

## **Outline of a publication on “Promoting Walking and Cycling: a brief for policy makers”**

**Prepared by the secretariat**

### **A. Purpose**

To provide state of art information and evidence on the health, environmental and economic benefits of cycling and walking to support the active engagement of policy-makers from different sectors in the promotion of active mobility and livable cities/smart cities.

### **B. Readership**

Policy makers at the national level in different government sectors (mainly health, environment, infrastructure, spatial planners/urban development agencies, transport);

Policy makers at the sub-national level (regional, city mayors, councilors)

### **C. Format and length**

Succinct, highly legible, yet scientifically robust, publication, with case studies boxes, graphs and photographs. Some 30 – 40 pages, color, fully referenced, and a resource tool (further reading and tools/guidance).

### **D. Outline**

Foreword: WHO RD and UNECE Executive Secretary (bring in THE PEP context)

Executive summary (2 pages)

Introduction: why this publication is needed:

- a growing “urban agenda” at the global and European level (most Europeans living or going to live in cities – challenges and opportunities) relevant messages from New Urban Agenda
- a growing interest in active mobility , including at the policy level:
  - (e.g. THE PEP, WHO Strategy on Physical Activity, other examples from transport and NCDs strategies)
  - EU informal council of Ministers of Transport dedicated to Cycling during the Luxembourg presidency of the EU,

- a lot of new exciting knowledge specific to walking and cycling has become available lately, providing new evidence, and addressing some important concerns and questions re: the overall risk/benefit ratio for health, the economic significance, etc....
- a complex global agenda, where active mobility can make important contributions to the achievement of the SDGs
- since active mobility promotion depends on support and actions by different sectors of government, there is a need to bring this wealth of new knowledge to the attention of policy makers, to support them in the promotion of active mobility
- More cost-effective: Linking the above point with co-benefits (including on improving the livability of cities)– that we can achieve more through integrated policies that work to re-inforce the benefits of each (case study examples – CO2 and AT, and Educational attainment and AT)
- In 2019 the fifth High Level meeting on THE will discuss a Cycling Master-Plan: this publication supports those efforts.

***Part one: cycling and walking: why are they good for our health?***

- Overview of PI as a leading risk factor for health (NCDs epidemic, etc...)
- Prevalence of PI and reasons why people are physically inactive (lack of time – Eurobarometer 2014)
- Synthesis of the benefits of PA for health (with % risk reduction when available)
- Specific knowledge about the centrality of walking and cycling as routine activities, effects of cycling and walking on health
  - Meta-analysis of relative risks of cycling and walking
  - Cycling and walking and air pollution/BMI/injuries/mental health/educational attainment, inequalities etc....
  - Life-course approach so we also mention children as the next generation of active and health or sedentary and ill adults? And, helping people remain healthy as they age etc...
- Overall health impact assessment of benefits (from physical activity) and risks (from injuries and air pollution)

***Part two: cycling and walking: why are they good for our environment?***

- Climate mitigation policies/Paris agreement
- Air quality policies
- Noise
- Land uptake
- Congestion

***Part three: cycling and walking: why are they good for our economies?***

- Absenteeism from work
- Better school attainment
- Business and local economy development (shoppers, patrons of local shops, tourism economy)
- Green jobs
- Sustainable Cities

***Part four: bringing it all together***

- Growing attention to the New Urban Agenda (Smart Sustainable Cities/livable cities)
- Addressing safety concerns for pedestrians and cyclists within a “safe systems approach”
- Shaping the built environment to increase walking and cycling
- Integrating walking and cycling with public transport
- Active mobility in the SDGs, a new, unifying entry point

***Part five: making it happening: policy leads***

- The importance of the commute to education and work – including the role of public transport

***Resources: tools/further reading/ guidance***

***References***