

Teithio egniol a gordewdra oedolion

Active travel and adult obesity

Effaith dewisiadau teithio ar ein pwysau a'n hiechyd
The impact of travel choices on our weight and health

DALEN WYBODAETH
INFORMATION SHEET FH14C

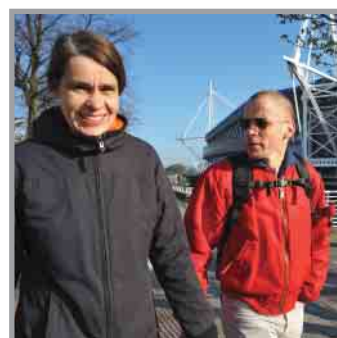
Rhagair / Foreword

'Dim ond traean o'r oedolion sy'n bodloni'r canllawiau sy'n argymhell 30 munud o ymarfer corff o leiaf bum gwaith yr wythnos i'n cadw'n iach, ac mae 12 y cant sy'n dweud nad ydynt yn gwneud dim ymarfer corff. Galluogi pobl i ddewis cerdded neu feicio yw'r ffordd fwyaf realistig, cost effeithiol ac iachus i newid y patrymau hyn ac atal gordewdra yng Nghymru.

Dr Richard Lewis, Ysgrifennydd Cymru, BMA Cymru Wales

"Only a third of adults meet the guidelines recommending 30 minutes of exercise at least five times a week to keep us healthy, and 12 per cent report that they do not exercise at all. Enabling people to choose to walk or cycle is the most realistic, cost effective and healthy way to reverse these trends and prevent obesity in Wales."

Dr Richard Lewis, Welsh Secretary, BMA Cymru Wales



Cyflwyniad

Yn y blynyddoedd diwethaf mae mater gordewdra wedi codi o fod yn un o bryderon iechyd i gyrraedd statws 'epidemig'⁽¹⁾, gan ddod i frig yr agenda iechyd yn y DU. Yr un yw'r sefyllfa mewn gwledydd datblygedig eraill, o ganlyniad i ffyrdd o fyw eisteddog a newidiadau mewn diet sydd wedi golygu ein bod wedi ennill gormod o bwysau corff.

Mae'r cyfraddau gordewdra wedi treblu ers 1980⁽²⁾. Mae 57% o oedolion yng Nghymru yn ordrwm neu'n ordew, ac mae 21% yn ordew⁽³⁾, gyda lefelau tebyg yn yr Alban⁽⁴⁾ a Lloegr⁽⁵⁾. Mae data diweddar yn dangos fod gan rannau o Gymru y cyfraddau uchaf o ordewdra yn y DU⁽⁶⁾. Yr hyn sy'n eironig yw mai gwledydd cyfoethog yn bennaf a effeithir ond teimlir yr effaith gan y mwyaf tlawd o fewn y gwledydd hynny - yn rhannau lleiaf difreintiedig Cymru mae 16%

Introduction

In recent years the issue of obesity has risen from being a health concern to attaining the status of an 'epidemic'⁽¹⁾; topping the UK health agenda. This situation is mirrored in other developed nations, fuelled by sedentary lifestyles and dietary changes that have led to us gaining excessive body weight.

UK obesity rates have trebled since 1980⁽²⁾. 57% of adults in Wales are overweight or obese, and 21% are obese⁽³⁾, with similar levels in Scotland⁽⁴⁾ and England⁽⁵⁾. Recent data shows that parts of Wales have the highest levels of obesity in the UK⁽⁶⁾. Ironically, mainly rich countries are affected but the effects are felt most by the poorest within those societies - in the least deprived areas of Wales, 16% of the population are obese, compared to 26% in the most deprived areas⁽⁹⁾.

YMUWCH Â'R MUDIAD
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Sustrans yw elusen cludiant cynaliadwy flaenaf y DU ac mae'n gweithio ar brosiectau ymarferol i annog pobl i gerdded, beicio a defnyddio cludiant cyhoeddus er budd eu hiechyd a'r amgylchedd. Sustrans Cymru, 107 Stryd Bute, Caerdydd, CF10 5AD

Sustrans is the UK's leading sustainable transport charity and works on practical projects to encourage people to walk, cycle and use public transport to benefit and the environment. Sustrans Cymru, 107 Bute Street, Cardiff, CF10 5AD

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yn ordew, o gymharu â 26% yn yr ardal oedd mwyaf difreintiedig⁽³⁾.

Yn seiliedig ar y patrymau presennol amcangyfrifwyd y gallai bron i 60% o boblogaeth y DU fod yn ordew erbyn 2050⁽²⁾. Mae hyn yn peri pryder difrifol o ran iechyd y cyhoedd gan fod gordewdra yn chwarae rhan yn achosion nifer o glefydau cronig a difrifol, yn cynnwys clefyd y galon, canserau, diabetes, strôc a phroblemau iechyd meddwl. Mae'r goblygiadau economaidd yn aruthrol: erbyn 2050 rhagwelir cynnydd seithwaith drosodd mewn costau gofal iechyd uniongyrchol gordrymedd a gordewdra, gyda chostau ehangach i gymdeithas yn cyrraedd dros £50 biliwn (ar brisiau 2007)⁽²⁾.

Fodd bynnag, mae gweithgaredd corfforol - 30 munud o leiaf bum gwaith yr wythnos - yn ddigon i leihau'n sylweddol risg nifer o'r prif glefydau a gysylltir ag anweithgarwch corfforol ac yn y pen draw hwyhau disgwyliad bywyd⁽⁷⁾. I fynd i'r afael â chynnydd mewn pwysau mae'n debygol fod angen 45-60 munud o weithgaredd corfforol dwysedd cymedrol y dydd⁽⁸⁾. Mae tystiolaeth yn awgrymu bod buddsoddiad mewn isadeiledd trafniadaeth ac amgylchedd sy'n cefnogi cerdded a beicio yn fuddiol o ran gwella iechyd y cyhoedd.

Effaith gordewdra ar iechyd

Caiff gordewdra ei ddiffinio fel arfer yn ôl Mynegai Màs y Corff (BMI), a gyfrifir drwy rannu pwysau corff person mewn cilogramau gyda sgwâr ei uchder mewn metrau. Ystyrir BMI o 30 neu fwy yn ordew a rhwng 25 a 29.9 yn ordwrwm.

Mae ymchwil wedi canfod cysylltiad cryf rhwng BMI a marwolaethau, gyda gordewdra ei hun yn rhagfynegydd cryf o ddisgwyliad bywyd. Canfuwyd bod gordewdra cymedrol (BMI 30-35) yn gysylltiedig gyda cholli tair blynedd o hyd bywyd, tra bod y rheini â gordewdra eithafol (BMI 40-50) yn colli 10 mlynedd - sy'n cyfateb i ysmegu gydol oes⁽⁹⁾.

Mae cynnydd cyffredinol risg marw'n gynnar drwy ordewdra yn gynnyrch risgiau cynyddol ar gyfer y nifer o broblemau iechyd penodol a gysylltir ag ef⁽²⁾:

- mae gan 90% o rai â diabetes Math 2 BMI uwch na 23
- mae 85% o achosion pwysedd gwaed uchel yn gysylltiedig â gorbwysau

Based on current trends it has been estimated that nearly 60% of the UK population could be obese by 2050⁽²⁾. This presents a grave public health concern because obesity is implicated in the causation of many chronic and serious illnesses including heart disease, cancers, diabetes, stroke and mental health problems. The economic implications are immense: by 2050, a seven-fold increase in the direct healthcare costs of overweight and obesity is anticipated, with wider costs to society reaching over £50 billion (at 2007 prices)⁽²⁾.

However, everyday physical activity - 30 minutes at least five times a week - is enough to significantly reduce the risk of many of the major diseases associated with inactivity and to effectively extend life expectancy⁽⁷⁾. To address weight gain it is likely that 45-60 minutes of moderate intensity physical activity a day is necessary⁽⁸⁾. Evidence suggests that investment in transport infrastructure and environments that support walking and cycling pays dividends in terms of improving public health.

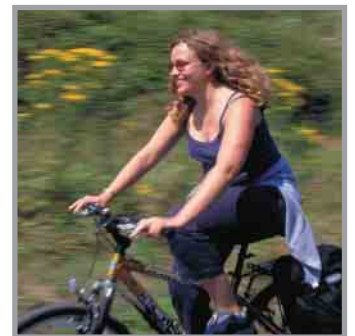
The impact of obesity on health

Obesity is usually defined by body mass index (BMI), calculated by dividing a person's body weight in kilograms by the square of their height in metres. A BMI of 30 or more is considered obese and between 25 and 29.9 is considered overweight.

Research has identified a strong association between BMI and mortality, with obesity itself a strong predictor of life expectancy. Moderate obesity (BMI 30-35) was found to be associated with three years' loss of life, while those with extreme obesity (BMI 40-50) lost 10 years - equivalent to the impact of lifetime smoking⁽⁹⁾.

This increased overall risk of premature death through obesity is a product of increased risks for the many specific health problems with which it is associated⁽²⁾:

- 90% of Type 2 diabetics have a BMI greater than 23
- 85% of hypertension is associated with excess weight
- hypertension increases risk of stroke



- mae pwysedd gwaed uchel yn cynyddu'r risg o strôc a chyflyrau eraill megis hypertroffedd fentriglaidd chwith
- bydd atherosclerosis yn datblygu'n raddol wrth i BMI gynyddu. Mae gordewdra yn ffactor gyfrannol i fethiant cardiaidd mewn o leiaf 10% o gleifion
- 2.4 gwaith y risg mewn menywod gordew a 2 waith y risg mewn dynion gordew dan 50 oed o ddatblygu clefyd rhydweliâu coronaidd
- mae 10% o holl farwolaethau cancer ymhlith rhai nad sy'n ysmegu yn gysylltiedig â gordewdra
- mae gordewdra yn ffactor sylweddol hefyd mewn clefydau yr iau/afu a choden fustl, colli swyddogaeth atgenhedlu ymhlith dynion a menywod, anawsterau anadlu ac osteoarthritis ymhlith pobl hŷn.

Achosion gordewdra: cymeriant egni a gwariant egni

Mae'r twf mewn gordewdra ledled cymdeithasau'r gorllewin wedi ei ysgogi gan ddwy ffactor ffordd o fyw pwysig; faint a'r math o fwyd yr ydym yn ei fwyta (cymeriant egni), a faint o weithgaredd corfforol yr ydym yn ei wneud (gwariant egni). Pan fo'r corff dynol yn gyson yn cymryd mwy o egni i mewn nag ydyw'n ei ddefnyddio, y canlyniad yw cynnydd pwysau. Yr anghydwysedd egni hwn, ar lefel poblogaeth, sy'n sail i'r cynnydd mewn gordewdra a welwyd yn y degawdau diwethaf.

Er bod geneteg yn bwysig mewn penderfynu ar duedd person i gynydd pwysau, y dylanwad cryfaf yw'r ffactor amgylcheddol⁽¹⁰⁾. Honnodd papur allweddol ym 1995 bod lefelau isel o weithgaredd corfforol sy'n gyffredin ym Mhrydain yn chwarae rôl bwysig, ac efallai hollbwysig, yn natblygiad gordewdra⁽¹¹⁾. Mae ymchwiliwyr yn diffinio swm y newidiadau mewn darpariaeth bwyd, gweithgaredd corfforol a pholisiau trafniadaeth fel ffactorau sy'n creu amgylchedd gordewol⁽¹²⁾. Rydym yn fwyfwy dibynnol ar ddyfeisiadau arbed gwaith ac yn cael ein hudo gan adloniant yn y cartref, sy'n arwain at duedd i symud llai, gwneud llai o waith corfforol ac i eistedd i lawr mwy yn ystod amser hamdden. Dros gyfnodau estynedig mae'r ymddygiad eisteddog hwn yn gwneud

and other conditions such as left ventricular hypertrophy

- atherosclerosis progressively develops as BMI increases. Obesity is a contributing factor to cardiac failure in at least 10% of patients
- 2.4 fold risk in obese women and 2 fold in obese men under the age of 50 in developing coronary artery disease
- 10% of all cancer deaths among non-smokers are related to obesity
- obesity is also a significant factor in liver and gall bladder disease, loss of male and female reproductive function, breathing difficulties, and osteoarthritis amongst older people.

The causes of obesity: energy intake and energy expenditure

The growth in obesity across western societies is driven by two important lifestyle factors; the quantity and type of food we eat (energy intake), and the amount of physical activity we undertake (energy expenditure). When the human body consistently takes in more energy than it expends, the result is weight gain. It is this energy imbalance, at a population level, that underpins the rise in obesity seen in recent decades.

Whilst genetics are important in determining a person's susceptibility to weight gain, the overwhelming influence is environmental⁽¹⁰⁾. A key 1995 paper implicated that low levels of physical activity prevalent in Britain play an important, perhaps dominant, role in the development of obesity⁽¹¹⁾. Researchers define the sum of the changes in food provision, physical activity and transport policies as resulting in an 'obesogenic' environment⁽¹²⁾. We are increasingly reliant on labour-saving devices and tempted by home entertainment, leading to a tendency to move less, perform less physical work and to sit down more during leisure time. Over extended periods, this sedentary behaviour makes a substantial difference to energy balance and therefore weight gain⁽¹³⁾. As such, the environment in which we live and work is a crucial factor, not least in the ways in which we choose to travel.



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gwahaniaeth mawr iawn i'r cydbwysedd egni ac o ganlyniad cynnydd pwysau⁽¹³⁾. Felly, mae'r amgylchedd yr ydym yn byw ac yn gweithio ynddo yn ffactor hollbwysig, nid y lleiaf y ffyrdd yr ydym yn dewis teithio.

Effaith trafniadaeth fodurol a defnydd tir ar ordewdra

Mae defnydd o'r car wedi codi'n raddol dros y 30 mlynedd diwethaf, tra bod dulliau mwy egniol ddwys o deithio, megis cerdded a beicio, wedi gostwng. Fodd bynnag, hyd at yr unfed ganrif ar hugain ni roddwyd fawr ddim sylw academaidd i'r cysylltiadau rhwng y patrymau hyn a'r cynnydd mawr cyfatebol mewn gordewdra.

Mae ymchwil wedi amlygu sut, ers y 1980au, mae cyfran y bobl ordwrwm, gordew a chorfforol anweithgar wedi cynyddu ochr yn ochr â mwy o ddibynnu ar y car⁽¹⁴⁾, gan i oedolion oedd yn prynu ceir neu feiciau modur ddyblu eu tebygolrwydd o fynd yn ordwrwm, o gymharu â'r rheiny na wnaeth newid o gwbl yn eu dull teithio⁽¹⁵⁾.

Mae'r twf mewn perchnogaeth car wedi cyd-redeg gyda newidiadau radical mewn patrymau defnydd tir i ddarparu ar gyfer a hwyluso ymhellach y cynnydd mewn defnydd car. Nid yw'r amgylchoedd car-gyfeillgar hyn, fodd bynnag, wedi bod yn gyfeillgar i iechyd dynol⁽¹⁶⁾; mae isadeiledd a ddominyddir gan y car yn gwneud mathau egniol o drafniadaeth yn eithaf anodd o gymharu â dewisiadau llai iach⁽¹⁷⁾. Caiff hyn ei gadarnhau gan ymchwil sy'n amlygu pwysigrwydd dyluniad cymdogaeth mewn dewisiadau teithio; er enghraifft pan ddbarthwyd cymdogaethau fel cerddadwy uchel neu isel, yn dibynnu ar ddwysedd a gosodiad y gymdogaeth, roedd preswylwyr yn y cymdogaethau cerddadwy uchel yn gwneud mwy o gamau y dydd na'r rhai mewn cymdogaethau cerddadwy isel, ac yn cerdded mwy ar gyfer trafniadaeth⁽¹⁸⁾.

Erbyn hyn mae'r ffaith bod ein hamgylchoedd yn dylanwadu ar ein hymddygiad yn cael ei derbyn ac fe'i gwneir yn glir mewn canllawiau swyddogol megis yr un a ddaw gan Y Sefydliad Cenedlaethol dros Ragoriaeth Glinigol (NICE) ar Hyrwyddo a chreu amgylchoedd adeiledig neu naturiol sy'n annog ac yn cefnogi gweithgaredd corfforol⁽¹⁹⁾. Adroddwyd ar gysylltiad uniongyrchol rhwng yr amgylchedd adeiledig a

Impact of motor transport and land use on obesity

Car use has risen steadily over the past 30 years, while more energy intensive modes of travel such as walking and cycling have declined. Until the 21st century, however, little academic attention was paid to the links between these trends and the correspondingly sharp rise in obesity.

Research has highlighted how, since the 1980s, the proportion of overweight, obese and inactive people has increased in close parallel with greater car reliance⁽¹⁴⁾, as adults who purchased cars or motorbikes double their likelihood of becoming overweight, in comparison to those who made no change in their mode of transportation⁽¹⁵⁾.

This growth in car ownership has been accompanied by radical changes in land-use patterns to accommodate and further facilitate increased car use. These car friendly environments, however, have not proven to be friendly to human health⁽¹⁶⁾; a car-dominated infrastructure makes active forms of transportation relatively difficult compared to less healthy alternatives⁽¹⁷⁾. This is corroborated by research highlighting the importance of neighbourhood design in travel choices; for example when neighbourhoods were classified as high or low walkable according to density and layout, residents in the former took more steps per day than those in the latter, and walked more for transport⁽¹⁸⁾.

The fact that our environments influence our behaviour is now accepted and made explicit in official guidance such as that from the National Institute for Health and Clinical Excellence (NICE) on Promoting and creating built or natural environments that encourage and support physical activity⁽¹⁹⁾. A direct association between the built environment and obesity has been reported through a number of studies in both the US and Australia^{(20),(21),(22)}. Mixed use developments, at high density, with good connectivity for walking and cycling significantly affect body weight and reduce the risk of weight gain⁽²³⁾.

Making active travel part of the solution

Analysis of national travel survey data from countries in North America, Europe and Australasia found that countries with the



gordewdra mewn nifer o astudiaethau yn yr UDA ac Awstralia^{(20),(21),(22)}. Mae datblygiadau defnydd cymysg, ar ddwysedd uchel, gyda chysylltedd da ar gyfer cerdded a beicio yn effeithio'n sylweddol ar bwysau'r corff ac yn lleihau'r risg o gynydd mewn pwysau⁽²³⁾.

Gwneud teithio egniol yn rhan o'r ateb

Canfu dadansoddiad o ddata arolwg teithio yng Ngogledd America, Ewrop ac Awstralia bod gan y gwledydd â'r lefelau uchaf o drafnidiaeth egniol y cyfraddau gordewdra isaf⁽²⁴⁾. Mae ymchwil ar gymudo, er enghraifft, yn awgrymu bod y rheiny sy'n cerdded neu'n beicio i'r gwaith yn cael eu cysylltu'n negyddol yn aml gyda gordrymedd a gordewdra⁽²⁵⁾.

Canfu ymchwil yn yr UDA y cysylltir bob cilometr ychwanegol a gerddir bob dydd â 4.8% o leihad yn y tebygolrwydd o ordewdra, lle y cysylltir pob awr ychwanegol a dreulir yn y car bob dydd â 6% o gynydd yn y tebygolrwydd o ordewdra⁽²²⁾. Mae'n ymddangos bod faint o amser a dreulir mewn car yn ffactor allweddol ac adroddwyd ar hyn mewn nifer o astudiaethau⁽²⁶⁾.

Cerdded a beicio ar gyfer ffordd o fyw iach

Mae'n bwysig helpu pobl i beidio ag ennill pwysau, gan fod colli pwysau a chynnal hynny unwaith y byddwch yn ordew yn anoddach i'w gyflawni. Erbyn hyn ceir cytundeb eang mai'r mesur ataliol hawsaf yw cynnwys gweithgaredd corfforol megis cerdded neu feicio i batrwm bob dydd. Mae Llywodraeth Cynulliad Cymru "yn cydnabod bod gweithgarwch corfforol a chwaraeon yn llesol i iechyd. Mae'n [y Cynllun Gweithredu Gweithgaredd Corfforol] ein hymrwymo i gymell rhagor o gerdded a beicio fel bod y gweithgareddau hyn yn dod yn rhan normal o fywyd bob dydd"⁽²⁷⁾.

Fodd bynnag, mae'n rhaid i gyngor ar weithgaredd corfforol a byw egniol fynd law yn llaw â newidiadau yn ein hisadeiledd trafndiaeth a'n hamgylchoedd adeiledig, gan ei gwneud hi'n haws i bobl ymgorffori cerdded neu feicio i siwrneiau arferol.

highest levels of active transportation had the lowest obesity rates⁽²⁴⁾. Research on commuting, for example, suggests that those who walk or bicycle to work are significantly negatively associated with overweight and obesity⁽²⁵⁾.

US research found that each additional kilometre walked per day is associated with a 4.8% reduction in the likelihood of obesity, whereas each additional hour spent in a car per day is associated with a 6% increase in the likelihood of obesity⁽²²⁾. The amount of time spent in cars appears to be a key factor and has been reported in a number of studies⁽²⁶⁾.

Walking and cycling for a healthy lifestyle

It is important to help people prevent weight gain, as achieving and maintaining weight loss once obese is harder to accomplish. There is now widespread agreement that the simplest preventive measure is to incorporate physical activity such as walking or cycling into the everyday routine. The Welsh Assembly Government "recognises that physical activity ... is beneficial to health. It [the Physical Activity Action Plan] commits us to supporting greater participation in cycling and walking so that these activities are seen as a normal part of daily life"⁽²⁷⁾.

Advice on physical activity and active living must, however go hand in hand with changes to our transport infrastructure and built environments, making it easier for people to incorporate walking or cycling into routine journeys.

Creating activity-friendly environments

Wales' first ever National Transport Plan includes the aim "Increasing healthy and sustainable travel choices - To make it easier for people to be less reliant on the private car and to use public transport, walking and cycling more frequently."⁽²⁷⁾. Meeting this aim will require the appropriate investment. European countries and cities which have already successfully promoted active travel have done so by investing at a level commensurate with the priority they attach to clean and healthy transport. For example, in Copenhagen in 2002, of an equivalent of £5.4 million budget for roads, one-third was allocated to improving cycling conditions⁽²⁸⁾. Amsterdam is



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Creu amgylchoedd gweithgaredd-gyfeillgar

Mae Cynllun Trafnidiaeth Cenedlaethol cyntaf Cymru yn cynnwys y nod i "sicrhau ei bod yn haws i bobl fod yn llai dibynnol ar y car preifat, a bod modd iddynt ddefnyddio trafniadaeth gyhoeddus a cherdded a beicio yn amlach."⁽²⁷⁾ I gyflawni'r nod hwn mae'n rhaid cael y buddsoddiad priodol. Mae gwledydd a dinasoedd yn Ewrop sydd eisoes wedi hyrwyddo teithio egniol wedi gwneud hynny drwy fuddsoddi ar lefel sy'n gymesur â'r flaenoriaeth y maent yn ei roi i drafniadaeth lân ac iach. Er enghraifft, yn Copenhagen yn 2002, o gyllideb ffyrdd a oedd yn cyfateb i £5.4 miliwn, cafodd traean ohoni ei chlustnodi i wella amodau beicio⁽²⁸⁾. Mae Amsterdam yn gwario €26.95 y pen y flwyddyn ar feicio yn unig rhwng 2006 a 2010⁽²⁹⁾. Mewn cymhariaeth, yng Nghymru ar gyfer y cyfnod 2006-2008, dim ond £4 y pen a wariwyd bob blwyddyn ar feicio a cherdded⁽³⁰⁾, gyda swm tebyg yn cael ei wario yn yr Alban⁽³¹⁾ ac yn Lloegr⁽³²⁾.

Rhaid i gynllunio trafniadaeth arwain yn gryf i greu amgylchoedd sy'n cefnogi byw'n egniol. Mae canllawiau NICE yn annog awdurdodau lleol i greu a rheoli gofodau mwy diogel a deniadol ar gyfer gweithgaredd corfforol achlysurol a gweithgaredd wedi'i gynllunio, yn cynnwys cyfleusterau ar y ffordd fawr ac oddi arni^(33, 34).

Mae llawer o weithwyr proffesiynol iechyd erbyn hyn yn credu bod buddsoddi mewn creu amgylchedd sy'n ffafriol i fyw'n egniol yn fwy effeithiol mewn tacllo gordewdra nag ymyriadau sydd wedi eu canoli ar weithgareddau strwythuredig megis aerobeg⁽³⁵⁾.

Argymhellion

Yn hanesyddol mae'r DU wedi buddsoddi'n drwm mewn hwyluso mathau eisteddog o drafniadaeth. Rhaid i hyn newid, gyda blaenoriaeth buddsoddi yn cael ei roi i ddulliau egniol ac iachus megis cerdded a beicio. Bydd manteision hyn yn syfrdanol ac yn syml: yn gyffredinol y gwledydd sydd â'r lefelau uchaf o deithio egniol sydd â'r cyfraddau gordewdra isaf.

Mae Llywodraeth Cynulliad Cymru wedi gwneud camau yn y cyfeiriad hwn, gyda pholisïau ar iechyd y cyhoedd, a hefyd ar drafniadaeth, cynllunio a newid hinsawdd i gyd yn annog mesurau i hyrwyddo twf

spending €26.95 per capita per annum on cycling alone between 2006 and 2010⁽²⁹⁾. By comparison, in Wales for the 2006 – 2008 period, only £4 was spent each year on walking and cycling per capita⁽³⁰⁾, with a similar amount spent in Scotland⁽³¹⁾ and England⁽³²⁾.

Transport planning has to take a strong lead in helping to create environments which support active living. NICE guidance urges local authorities to create and manage more safe and attractive spaces for incidental and planned physical activity including facilities on and off the highway^(33,34).

Many public health professionals now believe investment in creating environments conducive to active living to be more effective at countering obesity than interventions centred on structured activities such as aerobics⁽³⁵⁾.

Recommendations

Historically the UK has invested heavily in facilitating sedentary forms of transport. This must now change, with investment priority being given to active, healthy modes such as walking and cycling. The benefits of this will be profound and straightforward: countries with the highest levels of active travel generally have the lowest obesity rates.

The Welsh Assembly Government has made steps in this direction, with policies on public health, but also on transport, planning and climate change all advocating measures to promote growth in active travel. What they have not yet done is to transfer the investment necessary to make these policies reality.

Government, at all levels, should set ambitious new targets for walking and cycling and commit to a serious effort to meet them. As is already the case in many other European countries, walking and cycling should be normalised into daily routines from childhood and maintained throughout the lifecourse.

Importantly, given today's difficult financial climate, investment in active travel is significantly cheaper and better value than traditional motor traffic schemes⁽³⁶⁾. The transport planning decisions which encourage and support active and healthy travel will save money at the point of investment and save again in healthcare costs in the future. We can save millions now, and billions later.



mewn teithio egniol. Yr hyn nad ydynt wedi ei wneud eto yw trosglwyddo'r buddsoddiad sydd ei angen i wneud y polisiau hyn yn realiti.

Dylai Llywodraeth ar bob lefel osod targedau uchelgeisiol newydd ar gyfer cerdded a beicio ac ymrwymo i ymdrechu i'w cyrraedd. Fel sydd eisoes yn digwydd mewn sawl gwlad Ewropeaidd arall, dylai cerdd a beicio gael ei normaleiddio i arferion bob dydd o gyfnod plentyndod a'i gynnal drwy fywyd ar ei hyd.

Ffactor bwysig yw, o gofio hinsawdd ariannol anodd heddiw, bod buddsoddiad mewn teithio egniol yn sylweddol rhatach ac yn well gwerth am arian na chynlluniau traffig modur traddodiadol⁽⁶⁾. Bydd y penderfyniadau cynllunio trafndiaeth sy'n annog ac yn cefnogi teithio egniol ac iachus yn arbed arian ar y pwynt buddsoddi ac arbed eto mewn costau gofod iechyd yn y dyfodol. Gallwn arbed miliynau nawr a biliynau yn y dyfodol.

Darllen defnyddiol / Useful reading

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Welsh Assembly Government, 2009 forthcoming National Transport Plan



Gweithredwch ar deithio egniol

Erbyn hyn mae cefnogaeth gref iawn o du arbenigwyr mewn symud i bolisiau trafndiaeth iachus. Mae dros 100 o sefydliadau, yn cynnwys yr holl gyrff iechyd y cyhoedd arwyddocaol yn y DU, wedi arwyddo galwad polisi - 'Gweithredu ar deithio egniol' - a ddatblygwyd gan Gymdeithas Cyfarwyddwyr Iechyd y Cyhoedd. Maent yn galw ar lywodraethau i ymrwymo ar unwaith i 10% o gyllidebau trafndiaeth i deithio egniol.

Sustrans/Cymdeithas Cyfarwyddwyr Iechyd y Cyhoedd et al, 2008 Take action on active travel

Take action on active travel

There is now overwhelming expert support for a shift to healthy transport policies. Over 100 organisations, including all significant UK public health bodies, have signed a policy call – 'Take action on active travel' – developed by the Association of Directors of Public Health. They call on governments immediately to commit 10% of transport budgets to active travel.

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Registered Charity No 326550

Rhif Elusen: 326550

Manylion pellach

Sustrans yw prif elusen trafndiaeth adnewyddadwy'r DU, yn gweithio ar brosiectau ymarferol fel bod pobl yn gallu dewis teithio mewn ffyrdd sydd o fudd i'w iechyd a'r amgylchedd. Sustrans yw'r elusen tu ôl i'r Rhwydwaith Beicio Cenedlaethol, Llwybrau Diogel i Ysgolion, Bike it, TravelSmart, Teithio Byw, Connect2 a Liveable Neighbourhoods, pob un yn brosiect sydd yn newid ein byd un filltir ar y tro.

I wybod mwy ewch i

www.sustrans.org.uk neu ffoniwch 0845 113 00 65

Mae Sustrans yn aelod o Atal Anhrefn Hinsawdd, clymblaid eang sy'n cynnwys mudiadau merched, amgylcheddol, datblygol, yn seiliedig ar ffydd, sy'n ymgrychu i roi terfyn ar newid yn yr hinsawdd a achosir gan fodau dynol. www.stopclimatechaos.org

Diolchiadau am y lluniau: Staff Sustrans, G.L. Jones

Further information

Sustrans is the UK's leading sustainable transport charity. Our vision is a world in which people choose to travel in ways that benefit their health and the environment. We work on practical, innovative solutions to the transport challenges facing us all. Sustrans is the charity behind the award winning National Cycle Network, Safe Routes to Schools, Bike It, TravelSmart, Active Travel, Connect2 and Liveable Neighbourhoods, all projects that are changing our world one mile at a time.

To find out more visit or call:
www.sustrans.org.uk, 0845 113 00 65

Sustrans is a member of Stop Climate Chaos, a broad coalition of environmental, development, faithbased, women's and other organisations campaigning to stop human-induced climate change. www.stopclimatechaos.org

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