and improve the walking experience
- Analysis of the health impacts of air quality has been used in the development of policies to address air pollution in London
- Peer-reviewed publication of our analysis of the social determinants of active travel in the Journal of Transport and Health contributed to the development of the policies for mode shift in the Mayor's Transport Strategy

What is needed to further embed this:

- As we seek to embed health considerations consistently across the organisation in our monitoring and evaluation of health impacts we should call on our network of public health specialists to advise us on how best to do this

Action 9: Work with the NHS to encourage travel analysis

- We reviewed bus services to hospitals in London using a range of data sources and a number of recommendations for future planning of bus services were made
- WebCAT, originally released in 2015 to give users access to our connectivity data through a web-based interactive toolkit including travel time mapping and PTAL values, was updated with new functionality in December 2016. The update included:
 - Catchment statistics – for selected sites and time bands and population groups
 - Comparison tool – eg comparing travel times for the full network against the step-free network – showing travel time differences and catchment statistics
 - Travel time by bicycle – showing how many jobs, people or services can be reached by bicycle from or to a chosen location. This can also contribute towards the policy of promoting active travel and public health

- In October 2016 we provided data and support to the Specialist Business Intelligence team that provides core commissioning support for 12 Clinical Commissioning Groups (CCGs) in North East and Central London, and planned for the whole of South London, owing to a merger
- In February 2017 we provided hospital travel time data to North West London CCG

Main achievements over the past three years:

- We launched new 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) functionality. This includes catchment statistics giving the number of people and jobs within each travel time band displayed on the map
- We published best practice guidance for the NHS on the use of Health Service Travel Analysis Toolkit data

What is needed to further embed this:

- 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 do this proactively

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

- Our public health specialist sits on the Department for Transport advisory panel for developing a new tool to quantify and monetise the health impacts of transport projects
- We presented our analysis of walkability and walkable trips to policy makers at the Department for Transport and they are considering how this could be incorporated into their policy
- We will be supporting the national Public Health England 'Active 10' campaign to promote walking in 2017

Main achievements over the past three years:

- The work of TfL to embed the Healthy Streets Approach has been used as an exemplar of best practice in guidance by Sport England and PHE, PTEG, Royal Society of Public Health
- We have responded to numerous consultations from national government departments, including the DfT Walking and Cycling Delivery Plan, emphasising the importance of considering health impacts of national policy and the need to deliver change at a meaningful scale to benefit health
- We sat on the cross-government steering group for promoting physical activity 'Moving More, Living More' to advise on active travel policy

What is needed to further embed this:

- We could coordinate a wider network of contacts with central government to encourage a joined-up approach by Government to embedding health considerations in policy in line with the Healthy Streets Approach

Looking forward

In 2017 we intend to publish a second Health Action Plan with detailed plans for embedding the Healthy Streets Approach across TfL and our work in partnership with the GLA and boroughs in particular. This will build on the policy approach to improving health set out in the forthcoming Mayor's Transport Strategy.

Related reports

The Improving the Health of Londoners Transport Action Plan, the annual progress reports, Travel in London 7, 8 and 9 reports and Valuing health impacts of transport schemes: guidance for London are available at 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.