

**Date: 21 March 2017**

**Item: Healthy Streets for London**

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## **This paper will be considered in public**

### **1 Summary**

1.1 On 16 February 2017, Healthy Streets for London was published. This sets out the Healthy Streets Approach that will be central to the forthcoming Mayor's Transport Strategy and a 'people-centred' approach to how we operate. This paper summarises the work we are undertaking to embed the Healthy Streets Approach.

### **2 Recommendation**

**2.1 The Panel is asked to note the paper.**

### **3 Background**

3.1 'Healthy Streets for London' (attached in appendix 1) was published on 16 February 2017. This set out our new approach to putting people at the heart of our decisions and prioritising walking, cycling and public transport over private vehicles. The Healthy Streets Approach encompasses the policies and strategies we are putting in place to reduce the dominance of motorised traffic and create street environments that are healthy, welcoming and inclusive for everyone to walk, cycle and use public transport. Our performance will be assessed against the 10 Healthy Streets Indicators, these are the essential ingredients for enabling active travel, improving health and reducing inequalities; each is supported by a scientific evidence base.

3.2 The Healthy Streets Approach will deliver a range of benefits beyond improved health from safer, less noisy streets with cleaner air and more active people. The wider benefits include supporting local businesses and attracting international business and tourism; reducing social isolation and nurturing local communities; increasing environmental sustainability and climate change resilience.

3.3 The Healthy Streets Approach applies to all streets in London; there is no idealised 'Healthy Street'. It is a process of improving all streets to make them the best they can be within their local context and their function in the transport system. To deliver these improvements action is required at three levels of planning:

- (a) Street level – public realm improvements that provide enough space for dwelling, walking, cycling and public transport use – providing seating, shade and greenery, and reducing the dominance of vehicles by designing for slower vehicle speeds;

- (b) Network level – providing safe, high quality, affordable, reliable and swift public transport; direct, safe and comfortable cycle routes; and managing freight and servicing to ensure businesses can be served effectively; and
  - (c) Strategic level – regeneration and new developments follow best practice principles from the outset to reduce car dependency and promote active travel, ensuring that London grows in a sustainable way.
- 3.4 The Healthy Streets Approach will be a central plank of the Mayor’s Transport Strategy. This will include the policies and proposals for delivering this approach at street, network and strategic levels and the necessary supporting activities. Healthy Streets will also be incorporated into the other statutory Mayoral Strategies reflecting the cross-sector working that will be needed to deliver this Approach, including the London Plan, Health Inequalities, Environment, Culture and Policing and Crime Strategies.
- 3.5 Will Norman, as London’s Walking and Cycling Commissioner, will have an important role in leading the implementation of the Healthy Streets Approach within our organisation and working with our partners in London boroughs, business communities and third sector.
- 3.6 We have committed £2.1bn over the next five years to the Healthy Streets Portfolio which will be invested in schemes to improve the provision for walking, cycling, bus reliability and safety on the network. This investment will be overseen by the Healthy Streets Portfolio Board which will assess investment decisions against the Healthy Streets Indicators
- 3.7 In addition to this investment programme, we are undertaking a range of activities to embed the Healthy Streets Approach across the business in the following areas:
- (a) Leadership – engaging and informing our leaders on the Healthy Streets Approach;
  - (b) Strategy – ensuring a consistent and coordinated approach to including Healthy Streets in the Mayors Transport Strategy, London Plan and other Greater London Authority statutory Strategies, as well as producing the new Transport for London (TfL) Health Action Plan;
  - (c) Spatial Planning – piloting embedding the Healthy Streets Approach in Opportunity Areas and major new developments and Health Impact Assessing Planning proposals;
  - (d) Scheme Delivery – delivery of the Healthy Streets portfolio and the Air Quality and Environment portfolio and working in partnership with boroughs to deliver their Local Implementation Plans;
  - (e) Monitoring – developing an evidence base, monitoring and key performance indicators (KPI’s) for assessing our progress in delivering the 10 Healthy Streets Indicators;

- (f) Engagement – developing a strategy for engaging London’s leaders, borough officers and our wider stakeholder network in the Healthy Streets Approach; and
- (g) Everyday activity – behaviour change: enforcement and on-street operations; marketing; press; network management; managing temporary changes to streets; freight and servicing; and road safety activities.

Further areas of work will be identified in due course. We will ensure that our day-to-day decision making processes prioritise delivery against the Healthy Streets Indicators as routine.

- 3.8 We will be developing new metrics and Key Performance Indicators for tracking our delivery of the Healthy Streets Approach. These will be developed as part of the Mayor’s Transport Strategy. TfL, boroughs and other partners will all have a role to play in achieving these targets.
- 3.9 As mentioned above, we will produce a new Health Action Plan in 2017 which will provide a more detailed plan for the delivery of the health aims set out in Healthy Streets for London.

## **4 Focus on Safety, Sustainability and Human Resources**

- 4.1 Safety – The Healthy Streets Approach is aligned with the Vision Zero approach which puts the elimination of road danger at the very heart of the transport system. One of the 10 Healthy Streets Indicators is ‘people feel safe’ and the two top level indicators: ‘people choose to walk and cycle’ and ‘pedestrians from all walks of life’ can only be delivered through a safe systems approach; whereby streets feel safe and traffic is not intimidating. This is so that even the most vulnerable people feel confident walking, cycling and accessing public transport. There is around £130m of capital investment for road danger reduction programmes over the course of the Business Plan to 2021/22, including road safety engineering, pedestrian town centre improvements and the bus safety programme. However, if we are to deliver the changes we require measures to reduce the dominance of private cars to feature in the Healthy Streets portfolio, as well as other investment programmes, such as Asset Management; Contracted Services; Environment; and our day to day operations, such as enforcement and behaviour change.
- 4.2 Sustainability – The aim of the Healthy Streets Approach is that people choose the most sustainable transport mode available to them, delivering a shift away from private car use. ‘Clean air’ is one of the 10 Healthy Streets Indicators and £875m is committed to spending to improve air quality in London over the next five years. Improving street greening and reducing localised flooding help to contribute to many of the Healthy Streets indicators including ‘shade and shelter’, ‘not too noisy’, ‘things to see and do’ and ‘people feel relaxed’.
- 4.3 Human Resources – We support our staff to walk, cycle and use public transport. For example, we have installed lockers, changing facilities and secure cycle storage at our head offices. A Bicycle User Group has been set up, which encourages participation, led rides and peer to peer encouragement. Our cycle to work salary sacrifice scheme goes from strength to strength with approximately

600 members of staff enrolling into the scheme every year. We also have a pool of folding bikes freely available to staff to cycle for business trips. In 2016, we partnered with Sport Relief to encourage our staff to become more active; and over 3,500 staff took part in our 100 day global corporate challenge to increase their activity using a step-o-meter. We also have over 250 trained Health and Wellbeing Champions among our staff, offering peer support to their colleagues to make small changes to increase their daily physical activity.

**List of appendices to this report:**

Appendix 1: Healthy Streets for London

**List of Background Papers:**

Programmes and Investment Committee (March 2017) - Healthy Streets Programme

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# Healthy Streets for **London**

Prioritising walking, cycling and public transport to create a healthy city

## About Transport for London (TfL)

Part of the Greater London Authority family of organisations led by Mayor of London Sadiq Khan, we are the integrated transport authority responsible for delivering the Mayor's strategy and commitments on transport.

As a core element in the Mayor's overall plan 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 and to make it safer, more modern and affordable for everyone.

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 6,300 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, transforming the road network and making it safer, especially for more vulnerable road users, such as pedestrians and cyclists.

We work hard to make journeys easier through effective use of technology and data. We provide modern ways to pay through Oyster and contactless payment cards and provide information in a wide range of formats to help people move around London.

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.

We listen to, and act upon, feedback and complaints to constantly improve our services and work with communities, representative groups, businesses and many other stakeholders to shape transport provision in London.

Improving and expanding transport in London is central to driving economic growth, jobs and housing throughout the United Kingdom. Where possible, we are using our land to provide thousands of new, affordable homes. Our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

# Foreword

London is facing an inactivity crisis. Over decades, machines, cars and technology have gradually taken over many of the tasks that used to require physical effort. More than 40 per cent of Londoners do not achieve the recommended 150 minutes of activity a week; and 28 per cent do less than 30 minutes a week. Almost without realising it, we have engineered physical activity out of our daily lives.

The consequences of this shift to more sedentary lifestyles are severe. Lack of physical activity is now one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression and the two biggest killers in London – heart disease and cancer.

We urgently need to design physical activity back into our everyday lives. Active travel – walking more, cycling more, using public transport more – provides the easiest and most affordable way for us all to get more active and live healthier lives. In addition to these health benefits, all the evidence shows that more active travel will reduce air and noise pollution, help combat social isolation, ease congestion, make us safer and bring economic benefits to businesses – large and small – across the Capital.

The Mayor has shown that he is determined to help every Londoner live an active life. He has committed record levels of investment to cycling and active travel and has asked Transport for London (TfL) to put this agenda at the heart of its decision making. As the Capital's first

Commissioner for Walking and Cycling, it is my job to work with City Hall, TfL and our wider partners to make this happen.

Our ambition is for all Londoners to enjoy the benefits of being active through walking or cycling for at least 20 minutes a day.

The Healthy Streets Approach provides the framework of policies and strategies we will put in place to achieve this. At a street level, direct investment in our walking, cycling and public transport infrastructure is vital to providing a safer, easier, cleaner and more appealing environment for everyone to enjoy. At a network level, we must design and manage our streets and rail systems so that more active travel becomes part of every journey. And we need to plan for the future. As London continues to grow, active travel needs to be designed into the fabric of new developments and regeneration projects.

Increasing the number of people walking, cycling and using public transport has the potential to transform London and improve the lives of everyone who lives in, works in and visits this great city. I am committed to working with our public leaders, with businesses and with all our communities to make this happen.



**Will Norman**  
Walking and Cycling Commissioner

# Message from the Commissioner

It will be clear to anyone reading 'A City for all Londoners' that the Mayor's plans for the future of London are more ambitious and wide-reaching than anything our city has seen before. The document also challenges us to be more ambitious, particularly around the role of transport in improving health and quality of life.

As the capital's strategic transport authority, we have a crucial role in the health of all Londoners. There is ample evidence that inactivity is the cause of many of London's major health problems and that walking, cycling and using public transport to get around are the easiest ways to stay active.

But at TfL there is a lot more we can do to deliver on this responsibility – putting people at the heart of our decisions and prioritising walking, cycling and public transport over private vehicles. The Healthy Streets Approach provides us with the clear direction we need to ensure that we do so.

The key to understanding the Healthy Streets Approach is to understand that most journeys made by Londoners start, end or happen entirely on our streets. To enable these streets to function in the way we want them to, we have to make them work for walking, cycling and public transport, so both individuals and the city as a whole can benefit. Adopting the Healthy Streets Approach means using this simple idea to inform our decision making – in our own schemes, our relationships with the boroughs, and our role in planning for London's growth.

The benefits of making this change could be profound. If everyone walked or cycled for 20 minutes a day, one in six early deaths among Londoners could be prevented and many more people would avoid cancer, heart disease and diabetes. We are committed to playing our part in delivering a better life for people living in our city.

And the benefits are not limited to good health and wellbeing. The things that make a street work well for people are the same things that make a street work well for local and international businesses, and that create a resilient and sustainable environment.

These are challenges that cities around the world are grappling with, but they are challenges that we will overcome, because we want our city to be the best place in the world to live, work and visit.

Adopting the Healthy Streets Approach is essential if we are to create a city for all Londoners. I am determined that we will make the most of this opportunity to transform the health of our great city.



**Mike Brown MVO**  
Transport Commissioner

High-quality public space in Woolwich (Greenwich) makes this town centre a pleasant place for people to meet, children to play and everyone to catch the bus



# Chapter I

## A new approach

### Re-examining our streets

The transport system has a huge influence on the character of our city, and the experience of living, working and spending time here. London's streets account for 80 per cent of the city's public space, yet too often they are dominated by traffic. The nature of these places – public places that belong to us all – defines what London is like as a city.

The Mayor has set out his vision of London as a city that is well-connected, has healthy residents, and is a good place to do business, visit and live. To achieve this we need to re-examine how London's streets operate.

### The impacts of car use

London has seen real progress in encouraging people to switch from using the car to taking public transport, walking and cycling, and traffic levels have remained largely stable, despite significant growth in the city's population. However, the city's streets still suffer because of high levels of car use.

Private cars are a relatively inefficient means of moving people. Cars take up 19 per cent of street space in central London, but account for only 11 per cent of journey kilometres. By comparison, buses take up only 11 per cent of street space, but account for 57 per cent of journey kilometres.

We need to use the space cars take up more efficiently. As London grows towards 10 million residents by 2030, the imperative to do so will become greater – not least because of increasing congestion.

Car dependency brings with it road danger and air pollution. It limits opportunities to walk and cycle, and damages the reliability of our bus services. Above all, it has tied us into living inactive lives, a situation that has contributed to one of the most serious health challenges London has ever faced<sup>1</sup>.

### Prioritising walking, cycling and public transport

Our vision for the future of London is of a city where people choose to visit their local shops. A city where high streets are designed for people and the neighbouring streets are pleasant to be in; where people choose to take the bus instead of driving because buses are prioritised over other traffic. It is a city where essential delivery and service vehicles can get around efficiently, keeping everyone's lives running smoothly.

London can become a city where people choose to walk, cycle and use public transport more, bringing huge health and wellbeing benefits to everyone.

Providing more appealing walking, cycling and public transport options is the best way to reduce car use.



**Thoughtfully designed public realm creates a good place to interchange with public transport and a better place to walk and enjoy. (Shepherd's Bush, Hammersmith and Fulham)**

London has taken significant steps to do this in recent years, but there is still considerable potential for more car journeys to be made in other ways. A quarter of all car trips could potentially be walked, and two thirds could potentially be cycled<sup>2</sup>, which would provide huge health benefits to Londoners and make our streets more efficient.

Roughly half of all walking journeys in London are part of longer public transport journeys<sup>3</sup> – walking to or from the bus stop or Tube station. This means an efficient and affordable public transport system is just as important as great walking and cycling routes to both the health of Londoners and the smooth functioning of the city's streets.

## The Healthy Streets Approach

The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.

Because 80 per cent of Londoners' travel time is spent on our streets<sup>4</sup> – including bus and tram trips and journeys to and from Tube and rail stations – we can only do this by creating streets that feel pleasant, safe and attractive. Streets where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about.

The purpose of the Healthy Streets Approach is not to provide an idealised vision for a model street. It is a long-term plan for improving Londoners' and visitors' experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets.

To deliver the Healthy Streets Approach, changes are required at three main levels of policy making and delivery:

### i) Street level

Londoners' direct interaction with the Healthy Streets Approach will be through the streets they use every day. An important measure of success will be positive changes to the character and use of the city's streets.

We can provide high-quality environments with enough space for dwelling, walking, cycling and public transport use. We can enhance our streets with seating, shade and greenery, and reduce the dominance of vehicles by designing for slower vehicle speeds. We can hold events and activities that entice people out to shop, play and chat, including temporarily closing streets to cars. All of these measures will improve Londoners' experience of individual streets, encouraging them to live active lives.

### ii) Network level: planning and managing London's transport networks

How the city's streets are planned and used at a larger scale has a big impact on individual streets around London. For example, the extent and reliability of the public transport network; whether, where and how fast people drive; and how clean London's air is could all affect the character of any street, anywhere in London. To deliver appealing local street environments, wider action is required to manage our transport networks and to plan the Capital better.

Developing more efficient and affordable services will make public transport the obvious choice for more journeys, and this will deliver the switch from car use that will make the streets more attractive places to walk and cycle. Designing and managing our stations and stops better will encourage more people to walk and cycle for onward journeys.

An efficient and reliable bus network goes hand-in-hand with walking and cycling infrastructure, helping all Londoners to choose the healthiest way to travel for every journey. (Prince Regent Lane, Newham)



We will work with the freight industry, its customers and the London boroughs to develop more creative solutions to managing freight and deliveries. This will include considering different uses of our streets across the day so that more street space is available for walking, cycling and leisure purposes, while ensuring our shops and services continue to thrive.

We will better manage roadworks, traffic lights and on-street enforcement operations across London to ensure people feel safe and road danger is reduced.

### iii) Strategic level: policy and planning

London's rapid growth means we will need to move people more efficiently to keep the city functioning and to maintain and improve the quality of life of its residents. Planning a city where walking, cycling and public transport are the first choices for travel is the only way for us to achieve this.

Developing new housing around stations and improving connections to town centres will mean more people have the things they need within walking or cycling distance, while destinations further afield will be easily accessible by public transport.

By establishing clear policies in the London Plan – the Mayor's spatial planning document for the whole of London – and by working with developers and local authorities, we can ensure that new development and regeneration embeds the Healthy Streets Approach from the outset. Policies for regeneration, new developments and growth areas that reduce car dependency and promote active travel will ensure that the Capital grows in a sustainable way.

The Mayor's Transport Strategy will also set out a broader approach to reducing car dependency and enabling a shift to more walking, cycling and public transport use. The document will provide a strategic overview of how streets and public transport services can be planned to help Londoners make healthy travel choices across the Capital.

### What this means for Londoners – the Healthy Streets Indicators

The aim of the Healthy Streets Approach is to help create a vibrant, successful city where people can live active, healthy lives. The Mayor's forthcoming Transport Strategy will provide details of how we will measure ourselves against this aspiration over the coming years.



Photo: Greater London Authority

**Local businesses can support making their neighbourhood more liveable by providing things to see and do. (Greenwood Theatre, Snowsfield, Southwark)**

Londoners' experiences of using our streets will help determine whether they decide to walk, cycle and use public transport, whether they choose to visit their local high street or drive to an out-of-town shopping centre, and even whether they feel they need to own a car at all.

Our work at the street, network and strategic levels must all therefore be aimed towards improving the experience of travelling through and spending time on London's streets. The Healthy Streets Approach uses 10 evidence-based indicators of what makes streets attractive places. Working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced.

# 10 Healthy Streets Indicators



## Pedestrians from all walks of life

London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.

## People choose to walk, cycle and use public transport

Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

## Clean air

Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

## People feel safe

The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.

## Not too noisy

Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

## Easy to cross

Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.

## Places to stop and rest

A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.

## Shade and shelter

Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.

## People feel relaxed

A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

## Things to see and do

People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.

Source: Lucy Saunders

### Partnership working

We cannot deliver Healthy Streets alone. It will require us to work with partners across the public, private and community sectors.

Many of our partner organisations across the Capital are already working hard to deliver against the Healthy Streets Indicators. We will continue to work with the London boroughs, developers and land owners, providing tools, training, support and guidance that will help them embed the Healthy Streets Approach in street schemes, borough and regional policies and plans, and developments and regeneration schemes. Vital to the success of Healthy Streets will be our continuing work with the Metropolitan Police Service, who provide on-street law enforcement and education.

Businesses will benefit greatly from the economic improvements the Healthy Streets Approach will deliver. We will continue to work with them to apply the Healthy Streets Approach and manage the impacts of freight on London's streets. We will also continue working with education and community partners on a range of supporting measures and initiatives to promote walking, cycling and public transport use.

### Improving every street

London's streets function in two ways – as places where the city's social, economic and cultural life plays out, and as means for moving people and goods. Londoners' quality of life is dependent on both. We all want to have appealing places to visit and spend time in, just as we need to have goods delivered to our local shops and to get around ourselves.

The interaction between the need to create attractive places and the need to move goods and people varies from street to street. For example, bus routes can have a strategic significance for the movement of people, while high streets should be great places to dwell and spend time. Understanding these interactions will over time allow us to improve every street in the best way – keeping London functioning while making it a better place to live.

The movement of people on foot, by cycle and by public transport is central to the Healthy Streets Approach – these are the most efficient means for people to get around and they all provide health benefits. Public transport can be particularly important for people who are less able to travel on foot or by cycle.

Attractive, thriving streets also need to incorporate servicing and deliveries. Freight can be made more efficient so journeys are minimised. The impacts of remaining essential road freight can be reduced by encouraging more deliveries to be made using the cleanest vehicles, at times when the roads are less busy.

Some Londoners will continue to make essential journeys by car, particularly people with accessibility needs. Here, our priority is to ensure that these journeys are made by the cleanest vehicles available.

### Traffic congestion

Congestion is a valid concern for many Londoners, and it's easy to see why – streets that are clogged with motor vehicles delay buses, make essential freight and car journey times unpredictable, and are unpleasant places to walk and cycle.

Flexible use of space on Lower Marsh (Lambeth) enables this local market to receive deliveries in the mornings, provide a lively food market at lunchtimes and a pleasant space for visiting shops and bars in the afternoons and evenings



The Mayor has a clear approach to addressing congestion. We are focusing on a short-term effort to ensure the streets are operating as efficiently as possible and we have a longer-term plan to achieve a shift away from car use towards more efficient means of travel. This recognises that it is not sustainable to go on trying to accommodate ever more vehicles within limited street space.

The Mayor's forthcoming Transport Strategy will describe the measures we will take to achieve this. In part, this will involve allocating more road space to the most efficient travel choices – installing new cycle lanes, giving buses more priority and providing more space for pedestrians. Over time, reallocating space will create streets that function better not only for people who are walking, cycling and using public transport, but also for taxis and essential delivery, servicing and car journeys. These changes have the potential to make short-term congestion worse in some locations. The Mayor has committed to planning and coordinating street improvement works more effectively to reduce this impact, and has announced a package of short-term measures that will keep the streets running as smoothly as possible. The Mayor's Transport Strategy will also look at how we can incentivise reductions in the most harmful car use more directly.



Most streets in London are local streets like Orford Road (Waltham Forest). These can be made less traffic-dominated and more welcoming

## Chapter 2

# Why Healthy Streets?

Reducing the use of the private car and increasing the number of people walking, cycling and using public transport has the potential to transform London and improve the lives of all those who live in, work in and visit the city.

The Healthy Streets Approach will make London a healthier, more sustainable, safer, more connected and, ultimately, more successful city for all Londoners.

### A healthy city

Physical inactivity and sedentary lifestyles are creating one of the most serious public health challenges of our time. The easiest way for most Londoners to stay active is by walking or cycling as part of their daily travel. Two 10-minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. At present, only about a third of adults in the capital are reporting this level of activity. It is our ambition for all Londoners to walk or cycle for 20 minutes every day.

This is not a small challenge, but more than 90 per cent of Londoners already walk each week, so we are building on a strong foundation. This shift in activity will see noticeable improvements in the health of Londoners, through improved mental wellbeing and a reduced risk of chronic illnesses such as Type 2 diabetes and cardiovascular disease.

If all Londoners **walked** or **cycled** for 20 minutes a day, this would save



in NHS treatment costs over 25 years and would contribute to fewer of the following<sup>5</sup>:

hip fractures	85,000	▼
dementia	19,200	▼
depression	18,800	▼
cardiovascular disease	16,400	▼
stroke	6,700	▼
type 2 diabetes	4,800	▼
colorectal cancer	1,500	▼
breast cancer	1,300	▼



A person who is active every day **reduces** their risk of<sup>6</sup>:

### Type 2 diabetes

35-50% ▼

### Depression

20-30% ▼

### Coronary heart disease

20-35% ▼

### Alzheimer's disease

20-35% ▼

### Hip fracture

36-68% ▼

### Breast cancer

20% ▼

### Death

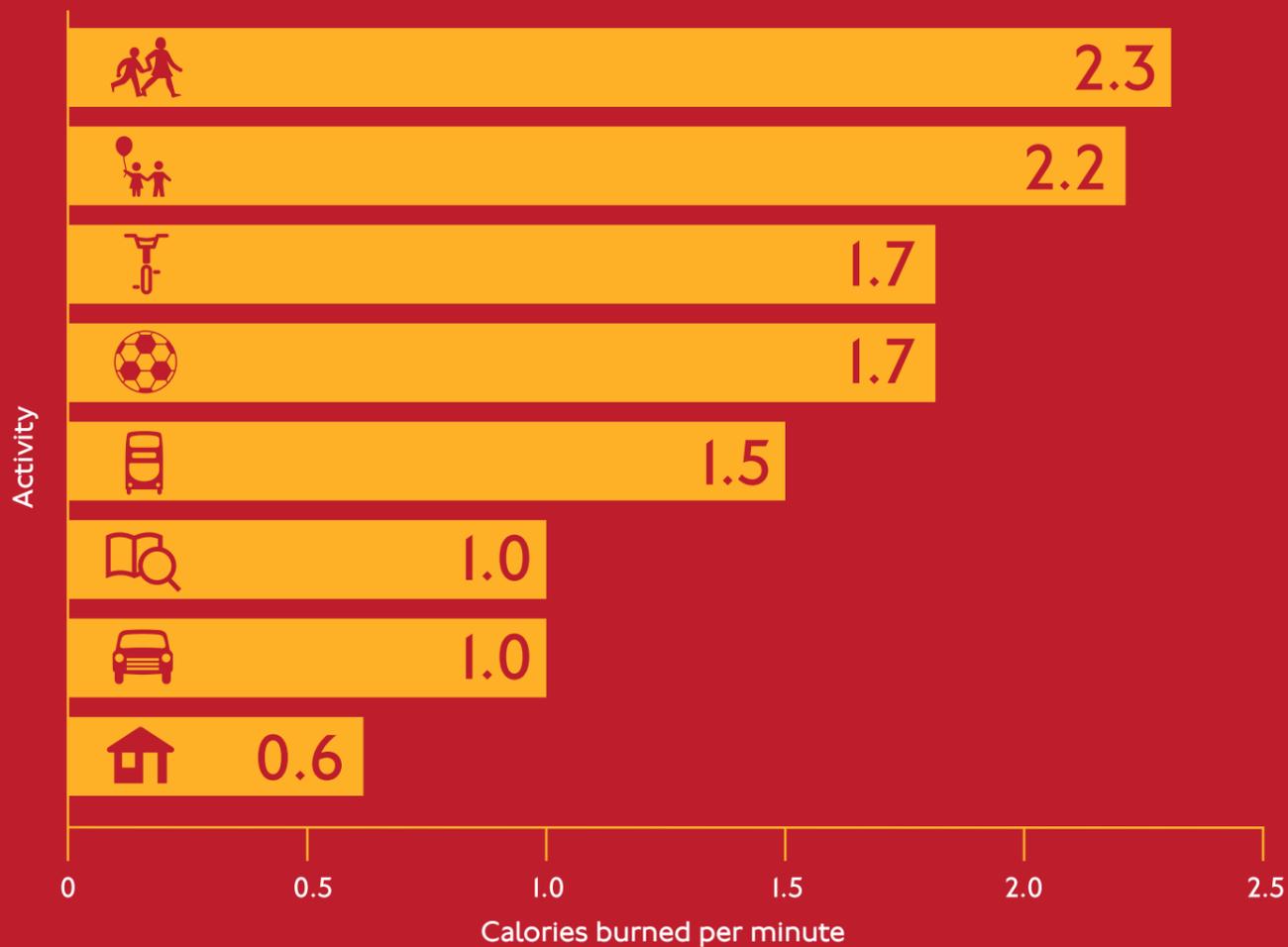
20-35% ▼

### Colon cancer

30-50% ▼



Calories burned per minute by children doing different activities<sup>7</sup>



- Walking
- Outdoor play
- Cycling
- Organised activities
- Taking the bus
- At school
- Taking the car
- At home

The health challenge is particularly acute for **children** as they need more **physical activity** to **stay healthy**. London has the highest levels of childhood obesity in England and streets and places provide important opportunities for children to get the activity they need through travel and play.

## 8 in 10

children in London do not get the **one hour** a day of physical activity that is the minimum they need to stay healthy<sup>8</sup>



Older **children** build their **independence** by being able to travel unaccompanied, but unpleasant street environments often prevent this in London<sup>9</sup>



Children who **walk and cycle** are more likely to become adults who walk and cycle<sup>10</sup>



London children who live in households **without a car** are<sup>10</sup>:



## 4 in 10

children in London are already overweight or obese<sup>8</sup>



**2.3 times** more likely to walk to school

## 1.4 times

more likely to walk outside of school on school days



## 1.8 times

more likely to walk during the summer or weekends



Children **burn most energy** playing outdoors, walking and cycling<sup>7</sup>

Car ownership is the greatest factor that influences how often Londoners walk and cycle. It has a bigger impact than gender, income, employment, ethnicity and disability, in all parts of the Capital. Most car trips made by Londoners could be walked or cycled.

The short periods of walking and cycling associated with active travel have also been shown to be beneficial to mental health, improving self-esteem, physical self-worth, mood and mind-set, and reducing stress. Walking can reduce anxiety and depressive symptoms, and those who walk regularly – even for short periods – are significantly more likely to report better mental health than those who walk less.<sup>11</sup>

There is growing recognition of the impacts of traffic noise on health and wellbeing. Noise pollution influences sleep, stress, anxiety, blood pressure and mental health. In children it can impact on school performance, memory and concentration. Traffic noise disproportionately affects disadvantaged people in their homes and workplaces as well as making walking, cycling and using public transport less pleasant.



## Car ownership<sup>2</sup>



Car owners in London are **2 – 3 times less** likely to do **half an hour of activity** in a day than those who don't own cars

Nearly **1/2** of car trips made by **London residents** could be **cycled** in around **10 minutes**



More than **1/3** of car trips made by Londoners as a driver or passenger could be **walked** in **under 25 minutes**

**2/3** of car trips made by **London residents** could be **cycled** in **under 20 minutes**



Only **1/3** of car trips are longer than **5km**. Some of these could be **cycled** in around **20 minutes**

## A sustainable city

Improving air quality is vital to making London's streets healthier. Air pollution affects the health of everyone in London and unfairly impacts on the most vulnerable people in our community. Road transport is responsible for 50 per cent of the main air pollutants, so we have an important role to play in improving air quality. The Mayor is consulting on an ambitious package of air quality proposals, including bringing forward and expanding the Ultra Low Emission Zone. The 50 per cent reduction in specific harmful emissions these proposed measures are expected to deliver will help to improve London's streets. The Mayor's Air Quality Fund will continue to target pollution hotspots, the Low Emission Neighbourhoods programme will help London boroughs improve local air quality and Low Emission Bus Zones will prioritise the greenest buses on the worst polluted routes.

Introducing more trees and greenery creates more attractive public spaces, increases biodiversity and helps to mitigate the impacts of air pollution. Greener streets can deliver against all of the Healthy Streets Indicators and can contribute to London's resilience to the consequences of climate change, such as extreme weather events like flooding and heatwaves.

## A safe city

Minimising danger on our roads is fundamental to delivering streets where everyone feels safe walking, cycling and using public transport. Safety concerns are the main reasons people give for not cycling more<sup>12</sup> and for being unwilling to let their children walk unaccompanied. Road danger disproportionately affects people travelling on foot, by cycle or by motorcycle. Adopting a Vision Zero approach – working towards the elimination of road traffic deaths by reducing the dominance of motor vehicles on our streets – will serve to put the needs of vulnerable road users first.

Fear of crime has been linked to reduced walking and playing in adults and children<sup>13</sup>, and personal safety concerns are a common reason given for older children preferring not to walk to school<sup>14</sup>. Healthy Streets, where more people are walking, cycling and using public transport, feel safer than streets with fewer people, and 'eyes on the street' can be a key factor in whether people consider streets suitable for walking<sup>13</sup>. Improving the feeling of safety can be particularly beneficial for more vulnerable groups, and could be an important factor in helping them to be physically active.

### A connected city

London's streets need to be welcoming to ensure that our communities prosper. Currently 65 per cent of disabled Londoners consider the condition of pavements to be a barrier to walking, and 43 per cent report that obstacles on pavements, such as unnecessary signage, advertising boards and other clutter, are a barrier to walking more.

Social isolation and lack of community support puts pressure on health and care services. In London, a quarter of men and a third of women aged over 65 do not leave their house at all on a given day. The Healthy Streets Approach seeks to reduce the barriers to spending time on London's streets, whether these are physical or social.

**More and more global cities are now realising the value of investing in high-quality, appealing public spaces, and healthy residents and efficient transport networks.**

### A successful city

Streets make up most of London's public space and the nature of these streets goes a long way to determining the character of the city. An attractive and well-designed public realm is an important factor in attracting people to London<sup>15</sup>. Creating people-focused streets and public places will contribute to the social and cultural life of the Capital. Streets that work well for people generate more trade for local businesses, because people who tend to walk to their local shops spend more money there over the course of a month than people who get there by any other means<sup>16</sup>. More and more global cities are now realising the value of investing in high-quality, appealing public spaces. Healthy residents and efficient transport networks are vital to attracting investment and business interest from overseas.

Adopting the Healthy Streets Approach will not only help our high streets to thrive, but will also help London retain its status as a globally competitive and innovative city.

Smooth wide pavements make streets more accessible and pleasant for everyone on foot. (Tower Bridge Road, Southwark)



# Chapter 3

## Investing in Healthy Streets

Our Business Plan, published in December 2016 and covering our investment plans for the next five years, has the Healthy Streets Approach at its heart. We have brought together all of our street spending into a new £2.1bn Healthy Streets portfolio to ensure that, with our borough partners, we direct all of our streets investment towards delivering against the Healthy Streets Indicators.

This portfolio will in part be targeted at delivering current commitments, such as new cycle routes. The Business Plan includes around double the average annual spend on cycling seen under the last Mayor, taking London's spend per head to the same levels as Denmark and the Netherlands.

Investment in walking will be integral to projects across the portfolio, maximising opportunities to deliver improvements for pedestrians.

It will also see the enhancement of bus networks through increased investment in bus priority. It will deliver major new projects such as the Rotherhithe to Canary Wharf pedestrian and cycle bridge and the transformation of Oxford Street.

Much of the funding will be invested in a fundamentally new way, looking not at single transport modes as we have done in the past, but taking a wider view of how streets function to best deliver for people.

As this document explains, people using the streets to walk, cycle, dwell or travel by public transport all need environments that are not dominated by motor vehicles, and the Healthy Streets Indicators will be used to direct our spending towards this aim. We will use this approach to develop our new Liveable Neighbourhoods Programme and Healthy Routes initiatives, as well as to inform spending decisions on existing programmes.

### Decision-making

This new approach to investment will be overseen by a Healthy Streets Portfolio Board, bringing together decision-makers from across our organisation, as well as from City Hall. The Board will assess investment decisions against the Healthy Streets Indicators, using the Health Economic Assessment Tool (HEAT) for walking and cycling and a new Healthy Streets Check on every scheme.

Our Board and Programmes and Investment Committee will direct investment towards the Mayor's priorities and assess progress against the Healthy Streets Indicators. We will also ensure that our day-to-day decision-making processes prioritise the delivery against these Indicators as a matter of course.

We are currently developing new targets and key performance indicators that will ensure we assess our progress against the aims of the Healthy Streets Approach. These will be published in draft in the new Mayor's Transport Strategy in spring 2017.

High quality infrastructure makes cycling feel comfortable on roads with heavy traffic. (Victoria Embankment, Westminster)



## Chapter 4

# Next steps

Healthy Streets for London sets out an important new approach for us, our partners and stakeholders that will make London's streets better for people. This approach will be embedded across the full range of Mayoral policy and strategy documents to ensure it is delivered effectively across the city.

### Related strategies

The Mayor set out his new vision for Healthy Streets in 'A City for All Londoners' and each of his statutory strategies will reflect how his vision will be delivered. The London Plan, the Mayor's Transport Strategy and the Health Inequalities Strategy will lead the way, but the Environment, Culture, Housing, Police and Crime, and Economic Development strategies all have roles to play in delivering the Healthy Streets Approach.

We will also produce a new Health Action Plan in 2017, which will provide a more detailed plan for the delivery of the health aims set out in this document.

### Mayor's Transport Strategy

The Mayor's Transport Strategy is the statutory plan for London's transport. It sets out the Mayor's policies for promoting and encouraging safe, integrated, efficient and economic transport facilities and services to, from and within Greater London.

We are currently developing the new strategy, which will set out the guiding principles to achieve a shift away from car use through the Healthy Streets Approach.

The London boroughs have a statutory duty to prepare Local Implementation Plans (LIPs), setting out how they will help to deliver the aims of the Mayor's Transport Strategy, and new borough LIPs will be required to have the Healthy Streets Approach at their heart. We will work with boroughs to help them to achieve this, ensuring that the approach is applied in the best way across every part of London.

The Mayor's Transport Strategy will be published in draft for consultation in spring 2017.

### London Plan

The London Plan serves as the overarching framework for all planning policies and decisions across the city, and embedding the Healthy Streets Approach here will ensure that it becomes an integral part of future land use planning policy. Land owners and developers will be required to contribute to the health of their neighbourhoods when planning and building their developments. City planners will be required to prioritise walking, cycling and public transport use through high-density, mixed-use developments with good public transport access. The London Plan will ensure that the health and wellbeing of Londoners are essential considerations as the city develops in the future.

The London Plan will be published in draft in 2017.



Across London, Business Improvement Districts work with local authorities, communities and TfL to create attractive, welcoming streets for people to walk, cycle and use public transport. (Southwark Street, Southwark)

# Chapter 5

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