



This profile aims to bring together resident data for Lambeth to provide standard statistics.

Key facts



Sedentary life styles have led to an increase in obesity, coronary heart disease, diabetes II, breast cancer and other illnesses. **Active travel** (cycling, walking, public transport and a combination of all of these) can help reverse the negative impacts of these lifestyles.



In Lambeth, **14 % of adults** are obese. **23% of children** aged 4 and 5 are overweight, as are **39 %** of children aged 10 and 11.



An estimated **30.2%** of Lambeth residents aged 40-79 are physically active. If all Lambeth residents were physically active, we could avoid **126 deaths** among the 40 to 79 year olds.



Promoting active travel requires **tailoring and targeting** to help bring down barriers to active transport (financial, cultural, gender-based), **improving safety and space** for walking and cycling, as well as **training car drivers** to pay greater attention to cyclists and walkers. All relevant policies need to consider walking and cycling.



Defining the link between transport and health

An increase in car traffic over the past decades has lead to less cycling and walking, and contributed to our sedentary lifestyles, which impact negatively on our health. The WHO estimates that physical inactivity is responsible for...¹

22-23% of coronary heart disease



15% of diabetes II



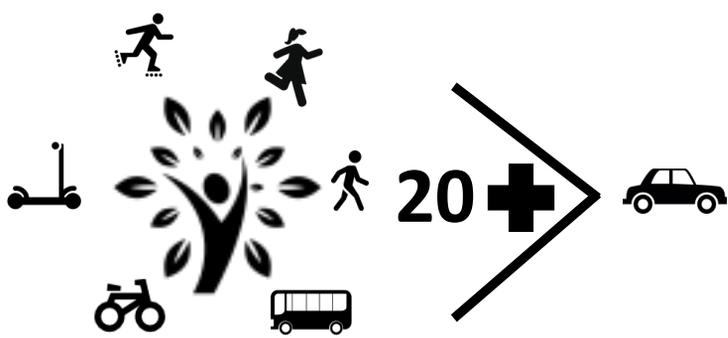
11% of Breast cancer



16-17 % of colon cancer



Returning to more active modes of travel - especially walking and cycling, but also use of public transport – has huge benefits for **mental and physical health**. The benefits of cycling for example outweigh the risks of injury or air pollution by 20:1²



Active transport is any form of transport that requires physical activity, so mixing walking and public transport counts as active travel, especially with the distance often involved in walking within a station, or walking up escalators rather than standing:

<http://tinyurl.com/ActTravel>

Health Condition	Physical activity reduces risk by...
Death	20-35%
Coronary Heart Disease and stroke	20-35%
Type 2 Diabetes	35-50%
Colon Cancer	30-50%
Breast Cancer	20%
Hip Fracture	36-68%
Depression	20-30%
Alzheimer's disease	40-45%

People who cycle or walk feel better than those who drive, the effect is even noticeable among those who use public transport only. The more people walk instead of drive, the better they feel. Switching to active travel from car travel also improves wellbeing. People who drive feel more under strain or unable to concentrate compared to those who use active travel modes.

³

Defining the link between transport and health

There are **barriers** to increasing active travel (walking/cycling/public transport use)



Public transport is expensive and can be slow



Current cityscapes and public transport systems also limit access for disabled or older people (uneven pavements, high kerbs accessibility of underground stations, short traffic light phases...)



Poor street lighting, especially in areas with high crime rates stops people from walking



Large roads are a deterrent, as they are often unattractive, loud, and full of fumes. Accidents and fear of accidents is also a deterrent, although the number of people killed or seriously injured on the road is at its lowest level in 30 years.

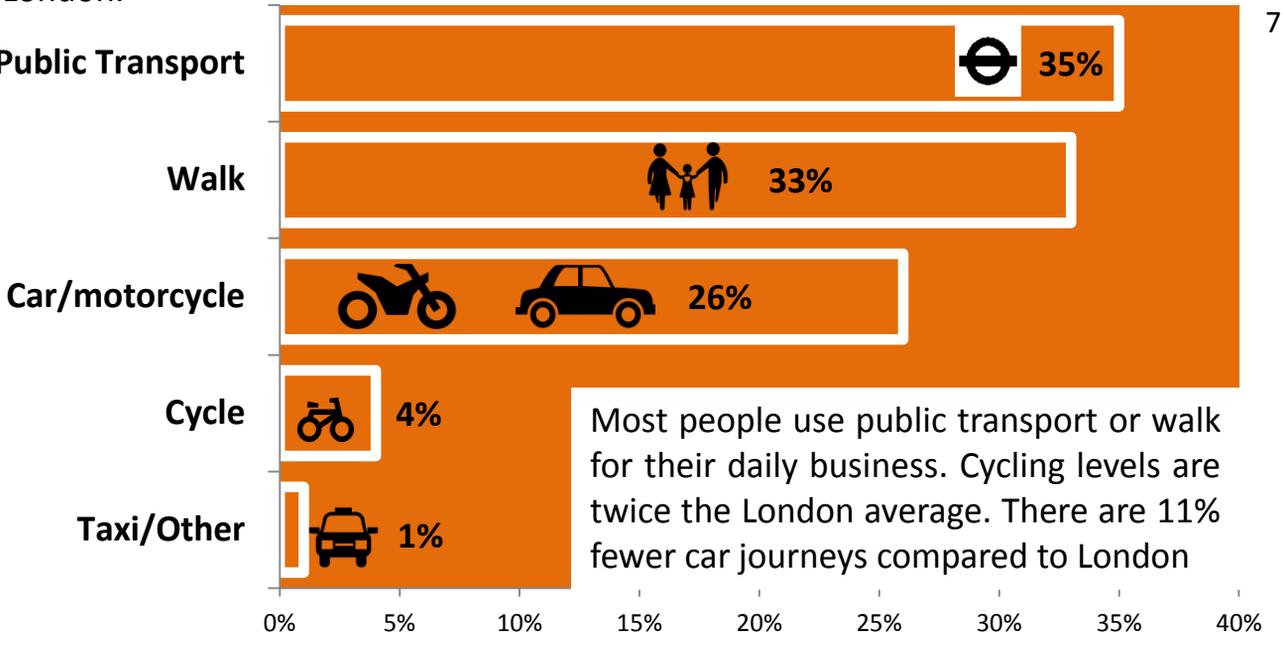


There are also wider barriers around income, culture, gender, ethnicity and age that impact on levels of active transport. For example, the typical cyclist is male and from a more affluent background. Richer people drive more, with negative impact on their health. Poorer people on the other hand walk and use public transport more, which is good – at the same time, children from poorer backgrounds are more likely to be injured in traffic. ⁵

In order to address these barriers and increase the levels of active transport in Lambeth, we need to **create friendlier streetscapes, improve safety, reduce air pollution and reach out to those groups who currently walk and cycle less**. For example, in Lambeth, nearly 40% of trips could be cycled

Active travel in Lambeth

Lambeth residents make 614,000 trips per day in the borough, more than in most parts of London.

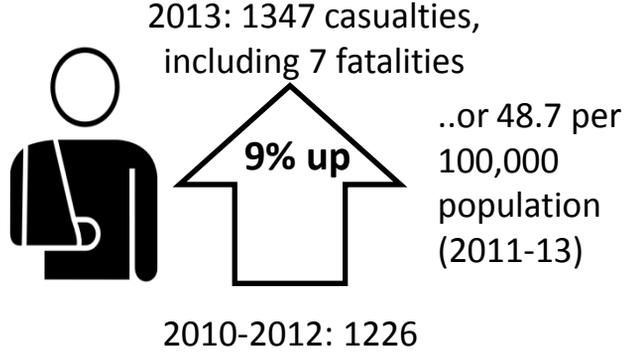


Over the past 5 years, there has been little change in the modes of transport used by Lambeth residents. Walking is up by 2.5 %, while car use has dropped by 3.6%. Other modes have not seen a major shift.

Injury and air pollution in Lambeth

People killed or injured on the road ⁹

The number of people killed or seriously injured on the road has risen, and is worse than London average.



Air pollution ¹⁰



Lambeth has **higher** air pollution than most other London boroughs. It is the **9th most affected** area by poor air quality in London. **8 % of deaths (139 people)** in Lambeth can be attributed to air pollution (Pm 2.5).

Obesity in Lambeth



14 % of adults (around 1 in 7) in Lambeth are obese, which is lower compared to London (21%)¹¹



23 % of 4-5 year olds (around 1 in 4) in Lambeth are overweight or obese, which is the same as in London (23%)¹²



39 % of 10-11 year olds (over a third) in Lambeth are overweight or obese, which is higher than London (37%)¹³

Physical activity in Lambeth¹⁴



A model that estimated the impact of physical inactivity on health shows among 40-79 year olds that in 2010-11, **30.2%** of Lambeth residents in this age group did 5 bouts of 30 minutes activities per week.

If **ALL** Lambeth residents in this age group were physically active....



126 deaths among the **40 to 79** year olds could be avoided, as well as:



39 cases of coronary heart disease



20 breast cancer cases



1246 cases of diabetes



12 cases of colo-rectal cancer

What works to promote active travel?

Targeting & Tailoring: Target those groups that are motivated to change behaviour, and target those for walking who are currently sedentary. Tailor advice individually, eg counselling, written material or incentives to promote environmentally friendly and active modes of transport. <http://www.bmj.com/content/334/7605/1204>

Increasing space, awareness and facilities for cycling:

A study on the Netherlands, Denmark and Germany shows that cycling rights of way, bike parking, full integration with public transport, comprehensive traffic education and training for bike and car users and promotional events contribute to high cycling levels in these countries (<http://tinyurl.com/l6p5x7m>)

An interim evaluation of an investment programme in six UK cities showed an increase in cycling based on very similar interventions (<http://tinyurl.com/6UKcities>)

NICE recommends to reallocate road space, slow cars down, introduce road user charging, focus on schools, and to prioritise walking. The full NICE guidelines are here: <http://tinyurl.com/niceactivetravel>

What Lambeth is doing

The **Lambeth Cycling Strategy** will

- Increase space for cycling and storage space, including introduction of cycle streets
- Introduce 20mph roads as a norm in the borough
- Provide free cycle training, bike maintenance sessions (Dr Bike)
- Offer a bike loan scheme for anyone who lives, works or studies in Lambeth <http://tinyurl.com/lbthbike>
- Promote cycling through information, maps, cycle route apps etc.
- Increase awareness among other road users

Other initiatives include to encourage walking and cycling are

- Prioritise walking and cycling in the road user hierarchy
- Led walks and cycle rides
- Improving the public realm (street design, repairs, lighting...)
- Improve the public realm for people with disabilities (dropped kerbs, tactile paving, removal of redundant street furniture and obstructive bollards..)
- School travel plans and programmes
- Improving signage for walking and cycling

References

- 1 Health on the Move, Transport and Health Study Group, p. 17
- 2 Healthy transport = Healthy lives, British Medical Association 2012
- 3 Active Martin A et al: Does active commuting improve psychological wellbeing? Longitudinal evidence from eighteen waves of the British Household Panel Survey; in: Preventive Medicine 69 (2014) 296-303
- 4 Improving the health of Londoners, Transport action plan Mayor of London, TFL 2014
- 5 Health on the Move 2, Section II, Transport and Health Study Group, 2011
- 6 Analysis of Cycling Potential, TFL, 2010
- 7 Better environment, better health - Lambeth, based on London travel demand survey (2013)
- 8 TFL analysis of Travel Demand Survey data 2009-2012 and 2012-2014 (averages) for Lambeth and Southwark Public Health
- 9 Casualties in Greater London during 2013, Factsheet, Transport for London, available at <http://www.tfl.gov.uk/cdn/static/cms/documents/casualties-in-greater-london-2013.pdf>
- 10 Air Quality in Lambeth: A guide for public health professionals; Greater London Authority, 2012, available at <http://www.london.gov.uk/sites/default/files/Air%20Quality%20for%20Public%20Health%20Professionals%20-%20LB%20Lambeth.pdf>
- 11 PHO Lambeth health profile 2014 (obesity in adults), available <http://www.apho.org.uk/resource/view.aspx?RID=50215&SEARCH=Lambeth&SPEAR>
- 12 PHOF indicator 2.06i Excess weight in 4-5 year olds (2012/2013)
- 13 PHOF indicator 2.06ii – Excess weight in 10-11 year olds (2012/13)
- 14 Health impact of Physical Inactivity, <http://www.apho.org.uk/resource/view.aspx?RID=123459>

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FURTHER INFORMATION & FEEDBACK

This profile has been created by Lambeth & Southwark's Public Health Intelligence Team.

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We welcome your comments on these profiles and how they could better suit your requirements, please do contact us with your ideas.