

## Health Impacts Further Policy Information

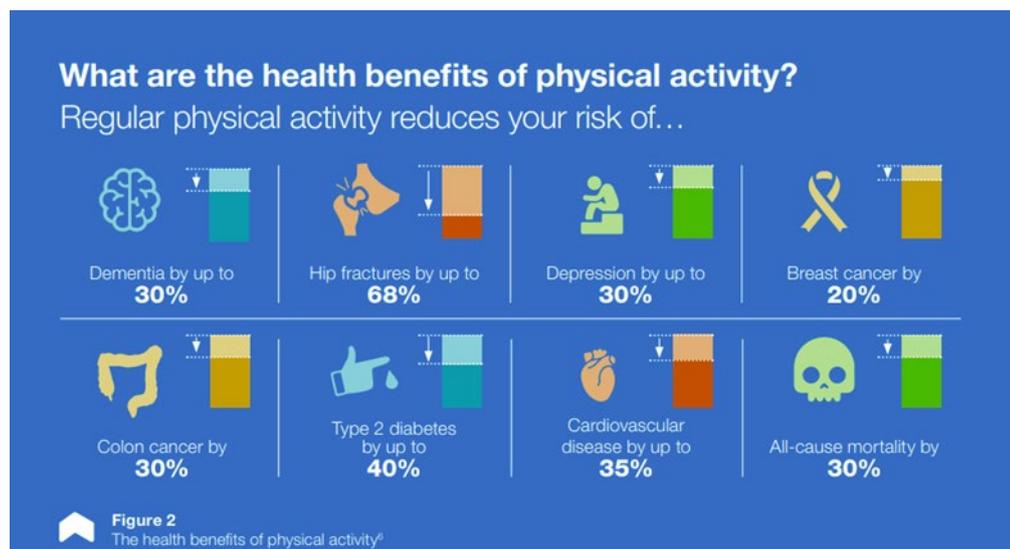
- 1.1 In his foreword to the Cycling and Walking Plan for England<sup>1</sup> (27 July 2020), the Prime Minister states:

*'This unprecedented pandemic has also shown many of us, myself very much included, that we need to think harder about our health. We need to think harder about how we can make lifestyle changes that keep us more active and fit – the way we travel is central to this.'*

The Plan explains that:

- Increasing cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling road congestion:
- Physical activity, like cycling and walking, can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression. Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone).

It includes the summary infographic:



It sets 'a bold future vision for a new era', namely:

*'England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.'*

<sup>1</sup><https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

## Mayor's Transport Strategy and Croydon LIP

1.2 The Mayor of London's Transport Strategy '*Outcome 1: London's streets will be healthy and more Londoners will travel actively*' is expressed as Londoners doing at least the 20 minutes of active travel that they need to stay healthy each day. This is translated into a target in the Croydon LIP. The target is based on the proportion of Croydon residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more). The Croydon baseline (2013/14-2016/17) is 26% of residents achieving this level of activity. The LIP target is 70% by 2041, with an interim target of 35% in 2021.

1.3 The LIP explains:

*'2.2.14 Inactivity is having profound health effects and is a major contributory factor to the levels of obesity in Croydon. One in five children in the school reception year is overweight or obese and this rate more than doubles between reception and year 6. Early childhood is a critical time to tackle childhood obesity as children are developing and learning healthy or unhealthy behaviours from a young age. By year 6 (age 10 to 11 years) a greater proportion of children in Croydon carry excess weight than in London or nationally. Two in five children aged 10 to 11 years in Croydon are overweight or obese and this proportion is increasing over time.'*

*2.2.15 For adults the situation is more serious. A staggering two in three adults or 62% of the population are overweight or obese and one in thirty one working age people in Croydon have diabetes, a figure which is predicted to increase by 10% by 2025. Amongst older adults (over 65) one in eight are predicted to have diabetes and one in four are obese. Children in Croydon are growing up in a borough where it is normal to be overweight.'*

## The Croydon Cycling Strategy 2018 to 2023

1.4 The Croydon Cycling Strategy<sup>2</sup> sets out the reasons why we need to help people get cycling, the first being to help Croydon residents become fitter and healthier, as:

- more than one in three of our ten to eleven year-olds are overweight or obese
- nearly two in three Croydon adults are overweight or obese
- young people in Croydon are growing up in a borough where it's normal to be overweight

explaining that we need infrastructure and cultural changes to enable everybody to incorporate exercise into their daily travel routine.

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<sup>2</sup> <https://democracy.croydon.gov.uk/documents/s5603/Croydon%20Cycling%20Strategy%202018-2023%20-%20appendix.pdf>