

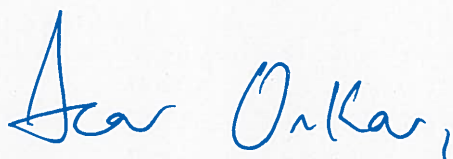
# MAYOR OF LONDON

**Dr Onkar Sahota AM**

Chairman of the Health Committee  
City Hall  
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## **Transport for London's (TfL's) role in promoting health in London**

Thank you for your letter of 4 November 2016 along with the Committee's suggestions. I would like to thank the Committee for its thoughtful and rigorous approach to this issue. My response to each of the Committee's suggestions is set out below.

### **TfL should go further and faster in its ambitions to promote healthier transport**

**The Committee echoes Public Health England's calls for TfL to aim higher and to revise its active travel target from 2050 to 2030 at the latest. They note that this is a manifestly unambitious timescale to deliver changes that could reduce chronic ill health and preventable early deaths. The Committee would also like to see a specific target set for 2020 so that the return on investment made in healthy transport initiatives can be monitored throughout the mayoral term.**

I am committed to improving public health and reducing health inequalities, and TfL and I are now focusing on how we can deliver initiatives that not only result in extra transport capacity and economic growth, but bring long-term health and environmental benefits too. Through the transport system and the street environments over which it has huge influence, TfL has a central role in achieving good health through active travel. We are building on the foundations of an excellent public transport network and high levels of walking among many Londoners, but there is much more we can do. My 'A City for all Londoners' document makes clear my vision to improve the health and quality of life of all Londoners and I will be moving further and faster with TfL to embed the Healthy Streets Approach in all that we do.

I am proud that TfL has published the first Business Plan that focusses on improving the health of Londoners. £2.5bn will be spent on creating Healthy Streets, including investment in cycling, walking, bus priority, reducing road danger, public spaces and better air quality. As part of the Healthy Streets investments, the new Business Plan also sees spending on environmental actions doubled from £400m to £800m. With this significantly increased investment, we will reduce use of the most polluting vehicles and deliver health benefits sooner. I have also challenged TfL to be bold and act fast in greening its own fleet.

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Over the course of the Business Plan to 2021/2022, a total of £770m will be spent on infrastructure and initiatives to promote cycling – £154m per year and £110m more than was spent under the previous Mayor's Business Plan. It will create more safe, easy and well-connected cycle routes across the Capital to encourage the shift towards more healthy and active travel that impacts less on the environment.

TfL is launching the world's first Ultra Low Emission Zone (ULEZ) in central London. This will reduce nitrogen oxides and particulate matter – the two biggest threats to health from poor air quality – and improve the quality of life for Londoners. After listening to feedback from the public, TfL is currently consulting on an earlier start date for the ULEZ of 2019. TfL is also proposing expanding the zone up to the North and South Circulars for all vehicles, and London-wide for lorries, coaches and buses.

They have been asking the public for their views on introducing, in 2017, an Emissions Surcharge to the Congestion Charge (also known as the Toxicity Charge or T-Charge) for higher polluting vehicles, as a first step towards the ULEZ in 2019.

TfL's active travel target will be an important way of measuring the success of the Healthy Streets Approach, and I agree that the 2050 target set under the previous Mayor was not ambitious enough to tackle the very serious health problems that are related to inactivity. I will ensure that my forthcoming Transport Strategy not only includes the policies required to achieve significant mode shift away from private car use, towards active travel such as walking, cycling and public transport – but also sets ambitious targets on increased active travel. Val Shawcross, my Deputy Mayor for Transport, is now working with TfL to establish the detail of these policies and targets.

It is vital that the Healthy Streets Approach is embedded across the whole range of London's strategic thinking, including through my Transport Strategy and the London Plan, but I will also be asking TfL to develop the specific detail on how health will be prioritised in all of its work. A short document setting out TfL's commitment to the Healthy Streets Approach will be published in the coming weeks, and more detail will be provided in TfL's second Health Action Plan, to be published later in 2017.

**The Committee would welcome clarification on which TfL director will be held accountable for, and which Board committee will have oversight and ownership of, the implementation of TfL's revised Health Action Plan. The Committee also recommends that updates on the delivery of the Health Action Plan should be explicitly included in the Commissioner's reports to the TfL Board.**

Alex Williams, Acting Managing Director of Planning, is accountable for the TfL Health Action Plan. The Safety, Sustainability and HR Panel will have ownership and oversight of the Health Action Plan and I will be expecting regular reports to the full Board on how TfL's planning, decision making and operations are delivering improvements in health through the Healthy Streets Approach. TfL's Healthy Streets Steering Group, chaired by Ben Plowden, Director of Surface Strategy and Planning, oversees the strategic direction and co-ordinates the delivery of work to embed the Healthy Streets Approach across the organisation.

**The Committee recommends that TfL should allocate a specific budget and additional staffing resource to the delivery of the Health Action plan, including providing training to borough transport planners on how to deliver the Healthy Streets approach.**

Alongside my Transport Strategy, the full details of how TfL will embed the Healthy Streets Approach in all aspects of its work will be set out in the forthcoming Health Action Plan. Many of



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the measures the Plan will set out will be deliverable through the Healthy Streets Portfolio, but it will also require action and spending across the organisation. The implications of this will be examined as the Plan is developed.

With our new focus on the role of transport in the health of Londoners, the importance of TfL's public health expertise will become ever greater. As part of the development of the Health Action Plan, I have asked TfL to consider how public health expertise can best be represented in TfL's senior decision-making and whether further expert resource is required. TfL will also provide training and support to borough transport planners to help them deliver the Healthy Streets Approach locally.

**The Committee suggests that the new Cycling and Walking Commissioner should meet with the Mayor's statutory health adviser and Public Health England at the earliest opportunity to ensure that expert advice on this issue informs their thinking from the outset.**

I want walking and cycling to be much better embedded in all that TfL does, not only in stand-alone schemes. Dr. Will Norman, the new Walking and Cycling Commissioner, will work closely with me, my Deputy Mayor for Transport, and TfL in helping deliver my pledge to get more Londoners active by making cycling and walking easier and more appealing. Will shares my passion for active travel as the easiest way for people to stay healthy, and will be a key advocate for the Healthy Streets Approach being implemented across London. He will be arranging to meet a range of key stakeholders when he assumes his position, and I will suggest that he meets with Dr. Yvonne Doyle in due course.

**The Committee is urging the Mayor to comprehensively review TfL's planned investment in cycling and walking in London to ensure that sufficient priority is given to outer London boroughs.**

I share the committee's concern that people living in outer London walk and cycle less and use cars for a greater proportion of journeys than those living in inner London. To enable people in outer London to be less dependent on cars, and to walk and cycle more, the Healthy Streets Approach needs to be implemented at all levels of decision making. This means planning streets differently and providing better public transport options, but also planning new developments better to ensure that people live within walking or cycling distance of local shops and amenities, and of efficient public transport services for trips further afield.

Many existing short journeys in outer London are currently done by car that could be walked or cycled, so it is vital to develop street environments that prioritise these modes over private vehicles – as TfL is already doing with through the Mini-Holland schemes. My new Liveable Neighbourhoods programme will combine this approach with targeted promotional activity to support behaviour change, offering the opportunity to create Healthy Streets and appealing town centres in every London borough.

Walking to and from public transport services is one of the main ways Londoners get regular exercise, so continuing to improve the bus and rail networks in outer London is another way we can support active travel. TfL is reviewing the bus network to ensure it is responsive to existing and future demand, contributes to our air quality commitments, adequately serves health and other essential public services, and supports regeneration. A revitalised bus network will have a vital role to play in getting more people active in outer London, and across the capital.

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**The Committee is urging the Mayor, and TfL, to make full use of Public Health England's (PHE's) behavioural insight expertise to help deliver a step change in healthy travel across London.**

TfL has a good relationship with PHE and I will encourage them to develop this relationship further in the coming months and years. Currently, TfL and PHE are exploring opportunities for a joint social marketing campaign to promote everyday walking amongst the least active groups in the population. This year the two organisations have worked together to pilot signage on escalators encouraging people to walk rather than stand. This trial is currently being evaluated. TfL has also applied its own behavioural insights expertise to promote active travel. A recent example is the 'walking Tube maps' TfL produced, which show the time and the number of steps it takes to walk between Tube stations to encourage Londoners to replace some short stages of their trips with walking. You can find these maps through the following links below.

Walking steps map:

<http://content.tfl.gov.uk/steps-tube-map.pdf>

Walking times between Tube stations:

<https://tfl.gov.uk/cdn/static/cms/documents/walking-tube-map.pdf>

Journeys that could be quicker to walk:

<https://tfl.gov.uk/cdn/static/cms/documents/walking-tube-map-journey-times.pdf>

**Making big data available to the health sector could help facilitate new insights into changing health needs across London and we encourage you to explore this option with health partners.**

Provision of free open data is core to TfL's commitment to transparency as well as bringing better information, products and services to customers quickly, and TfL's free, open data now powers nearly 500 apps. Apps promoting public transport use (and so reduced car use) serve to deliver health benefits, and our data is also used to develop active travel initiatives.

TfL has committed to syndicating open data to third parties where possible and to engaging developers to deliver and innovate using open data. TfL's commitment to Open Data, the ever growing number of public transport focused travel apps, and data focused active travel initiatives underpin our support and promote the use of public transport in London and reduction in car use with associated health benefits. TfL's data is used for research and development work that focuses on health and active travel. In addition to the use of Open Data, TfL also has an active programme collaborating with academic research institutions where it can provide further in-depth data for academic research purposes.

Additionally, TfL is specifically encouraging more active travel in the capital by making the following information freely available to all Londoners:

- 1) Cycle routes such as Quietways, Cycle Superhighway and leisure routes;
- 2) Cycle Hire information such as docking station location and live bike availability; and
- 3) Walking routes (short, medium and long distances).

TfL's website, used by 83% of Londoners, plays a key role in promoting walking and cycling. For example, Journey Planner has a wide range of features to plan different types of walking and cycling journeys. The Santander Cycle Hire mobile app has had over 300,000 downloads with around 980,000 total hires having been made through the app. Further enhancements will be progressed through these customer communication channels to encourage more active travel in London.



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TfL has increased the use of social media channels including Twitter, Instagram and Facebook to encourage Londoners to walk and cycle more. Since May 2016, traffic from social media to TfL Cycling webpages saw an increase of 192%.

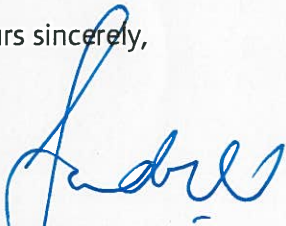
I have asked TfL to provide economic data which, working with health partners, will be used to produce information packs. These packs will be available for use by the boroughs, to engage with local businesses on cycling and walking schemes, to help address some of the concerns that have been raised by businesses on the local impacts of active travel schemes.

**The Committee is encouraging the Mayor to evaluate how the healthy streets indicators could be applied in station environments to bring further improvement to the wider public transport offer in London.**

Public transport has a key role to play in the health of Londoners, because most public transport journeys involve some walking or cycling. The best way we can promote active travel through the public transport network is therefore simply to provide appealing, efficient and affordable services. I also expect the Healthy Streets Approach to extend to public transport stations and interchanges, for example ensuring that onward travel on foot, by bicycle or on public transport is an appealing and accessible option for all.

I thank the Committee again for its thoughtful and considered letter.

Yours sincerely,



**Sadiq Khan**  
Mayor of London

Cc: Mike Brown, Commissioner, Transport for London  
Lucy Brant, Health Committee Scrutiny Manager