Healthy Streets for London was launched in February 2017 to support the Mayor’s Transport Strategy. It works at three levels:\(^1\)

i. Street – walking and cycling space; better public spaces

ii. Transport network – public transport; walking and cycling routes

iii. Strategic – development patterns enabling walking or cycling to shops, school, or work

The approach outlines ten indicators of a healthy street:

- things to see and do
- places to stop
- shade and shelter
- clean air
- pedestrians from all walks of life
- easy to cross
- people choose to walk and cycle
- quiet
- safe-feeling
- people feel relaxed

The approach is being incorporated into the Mayor of London’s Statutory Strategies, ensuring stakeholders deliver the goals at no additional cost to transport or planning authorities.

Healthy Streets aims to help the city reduce CO\(_2\) emissions by 60% of 1990 levels by 2025 and increase the number of Londoners walking or cycling for at least 20 minutes every day.

OVERCOMING OBSTACLES

London’s public health and transport communities have long shared goals to increase active travel and reduce the harms of road danger, pollution, and noise, but they have not yet reached the scale of activity required to make a large impact on population health. With this in mind, Transport for London (TfL) and the Mayor’s Office hired a consultant in public health to incorporate health considerations into the Transport Strategy.\(^2\), \(^3\)

References and photo credits available in full report: Multisolving at the Intersection of Health and Climate: Lessons from Success Stories
CAR TRIPS THAT COULD BE REPLACED BY BICYCLE

- Car trips that could be cycled in around 10 minutes: 33.3%
- Car trips that could be cycled in 10-20 minutes: 50%
- Car trips that would take longer than 20 minutes by bicycle: 16.7%

LEADERSHIP AND COLLABORATION

The Mayor, Deputy Mayor for Transport, and Walking and Cycling Commissioner shaped the Healthy Streets approach with help from a public health consultant. Transport for London, local healthcare organizations, the private sector, and residents all contribute to implementation, with the Mayor’s Transport Strategy setting priorities for highway authorities. In addition to project implementation, TfL also coordinates transport funding to the city and its 32 boroughs.

REPLICATION

As this program is in its early stages, there has yet to be any replication. However, project leaders are articulating their design principles and approach in ways that could inform and inspire other cities.

CONTACT INFORMATION

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