



Healthy Streets

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2014

2018



The health impacts of the transport system in London relate mostly to motorised road transport



**Physical
activity**

Injuries

Air quality

Noise

Severance

Which do you think is the most important?

Hard not to know about the physical activity crisis...



Laziness epidemic is
SPREADING with one in five
Brits never exercising

**Fat kids
will die
younger**

**NHS WILL PAY
FAT PEOPLE
TO LOSE
WEIGHT**

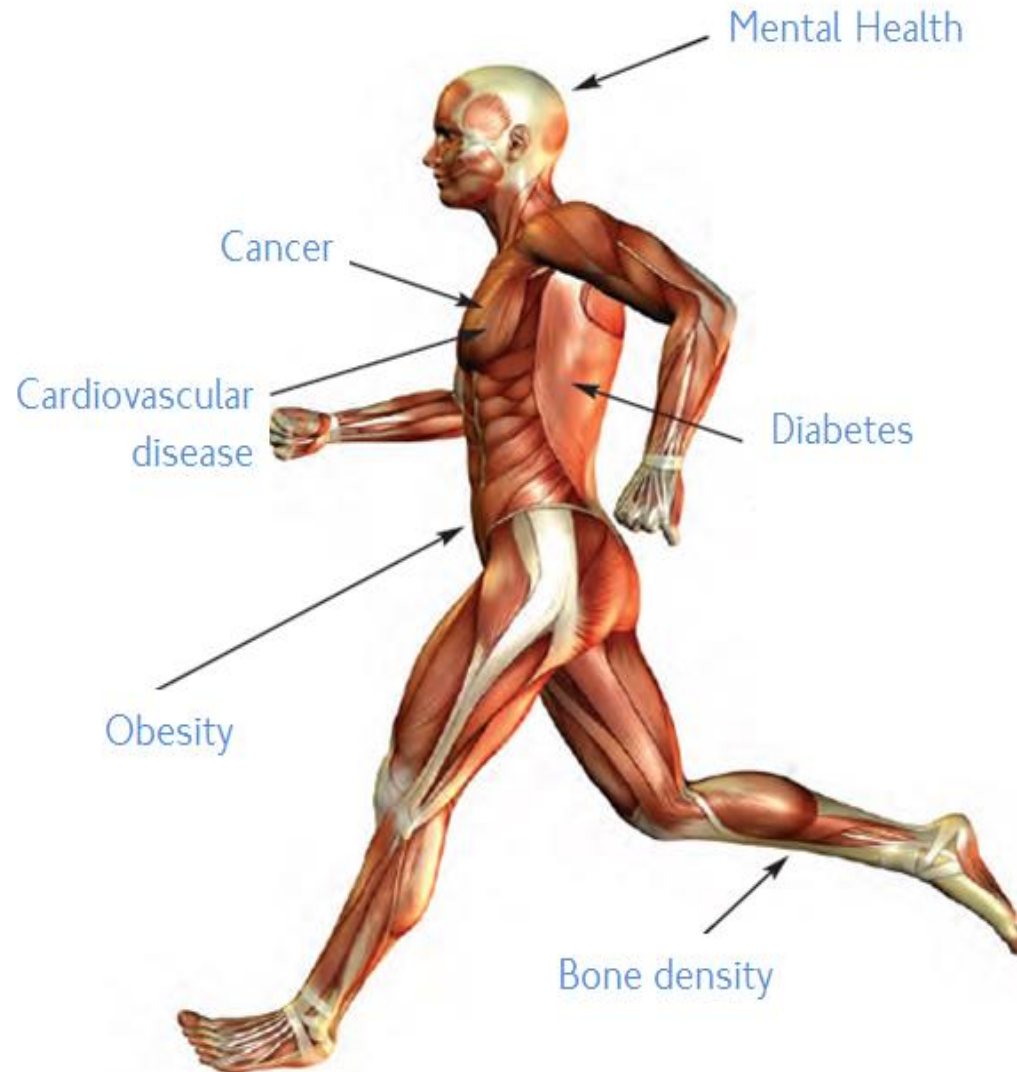
**HEALTH CURSE
OF MIDDLE AGED**
80% are overweight, lazy or drink too much, says watchdog



**A PORKERLYPSE
NOW**
**Obesity as big a
risk as terrorism**

**THOUSANDS
MORE TO GET
OBESITY OPS
ON THE NHS**

Why is physical activity so important?



Physical activity is so important because....

- **Active travel** is the **main source of activity** among Londoners
- We need to be **active every day** to **prevent a wide range of illnesses**
- These diseases are some of the **biggest health challenges** in London

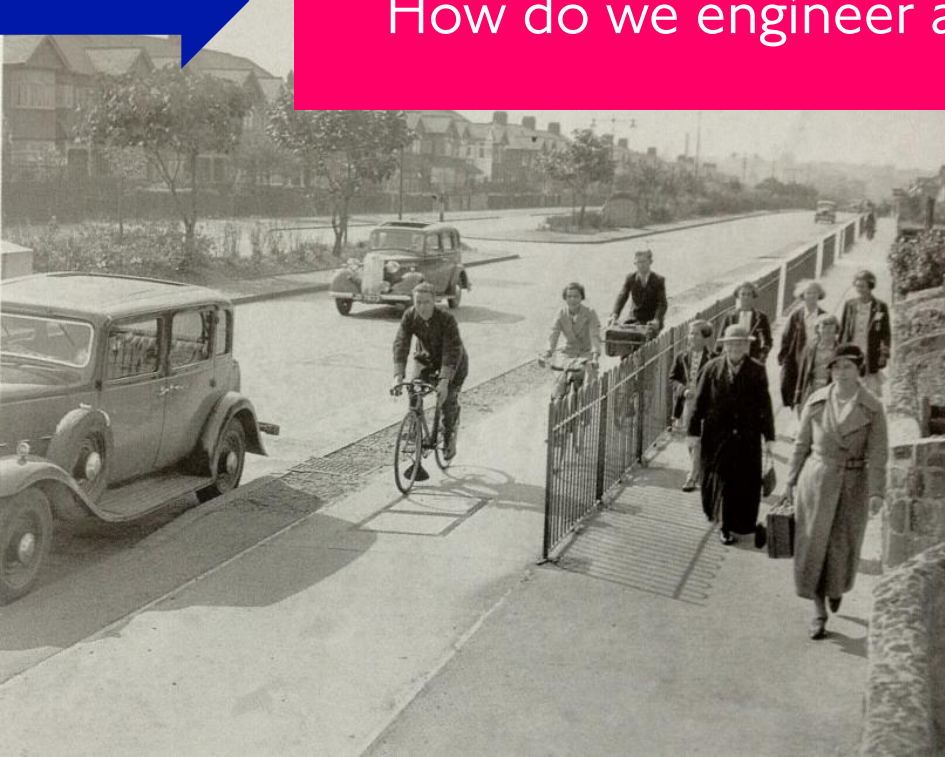
A person who is
active every day
reduces their risk of:



Type 2 diabetes	Depression
35-50% ▼	20-30% ▼
Coronary heart disease	Alzheimer's disease
20-35% ▼	20-35% ▼
Hip fracture	Breast cancer
36-68% ▼	20% ▼
Death	Colon cancer
20-35% ▼	30-50% ▼

Is it us or the environment?

How do we engineer activity back into our lives?



1937

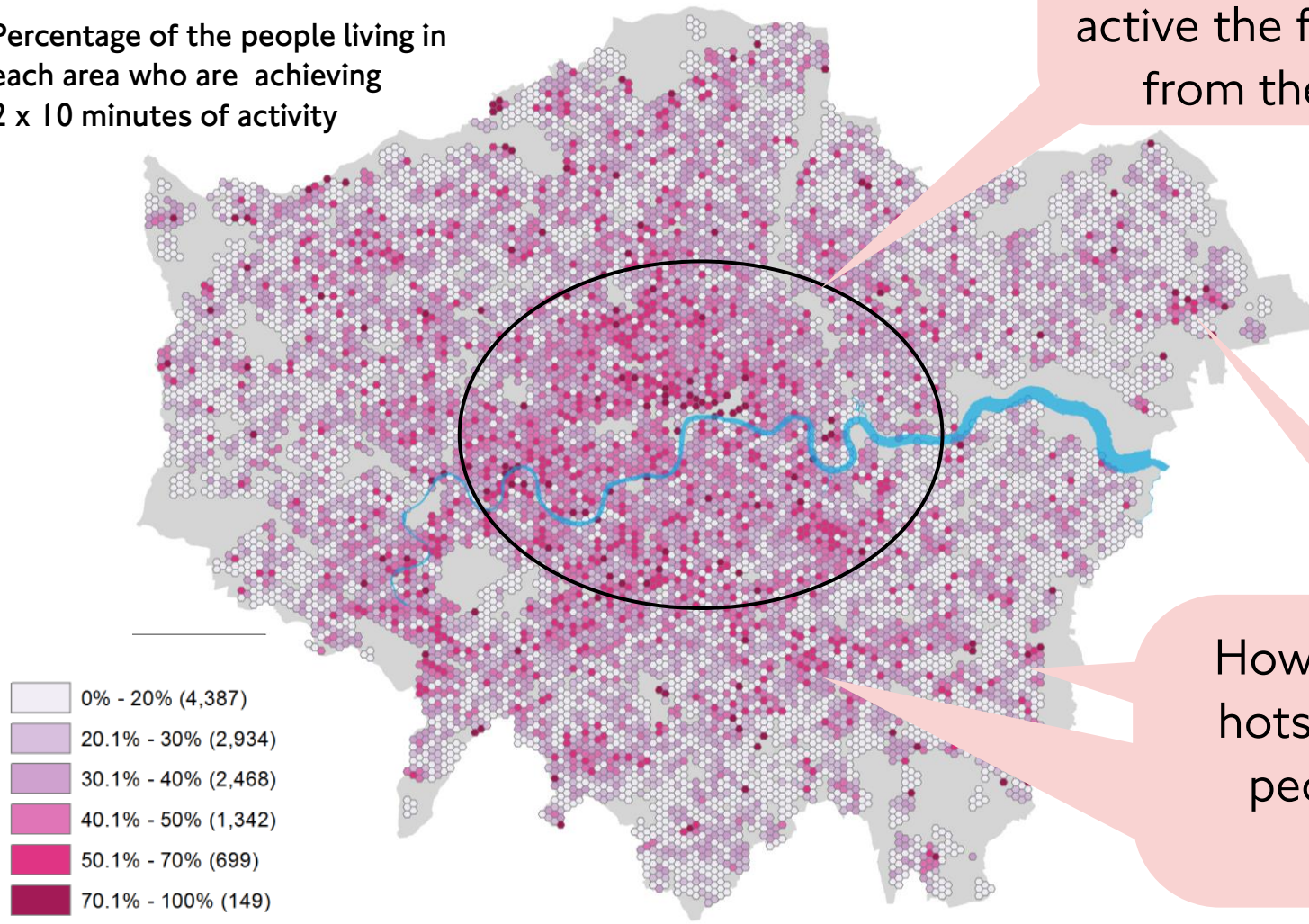


2017

Eastern Avenue, Ilford

Where do 'inactive' people live?

Percentage of the people living in each area who are achieving 2 x 10 minutes of activity



Broadly, people are less active the further they live from the city centre

However there are hotspots of active people in every borough

Geography strongly shapes who is inactive, MTS delivery in the longer term will need to change the form of the city

10 Healthy Streets Indicators



Source: Lucy Saunders



Easy to Cross



Things to see and
do

DENTAL SURGERY



129

020 8599 3074

NHS & PRIVATE PATIENTS WELCOME



Not too noisy



People feel safe



Shade and shelter



People choose to
walk, cycle and use
PT



People feel relaxed



Places to stop and rest



Pedestrians from
all walks of life



Clean air



10 Healthy Streets Indicators



Source: Lucy Saunders

What does this mean for Mayoral strategies?

Healthy Streets is being embedded across the GLA family...

MAYOR OF LONDON



Healthy Streets is the framework over all three MTS themes



1. Healthy Streets and healthy people



“Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates”



2. A good public transport experience



“An easy to use and accessible public transport system is an essential part of the Healthy Streets Approach as it gives people alternatives to car use”



3. New homes and jobs



“Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone”



1. Healthy Streets and healthy people

- We need to change the **look and feel** of all streets, using different approaches in different places



- A **comprehensive approach** across the network is needed, especially to tackle poor **air quality** and to achieve **large scale mode shift away from cars** (target of 80% sustainable modes by 2041)

Long trips

car → public transport

Short trips

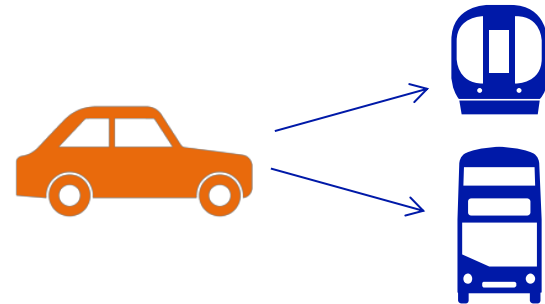
public transport/car → active travel





2. A good public transport experience

- **Easy to use, efficient, affordable & accessible public transport** will encourage people to **switch away from cars**



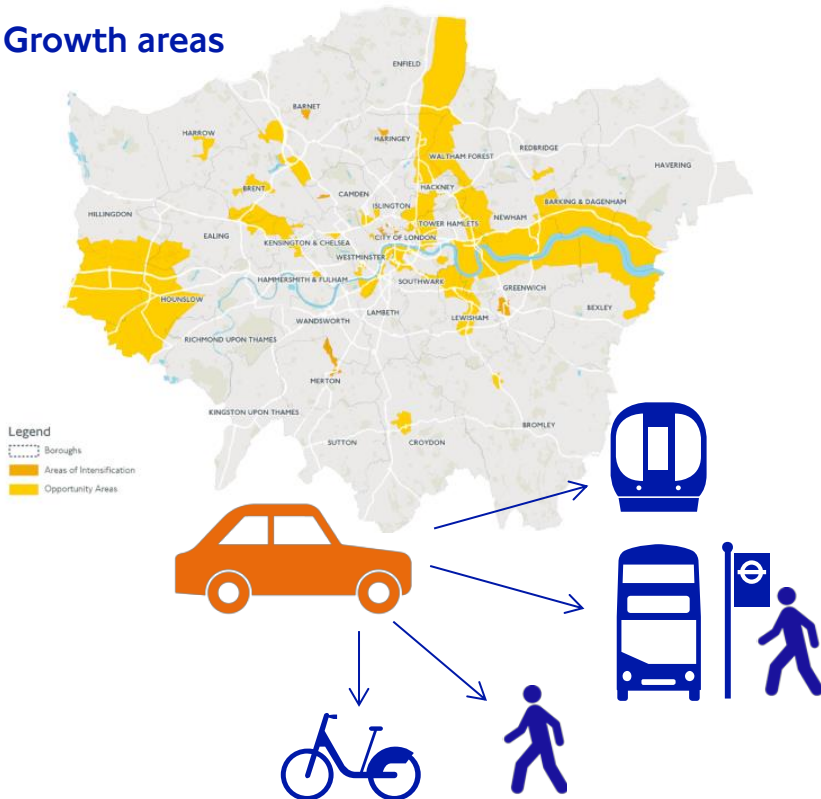
- **Thinking about the whole journey:** All PT journeys start or finish on foot or by cycle





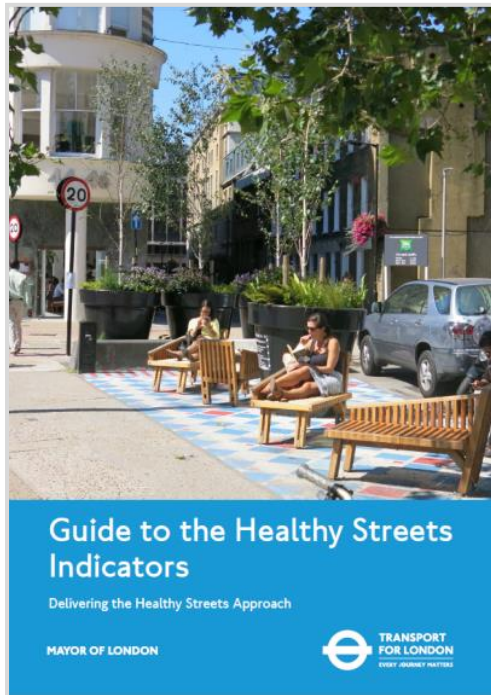
3. New homes and jobs

Growth areas



- **Growth and regeneration** are opportunities to set ambitious standards for new development
- Spatial planning can support **long term aspirations to promote active travel** (e.g. higher density, mixed land-use, decrease car-dependence...)
- This will **help car-dependent Londoners** living in the least walkable areas of London **to become active**

Healthy Streets Toolkit



Key findings from the Healthy Streets Survey

Healthy Streets Check scores

Healthy Streets Indicators' scores (%)

Indicator	Current	Target
Safe and secure	43	74
Active and healthy	50	50
Places to stay and work	67	67
People to live and work	67	67
People to live and work	43	43
People to live and work	42	77
People to live and work	67	67
People to live and work	43	75
People to live and work	58	57
People to live and work	47	74
People to live and work	5	0

Healthy Streets Explained



Your questions about Healthy Streets answered

- Interactive document
- Online now!
- Provides short answers to common questions about Healthy Streets followed by more detailed contents for those who are interested to read more

Healthy Streets Explained

A guide to the Healthy Streets Approach
& how to apply it

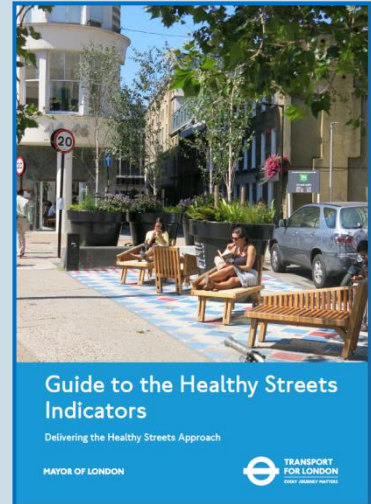
[To the introduction](#)

Guide to the Healthy Streets Indicators



Qualitative assessment tool

- Summarises the essential aspects of the 10 Healthy Streets Indicators using questions as prompts
- Use to qualitatively assess the Healthy Streets Indicators
- Easy to understand
- Photos and examples



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 Survey

Capturing how people experience the street

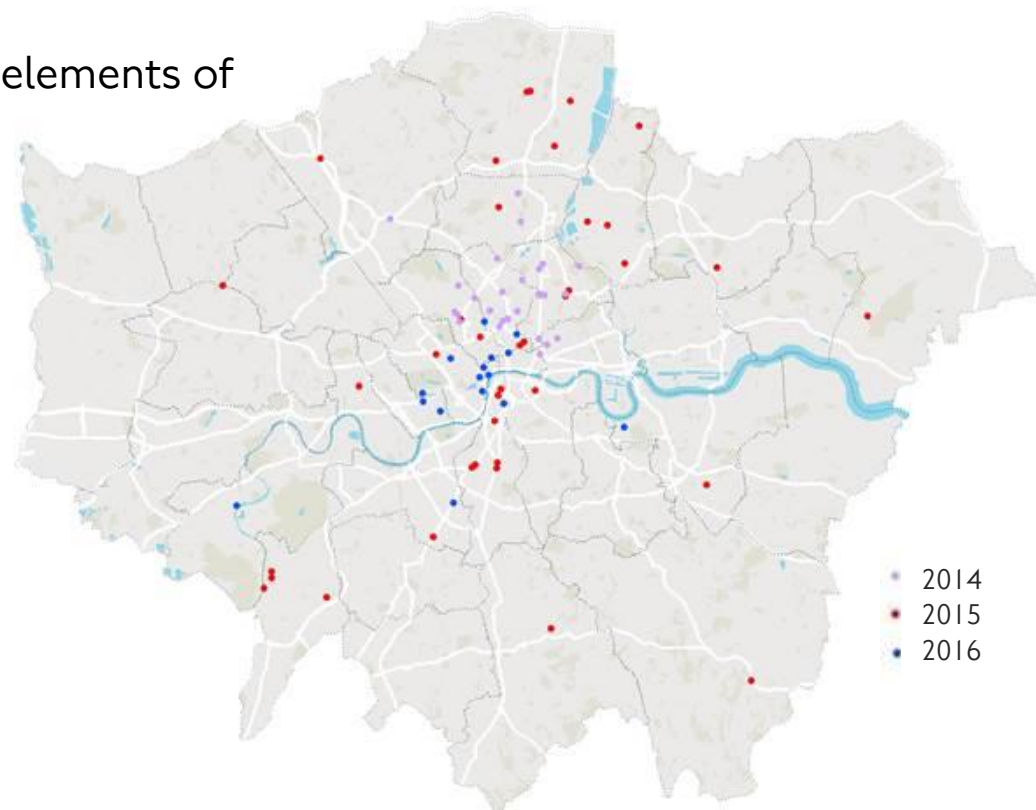
- 80 locations across London
- Over 8,000 randomly selected respondents
- 10 minutes-long interviews
- Respondents asked to score various elements of the street
- Findings published 2017



Key findings from the Healthy Streets Survey



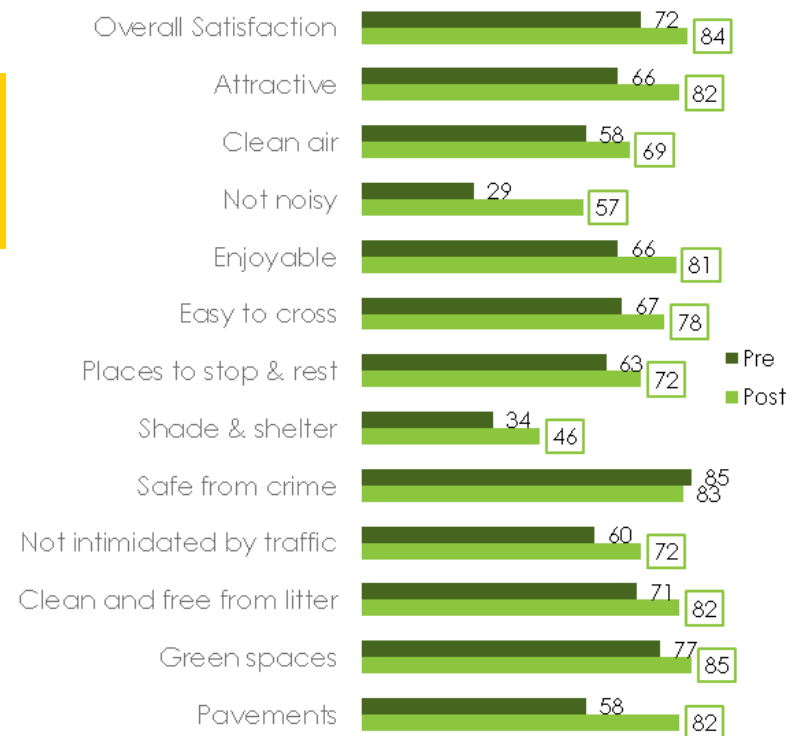
TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS



Example Healthy Streets Survey

Portsmouth road, Kingston

Indicates this tool can show
impact of policies locally



Healthy Streets Check for Designers

Quantitative assessment of street design

- To ensure the Healthy Streets Approach is embedded in the scheme design process
- To prioritise the experience of walking, cycling, spending time and accessing public transport in all schemes
- To capture and communicate the benefits of schemes

Metrics (Click on ⓘ for more guidance on scoring or open the 'Scoring guide' new tab.)	Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
	3	2	1	0	Existing layout	Proposed layout		Proportion from all metrics	Safe to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use public transport	People feel safe	Things to see and do	People feel relaxed	Clean Air
26. Walking distance to nearest public transport (bus stop, train station, etc.)	1	2	3	4	1	1		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
27. Factor influencing the average journey time	1	2	3	4	1	1		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
28. Cycling accessibility	1	2	3	4	2	3		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
29. How close connectivity with other public transport (buses, trams, etc.)	1	2	3	4	3	3		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
30. Support for interchanges between public and private transport	1	2	3	4	1	3		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Healthy Streets Check scores

Healthy Streets Indicators' scores (%)
(Roads will only display scores all metrics have been met)

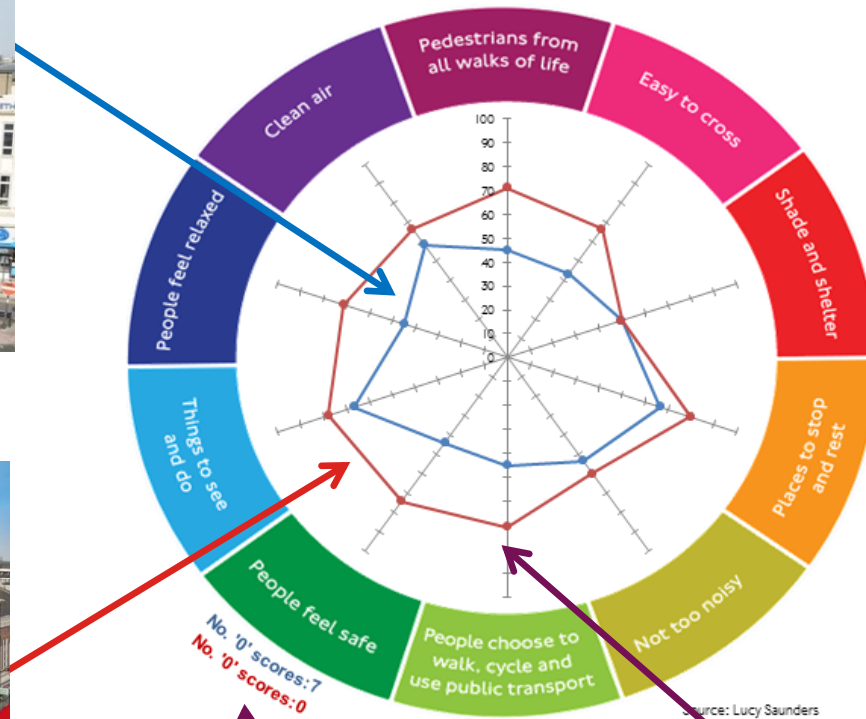
Existing layout	Proposed layout
45	74
37	70
50	50
67	87
60	67
45	74
42	77
67	85
45	75
58	67
47	74
6	0

Example Output: Archway

Before



After

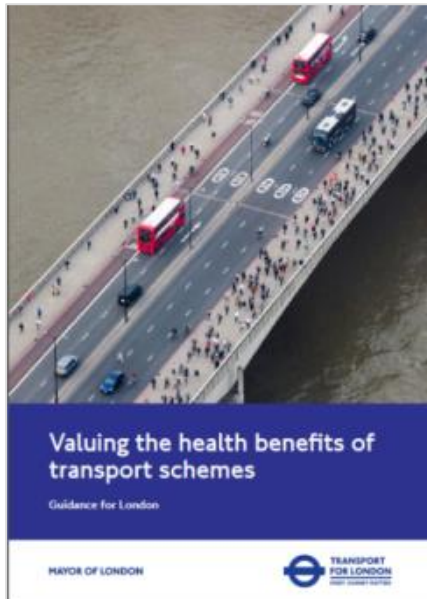


Reduced '0' score metrics

General improvement across Indicators

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

Monetised health benefit of
these improvements

= £1762,000



= £225,000



Before



After



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

MAYOR OF LONDON





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EVERY JOURNEY MATTERS