



LONDON HEALTHIER HIGH STREETS

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C/o Lambeth & Southwark Public Health
Southwark Council
160 Tooley Street
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9th December 2016

Dear Sir / Madam

A City for All London Consultation

The London Healthier High Streets Network welcomes the consultation and the opportunity to comment on the Mayor's vision for London.

We recognise that there are many challenges for a city as complex and diverse as London and we especially welcome the Mayor's recognition that London can be a much healthier city (p73) and that health inequalities remain a pressing issue (p75).

Our comments below are specific to promoting the physical environment for Londoners including healthier streets. The page numbers refer to the document *A City for All London*.

- We fully support the proposals to increase public transport capacity and the concept of 'Healthy Streets' as defined on p 30. While active transport (walking and cycling) is a key aspect of healthy streets, there are other important pieces of the jigsaw. As people walk and cycle more, and are more engaged with their surroundings, the streets themselves need to be 'healthier' spaces ie places that allow the healthier choice to be easier choice and should therefore also provide smoke free open spaces, including smoke free outdoor seating and a healthier food and drink offer.
- P51 We welcome the intention to drive up workplace standards. We would like to emphasise that this includes not just economic standards but also standards relevant to being good employers who are fully engaged in supporting best practice including the Mayor's London Healthy Workplace Charter. Many local authorities, CCGs, NHS Trusts, universities and major businesses have implemented the Healthy Workplace Charter and we would welcome the Mayor's support for this approach to be continued in London. We would also like the Healthy Workplace Charter to take into account home working environments, given the trend for increased home working and the overcrowding of a significant proportion of London's homes.

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- P53 We support the aim for London to have a vibrant night time economy. However, we are keen to promote a balanced and mixed provision and a vision that includes theatres, cinemas, leisure, shopping and food opportunities. There is evidence that for some parts of London, a night time economy is dominated by alcohol licensed premises and that the very late night economy (between midnight – 4am) is dominated by primarily alcohol licensed premises and fast food outlets. There has to be a balanced approach taking into consideration existing and new housing and the needs of local communities versus the needs of town centre visitors. There also has to be appropriate resourcing to support a well run and safe night time economy – which extends beyond late night transport – and will include police and community safety, urgent health care provision, cleaning and regulatory service support.
- P59 The Mayor’s proposal to lead by example through TfL is welcomed. In addition to phasing out diesel buses and promoting active travel, there is a strong case for TfL as an extensive and influential organisation and with a widespread network of stations and transport to promote a healthier visual environment through for example, adopting a code to promote healthier advertising (advertising in stations and on buses).
- P65 While the physical environment needs to be attractive and support social integration, public space should also have smoke free options and support active design principles so that residential and office buildings encourage the use of stairs. There is good evidence that social integration is supported by the creation and use of shared space easily accessible by all communities. While business and security concerns need to be taken into account, there are many models for creating and administering shared use of outdoor space and roof gardens. There are also various successful approaches to designing indoor space, in particular in large residential developments and office buildings to create more shared space (such as making atriums and indoor green space publicly accessible to local people who do not live or work in that building) and these successful approaches should be promoted as mandatory for large scale developments.
- P73 We especially welcome the recognition that lifestyle, in addition to NHS provision will need to be addressed, to make London healthier. We would like to reiterate that a ‘healthier street’ is one which supports people to make healthier decisions – where the healthier choice is the easier choice. A healthier street will promote active travel, healthier eating and sensible drinking. Smoking is still the major cause of ill health and mortality and a healthier street should be one where illicit tobacco is actively tackled and smoking discouraged. There is a strong case to also create a less obesogenic environment – and that includes looking at the unhealthier food offer on our high streets – and this will require both a promotion approach (eg promoting Sugar Smart or Healthier Catering) and regulation (eg A5 use class restrictions). While there must be a good mix of provision on all high streets and town centres, in some parts of London, premises with alcohol licenses dominate with related consequential problems such anti social behaviour and ambulance call outs. To tackle this unhealthier physical environment, both promotion (eg best practice and harm reduction schemes) as well as regulation (licensing and planning) will have an important role.
- P75 We welcome a London approach to tackling health inequalities and we fully endorse the importance of tackling the wider social inequalities such as living conditions. However, as already highlighted, supporting people to make healthier choices and creating a healthier

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physical environment, must be an essential aspect of the London approach – there is an especially strong social gradient and health inequalities dimension to obesity and tobacco use – and this must be reflected in the London Health Inequalities Strategy.

We look forward to the underpinning strategies such as the London Plan and Air Quality Strategy and hope that our comments will help inform their development. We strongly support a ‘health in all policies’ approach and welcome any further opportunities to feed into the development of these key underpinning strategies.

Yours faithfully



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