



10 steps to embed health in transport

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Transport for London

The story so far...

2018

TRANSPORT AND HEALTH IN LONDON
The main impacts of London road transport on health

MAYOR OF LONDON

Improving the health of Londoners
Transport action plan

MAYOR OF LONDON

Travel in London
Report 7

MAYOR OF LONDON

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A City for all Londoners

October 2016

MAYOR OF LONDON

Mayor's Transport Strategy
Draft for public consultation
JUNE 2017

Better Streets Delivered 2
Learning from completed schemes

MAYOR OF LONDON

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THE LONDON PLAN
THE SPATIAL DEVELOPMENT STRATEGY FOR GREATER LONDON
DRAFT FOR PUBLIC CONSULTATION
DECEMBER 2017



Valuing the health benefits of transport schemes
Guidance for London

MAYOR OF LONDON

Healthy Streets for London
Prioritising walking, cycling and public transport to create a healthy city

MAYOR OF LONDON

MAYOR OF LONDON

HEALTH IMPACTS OF CARS IN LONDON

MAYOR OF LONDON

2014

1. Pick the priorities



Source: Lucy Saunders

The biggest health impacts of the transport system relate to motorised road transport



Physical activity

Injuries

Air quality

Noise

Severance

How do we address these?

2. Frame the priorities



Source: Lucy Saunders

The Healthy Streets Approach



Source: Lucy Saunders

3. Find a champion



Source: Lucy Saunders

Mayor's Vision for Healthy Streets



“My vision to create ‘**Healthy Streets**’ aims to reduce traffic, pollution and noise, create more attractive, accessible and people-friendly streets where everybody can enjoy spending time and being physically active, and ultimately to **improve people’s health**”.

A City for All Londoners - October 2016



Source: Lucy Saunders



4. Set your vision



Source: Lucy Saunders

Healthy Streets for London

- Putting people & their health at the heart of decision making
- Clear shift away from private car use
- 3 levels of delivery
- Measuring success against the 10 Healthy Streets Indicators



5. Embed the vision in policy



Source: Lucy Saunders

Healthy Streets is being embedded across the Mayor's strategies...

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London Plan



Health Inequalities Strategy



London Environment Strategy



Policing and Crime Plan



Mayor's Transport Strategy

Source: Lucy Saunders

6. Set a plan for delivery



Source: Lucy Saunders

Transport for London Business Plan

We are working with the boroughs on hundreds of schemes across London that make it easier to walk, cycle or use public transport.

Cycle Superhighways ●

Camden, Ealing, Greenwich, Hammersmith & Fulham, Hounslow, Kensington & Chelsea, Lewisham, Southwark and Westminster



Clear and safe segregated routes across London

Vauxhall Gyrotory ●

Wandsworth



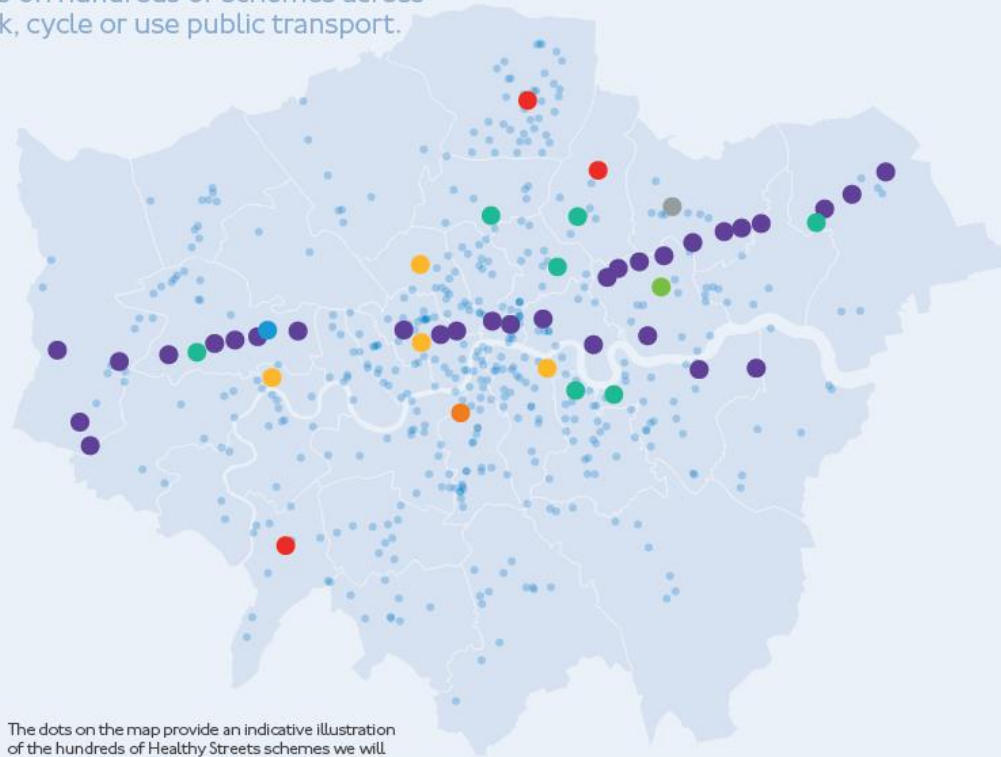
Returning to two-way roads for better walking and cycling

Charlie Brown's Roundabout ●

Redbridge



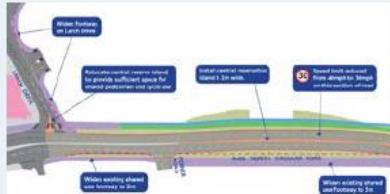
New pedestrian and cycle crossings, and fewer delays to traffic and buses



The dots on the map provide an indicative illustration of the hundreds of Healthy Streets schemes we will be delivering over this Business Plan period.

Gunnersbury Avenue ●

Hounslow



Major street improvements for safer for walking and cycling

Mini-Hollands ●

Enfield, Kingston and Waltham Forest



Three outer boroughs with a network of cycle routes

Elizabeth line ●

Brentwood, Ealing, Greenwich Havering, Hillingdon, Islington, Newham, Redbridge, Tower Hamlets and Westminster



Improved public areas and interchanges outside 18 outer London Elizabeth line stations

Liveable Neighbourhoods programme ●

Ealing, Haringey, Waltham Forest, Hackney, Haringey, Greenwich and Lewisham



Grant funding for borough schemes to reduce car trips, improve health and air quality

Stratford Town Centre ●

Newham



A safer, more attractive town centre for people to spend time in

7. Create tools to support



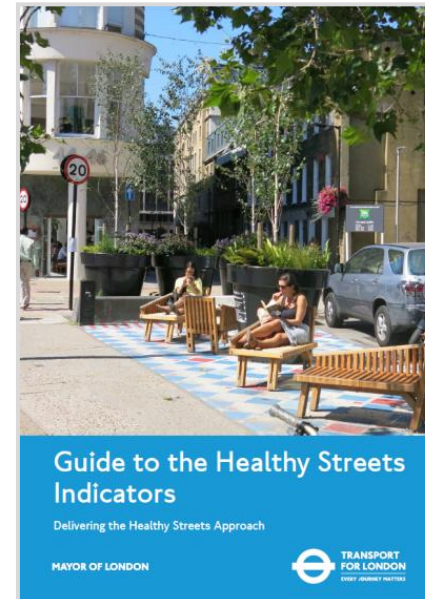
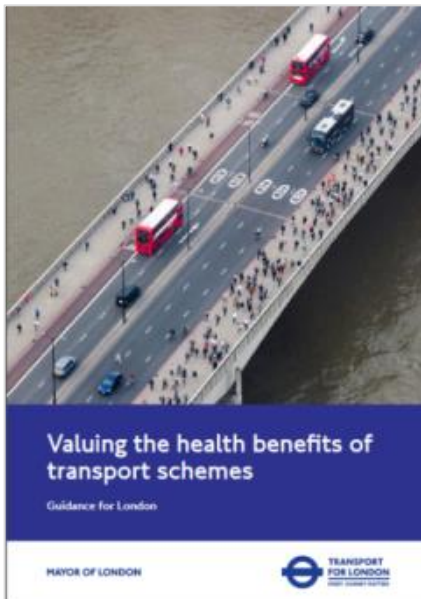
Source: Lucy Saunders

Healthy Streets Toolkit



Segment 1: from to

Metrics (Click on ID for more guidance on rating of specific Healthy Streets Indicators)	Scoring system				Enter score here		Notes
	3	2	1	0	Existing layout	Proposed layout	
1 Total number of bus lanes on selected streets	There are more than 100 dedicated bus lanes.	There are 50 to 100 dedicated bus lanes.	There are more than 10 dedicated bus lanes.	There are no dedicated bus lanes.			
2 Information screens for cycle routes and people walking	The number of cycle routes, pedestrian routes, and people walking is high.	The number of cycle routes, pedestrian routes, and people walking is medium.	The number of cycle routes, pedestrian routes, and people walking is low.	The number of cycle routes, pedestrian routes, and people walking is very low.			
3 Level of pedestrian traffic	Highly populated area with high pedestrian traffic.	Medium populated area with medium pedestrian traffic.	Low populated area with low pedestrian traffic.	Very low populated area with very low pedestrian traffic.			
4 Proportion of bus lanes on selected streets	There are more than 100 dedicated bus lanes.	There are 50 to 100 dedicated bus lanes.	There are more than 10 dedicated bus lanes.	There are no dedicated bus lanes.			
5 Water flow from selected streets	The amount of water flowing from the street is high.	The amount of water flowing from the street is medium.	The amount of water flowing from the street is low.	The amount of water flowing from the street is very low.			
6 Number of street trees	High number of street trees.	Medium number of street trees.	Low number of street trees.	Very low number of street trees.			
7 Reducing private car use	There are measures in place to reduce private car use.	There are some measures in place to reduce private car use.	There are few measures in place to reduce private car use.	There are no measures in place to reduce private car use.			
8 Level of walking and cycling for people walking	High level of walking and cycling for people walking.	Medium level of walking and cycling for people walking.	Low level of walking and cycling for people walking.	Very low level of walking and cycling for people walking.			



Guide to the Healthy Streets Indicators

Easy to cross

Streets without suitable crossing facilities make walking and cycling less appealing. They can be a significant barrier to some people travelling on foot or bike. The types of crossing needed will vary, but on all streets it should be easy for people of all ages and abilities to find a safe place to cross without having to go out of their way.

Questions

- Can people cross the road safely at the point they would find most convenient?
- Does the amount and speed of traffic make it difficult for people to cross the road?
- Are the crossings provided suitable for the type of street, the amount of traffic and nearby uses eg doctor's surgery or school?
- Are crossings accessible to everyone?
- Do people need to walk to a junction to find a safe and accessible place to cross?
- Can people walking and cycling pedestrians and cyclists cross safely, directly and comfortably at junctions?
- Are people waiting a long time for a green man at pedestrian crossings?
- Is there enough time for everyone to cross without feeling rushed, including mobility impaired people or people crossing with children?
- Is there good visibility so that people crossing can see oncoming traffic and be seen?
- Where pavements get crowded, is there enough space for people to wait and are crossings wide enough for the amount of people using them?
- Could crossings where people have to wait on an island in the middle of the road be made more comfortable to use?
- Have the entrances to side streets been narrowed and raised to pavement level to give clear priority to people walking and make drivers slow down?
- Does the amount and location of car parking and loading bays make it difficult for people to cross the road?



Combining zebra and cycle crossings gives priority to people using a walking and cycling route where it crosses another street. Crossings should be positioned to provide a direct connection and avoid the need for people to go out of their way to cross.

Lower Clapton Road, LB Hackney



A raised area at the midpoint of a street makes it possible for mobility impaired people, and those pushing buggies or travelling with luggage to cross easily and safely. It also helps slow traffic.

Langham Road, LB Haringey



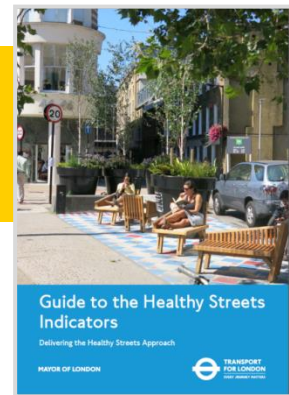
Raising and narrowing the carriageway at side roads helps to slow traffic and makes it easier for people walking to cross.

Catford Road, LB Lewisham



Crossings should be as direct as possible but on streets with very heavy traffic it is sometimes necessary to split pedestrian crossings, providing space for people to wait in the middle of the road. This space needs to be large enough to comfortably accommodate people waiting to cross.

Wood Green High Road, LB Haringey



Healthy Streets Check for Designers

Metric	Description	Scoring system				Min score	Max score	Notes
		3	2	1	0			
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

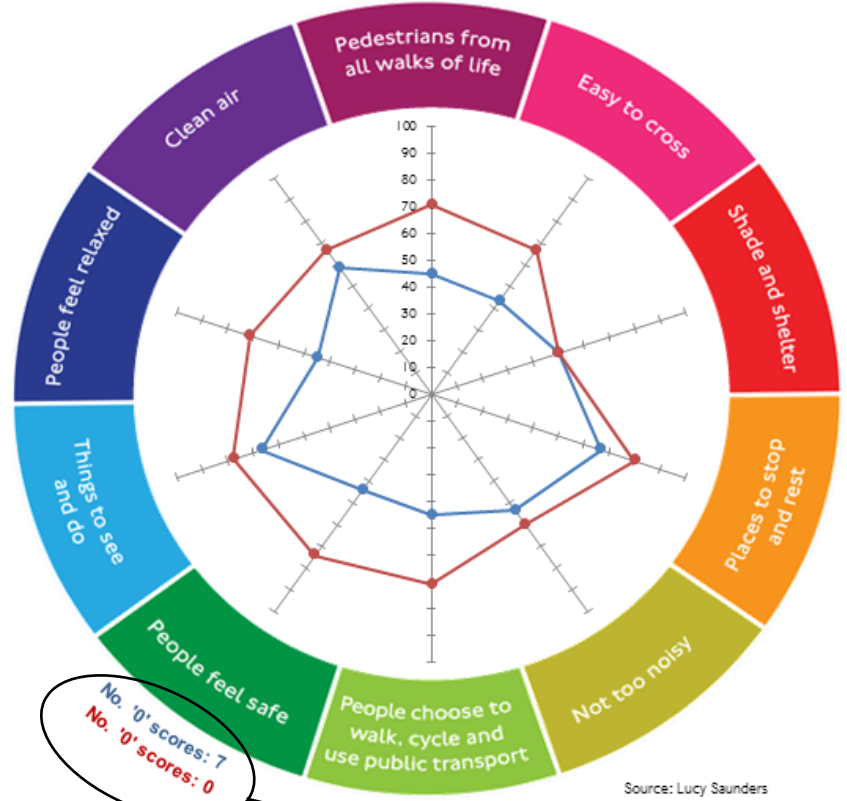


Before

Example Archway, Islington



After

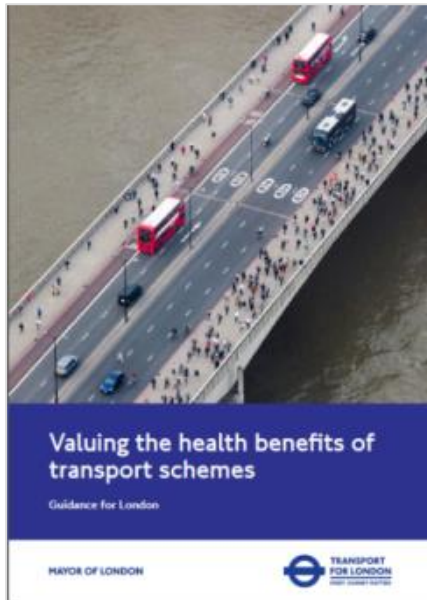


No. '10' scores: 7
No. '10' scores: 0

Number of known road danger issues before & after

HEAT calculations

- Online tool for monetising health benefits of uplift in walking and cycling
- TfL is applying this tool to its schemes



Example Leonard Circus, Hackney

Before



After



Monetised health benefit of these improvements

= **£1762,000**



= **£225,000**



8. Spread the word



Source: Lucy Saunders

Small Change, Big Impact

A delivery tool

- Practical guide for implementing light touch and temporary projects
- Tips on how to overcome hurdles
- Technical guidance on delivery
- Includes case studies to inspire you
- Links to other tools and resources
- Directory and glossary



Small Change, Big Impact

A practical guide to changing London's public spaces

Delivering the Healthy Streets Approach

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9. Track progress

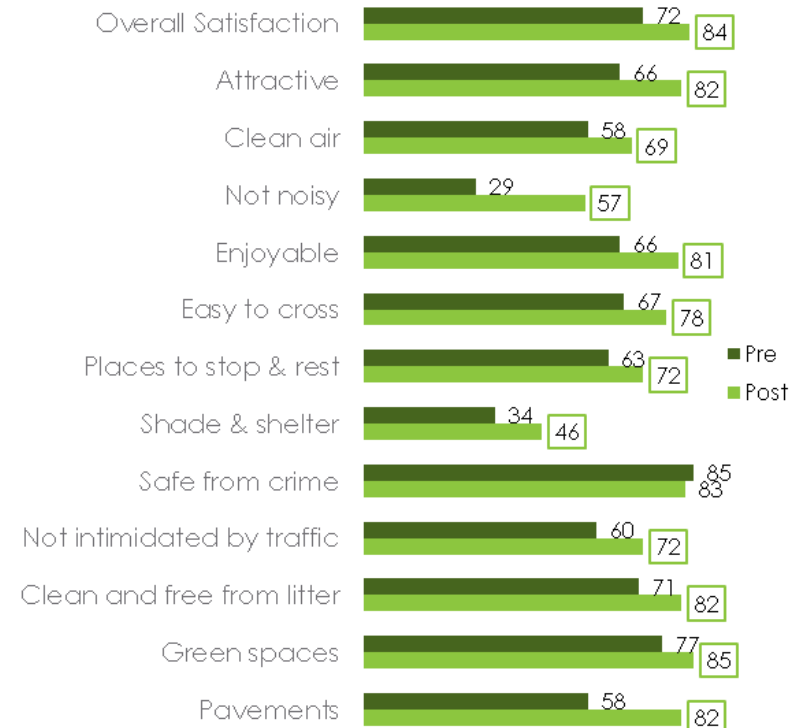


Source: Lucy Saunders

Healthy Streets Survey



Example Portsmouth road, Kingston

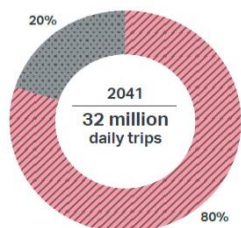


10. Raise your ambition



Source: Lucy Saunders

Ambitious targets for delivering Healthy Streets



80% sustainable mode share by 2041



20 minutes of active travel for all by 2041



Vision zero for road danger by 2041



Zero emission by 2050



10% less in central London am peak 2026



3 million fewer private car trips by 2041



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EVERY JOURNEY MATTERS