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HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH

THE PEP Steering Committee

(Fourth session, 10 and 11 April 2006,
agenda item 4.A (e))

PROMOTION OF SAFE WALKING AND CYCLING IN URBAN AREAS

I. INTRODUCTION

1. This paper outlines the progress achieved and the further steps to be taken in the implementation of the project on promotion of safe walking and cycling in urban areas, taking into account the latest development in this area.

2. At its third session, the Steering Committee endorsed the overall scope of the project, as outlined in document ECE/AC.21/2005/7–EUR/05/5046203/7. The project aims to exchange and to disseminate good practices of the countries in the region to promote safe conditions for people to walk and cycle in urban areas, and to take stock of ongoing work to improve the assessment of health effects related to levels of cycling and walking and of the costs and benefits of promoting non-motorized transport. The Committee adopted the terms of reference of the task force, set up for the implementation of the project, and welcomed the links and synergy established with other relevant processes, in particular the work of the Nordic Council and the establishment of the European Health Enhancing Physical Activity Network led by Switzerland.

3. At its fourth session, the Committee may wish to review the progress in the implementation of this activity and to provide guidance for the further steps to be taken (see paragraph 2). In addition, delegations may wish to express their interest in supporting the further implementation of the project.

II. MAIN RECENT DEVELOPMENTS OF RELEVANCE FOR THE PROJECT IMPLEMENTATION

4. At its second session, the Committee recommended that this project should be implemented building on the on-going developments in the field, and invited its members, as well as the task force set up for the project implementation, to bring to the attention of the secretariat relevant initiatives, with the view of establishing links between these and THE PEP project.

5. In line with this recommendation, the following paragraphs summarize major developments, which have taken place since the third session of the Committee. Notably, these developments are either lead or implemented with the active participation or support of members of THE PEP task force. Their results or on-going activities provide a direct input to the implementation of this project (see session III – Progress in the project implementation):

(a) European Network for the Promotion of Health Enhancing Physical Activity (HEPA Europe)¹

6. The European Network for the Promotion of Health Enhancing Physical Activity (HEPA – Europe) held its first meeting in Slagelse, Denmark, on 26–27 May 2005. The network brings together different institutions and organizations from all over Europe and is open for membership from different countries. It aims at improving health through physical activity, by strengthening and supporting efforts to increase participation and improve the conditions for healthy lifestyles. The main objectives of HEPA Europe are:

- (a) to contribute to the development and implementation of policies and strategies for health-enhancing physical activity;
- (b) to develop, support, and disseminate effective strategies, programmes, approaches and other examples of good practice;
- (c) to support and facilitate multisectoral approaches.

¹ Please refer to <http://www.euro.who.int/hepa> for additional information about the HEPA network and its activities.

7. HEPA Europe is chaired by Dr. Brian Martin, Swiss Federal Office for Sports (BASPO) and supported by a Steering Committee composed of representatives from institutions and Ministries from Czech Republic, Denmark, Finland, the Netherlands, Slovenia, Sweden, Switzerland and the United Kingdom. The network closely collaborates with the WHO.

8. HEPA Europe is contributing to the implementation of THE PEP through the collection and analysis of a series of case studies on ‘Collaboration between physical activity promotion and the transport sector’ in collaboration with THE PEP task force (see below).

(b) Improving cost-benefit analysis (CBA) of cycling infrastructure investments

9. This project has been developed by the Nordic Council under the leadership of the Swedish Environmental Protection Agency. The purpose of the project was to improve the cost-benefit analysis of investments in cycling infrastructure in order to allow comparison with other investments in transport infrastructure.

10. The project, which involved a workshop held in Stockholm on 1-2 February 2005, produced a report on “CBA of cycling”², which identifies a set of recommendations, including, among others³: dissemination of the results of the workshop through THE PEP and its Clearing House; establishment of a network where interested parties could exchange views in methodological and policy issues of CBA of cycling, with the possibility of HEPA Europe being the network of reference; recommendation to initiate a cooperation between the Nordic countries and WHO to get reliable and convincing results concerning demand effects, valuation of comfort and security and realistic health effects of cycling.

(c) Walk 21 Satellite symposium on Transport-related Physical Activity and Health (Magglingen, Switzerland 18 - 20 September 2005)⁴

11. The symposium was organized by the Swiss Federal Office for Sports (BASPO) and co-sponsored by WHO Europe. Leading experts discussed: health effects of transport-related physical activity; Understanding the determinants of transport-related physical activity; measurement of transport-related physical activity and evaluation of interventions; effectiveness of interventions; policies and strategies.

² The report can be downloaded from the web site <http://www.norden.org/pub/sk/showpub.asp?pubnr=2005:556>; it is also available through THE PEP Clearing House

³ See section 4.2 “Recommendations” of the report

⁴ The book of abstracts from the symposium can be downloaded from <http://www.walk21satellite.ch/satellite/>

12. The symposium included a session on the economic valuation of transport-related physical activity, aimed at taking stock of the contributions of the approximately fifty experts participating in the Symposium with a view to: reviewing the state-of-art knowledge with respect to performing economic valuations of the health effects related to changes in levels of transport-related physical activity; identifying methodological issues; and formulating recommendations to support and further improve the development of economic valuations of physical activity.

(d) Preparation of a Ministerial Conference on *Counteracting obesity* (Istanbul, Turkey 15-16 November 2006)

13. In response to the growing concerns about the obesity epidemic, WHO Europe plans to organize, on 15-16 November 2006, a ministerial Conference on counteracting obesity, hosted by the Turkish Government in Istanbul and supported by the European Commission⁵. The Conference aims to raise awareness, to promote a political support and increase international collaboration for the fight against obesity, and to place obesity high on the public health and political agendas in the Region. The Conference and the process leading to it would also serve as an important mechanism for strengthening and consolidating evidence-based and multisectoral policies in this increasingly important area, including those on physical activity and health, which have not been adequately covered in recent years. The Conference may represent a good opportunity to highlight synergies between transport, environment and health policies in promoting daily physical activity through sustainable transport policies.

14. For this reason, the WHO Europe intends to invite not only Health Ministers but also high-level representatives of other sectors whose policies can influence diets and physical activity, such as trade, agriculture, transport, urban planning and education. A series of consultations with Member States, on both political and technical issues, will precede the Conference. These will include a pre-conference meeting in June 2006, hosted by the Dutch Government. A series of expert consultations will also be an essential part of the process.

III. PROGRESS IN THE PROJECT IMPLEMENTATION

15. In line with the Steering Committee recommendations, the project task force was established to better take into consideration the expertise already made available through THE PEP project “Transport related health impacts and their costs and benefits in particular as regards the children”,

⁵ In Europe, the prevalence of obesity ranges from 5% to 20% in men and up to 30% in women, with almost 400 million adults in the Region estimated to be overweight and about 130 million to be obese

the initiative of the Nordic countries and the group of scientific advisors to the WHO for the development of WHO guidelines for health impact assessment of cycling and walking and HEPA Europe. It operates mostly by electronic means of communication. At the moment, the Task Force includes nearly 20 representatives of interested member countries across the region and organizations (see annex 1).

16. Members of the Task Force are actively contributing to the implementation of the project, notably by facilitating the establishment of links and the transfer of knowledge between relevant initiatives, as summarized above, and this project. Furthermore, the task force has contributed to the identification of relevant case studies on collaboration between physical activity promotion and the transport sector.

A. Case-studies on collaboration between Physical Activity Promotion and the Transport Sector: Examples from European Countries

17. This collection of practical examples is aimed at supporting Member States in the promotion of physical activity. For this part of the project, the Task Force is supported by the Institute for Social and Preventive Medicine (ISPM) at the University of Basel, which is co-ordinating the collection and performing the analysis of the case-studies. This activity is also part of the HEPA Europe work programme.

18. Members of THE PEP Task Force, as well as experts active in health promotion, physical activity promotion, the transport or environmental sector, urban planners, were invited to report about the collaboration between different relevant sectors in their countries. Case studies could consist of projects, programmes, policies or implementation strategies carried out at the local, regional or national level.

19. Experts were invited to focus in particular on project that: a) were carried out with the contribution from different sectors contributing to the promotion of health-enhancing physical activity, such as cycling and walking; b) were accompanied by an evaluation, possibly including measures of health outcomes, modal shifts, changes in levels of physical activity in the target groups.

20. Submitters were invited to provide information on the case studies using a questionnaire developed by the Institute of Social and Preventive Medicine of the University of Basel and available electronically to allow standardized reporting.

21. Until the end of December 2005, fifty case studies from twelve countries were collected. The distribution by countries and by type of case study is summarized in the table in Annex 2. The case studies will also be used as a reference for the development of THE PEP tool-box for action on transport, environment and health.

22. The next steps of the project include the preparation of a report; and the development of a searchable inventory of the case studies available online through THE PEP Clearing House and HEPA Europe web pages. It is expected that the project will be completed by September 2006.

B. Development of recommended approaches to the inclusion of health effects related to physical activity in cost-benefit and cost-effectiveness analyses of investments in transport infrastructures and policies.

23. In line with the decision by THE PEP Steering Committee at its third session and with the recommendations of the Nordic Council report on “CBA of cycling”, this part of the project aims at addressing questions regarding the type and extent of health benefits which can be attained through investments in policies and initiatives which promote more cycling and walking. Addressing these questions is important to: (a) support Member States in their assessments of the health and environmental impacts of alternative transport policy options; (b) promote the use of scientifically robust methodologies to carry out these assessments, and (c) provide a sound basis for advocating investments in sustainable transport options.

24. This part of the project is coordinated by the Karolinska Institute in Sweden (Dr. Michael Sjöström) and supported by the Swedish Expertise Fund. The project will take stock of already existing expertise on economic valuations of the health-impact of transport in the Nordic countries, e.g. as summarized in the report “CBA of cycling”, as well as of other relevant studies carried out in other countries.

25. The project will be developed in consultation with the task force together with other partners and institutions, such as: Swedish National Institute of Public Health, Environmental Protection Agency, Road Safety Administration, Institute For Transport and Communications Analysis, SIKKA, experts from the European network for the promotion of health enhancing physical activity, HEPA Europe, and Nordic Council experts who participated in the development of methods and guidance for cost-benefit analysis of cycling infrastructure.

26. The main tasks include:

- (a) Development of a systematic review of existing approaches (including indicators, population groups considered and health effects considered) to the inclusion of health effects in cost-benefit analyses and appraisals of interventions and policies, which may increase on levels of cycling and walking (e.g. development of infrastructures for cyclists and pedestrians), including the following steps:
- (i) Identification of relevant publications, including documents provided by the members of THE PEP Task Force as well experts from HEPA Europe (European Network for the promotion of health enhancing physical activity);
 - (ii) Analysis of the health effects (long and short-term), as well as of the indicators (e.g. of mortality and/or morbidity) and population groups included in the different studies completed to-date, following a standardized procedure;
 - (iii) Identification of available relative risk estimates for total and cause-specific mortality and morbidity to be used for: physical activity in general; transport-related physical activity; cycling; walking;
 - (iv) Critical discussion of the identified indicators, health effects, and relative risks, taking into account scientific accuracy and relevance as well as aspects of feasibility;
 - (v) Formulation of proposed recommendations for the further development of a harmonized methodology, looking critically at the approaches developed to-date, notably by Nordic countries and the UK.
- (b) Setting up of a consultation group of national and international experts to assist in the development of the review;
- (c) Support the organization of an international workshop to achieve scientific consensus on the health effects and relative risks that should be considered when conducting health impact assessments and economic valuations of projects which may have an impact on physical activity through cycling and walking, as well as on data sources and methods to be used for these analyses;
- (d) Publication of a report on the meeting's outcome including operational guidance for practitioners.

27. Timelines

Setting up of the consultation group:	by 31 January 2006
Development of the review:	by 30 April 2006
Workshop:	(tentatively) July 2006
Publication of report:	by end-November 2006

Estimated costs (in US\$)

Items	Extra-budgetary (XB) costs (including in-kind contributions)	Regular Budget (RB) costs (UNECE and WHO/Europe)
Coordination and preparation of documentation		X
Consultancy funds for review of relevant policy and technical documents, (equivalent to approximately 3 person/months)	Identified through the Swedish Expertise Fund	
Preparation and servicing of the workshop, involving - Drafting of the workshop programme; - Identifying, inviting and following up the preparation of background papers from participants; - Managing organizational and logistical aspects; - Preparation, translation, circulation of workshop report and co-ordination of its publication/dissemination, also through THE PEP Clearing House.		X
Travel and accommodation of experts from countries in transition (15 persons at 2,000/person)	30,000	
Travel and accommodation of invited keynote speakers (5 persons at 2,000/person)	10,000	
Workshop Chair (2.5 work days)	in-kind	
Conference rooms and equipment	in-kind	
Interpretation	in-kind	
Liaison officer	in-kind	
Workshop personnel (2 persons x 2.5 days)	in-kind	
Registration of participants, hotel reservation	in-kind	
Reception	in-kind	
Travel and subsistence of UNECE/ WHO staff (3-4 persons, at 2,000 per person)	8,000	
Total	48,000	

Annex 1

**THE PEP TASK FORCE
 PROMOTION OF SAFE CYCLING AND WALKING IN URBAN AREAS**

COUNTRY	MEMBERS OF THE TASK FORCE
Austria	Eva Gleissenberger Robert Thaler Federal Ministry for Agriculture, Forestry, ENVIRONMENT and Water Management
Azerbaijan	Nuraddin Abdullayev
Belgium	Vermoere Lieve Ministry of Transport and Mobility Department of Mobility
Bulgaria	Irina Kovacheva Health Protection and Promotion Department Ministry of Health Hristo Stoe v National Transport Policy Directorate Ministry of Transport and Communications
Canada	Eric Sévigny Urban Transportation Transport Canada
Croatia	Kresimir Sega Institute for Medical Research and Occupational Health
Czech Republic	Miroslav Vancura Ministry of Transport Department of Strategy Section of Transport Policy and Environment Deputy: Jaroslav Martinek
Finland	Risto Saari Ministry of Transport and Communications
The former Yugoslav Republic of Macedonia	Mihail Kochubovski Republic Institute for Health Protection
Georgia	Levan Karanadze Department of Air Protection Ministry of Environment Protection and Natural Resources of Georgia

Malta	Lucien Stafrace Malta Environment and Planning Authority
Republic of Moldova	Valentina Stratulat Technical Assistance and European Integration Division, Ministry of Environment
The Netherlands	Mario Fruianu Ministerie van Verkeer en Waterstaat
Turkey	Bige Surlu Ministry of Health, Department of Environmental Health Bulent Ulker University of Ankara, Faculty of Medicine Department of Sports Medicine
Ukraine	Yelena Panina Kyiv National University Of Construction and Architecture Programme Manager of EcoPravo-Kyiv Environmental Law organization
United Kingdom	Harry Rutter South East Public Health Observatory

Non-Governmental Organizations

UITP	Allen Heather for the International Association of Public Transport
ISDE	Hanns Moshammer for the International Society Doctors for the Environment
ECF	Hugo Zbinden for the European Cyclists Federation Université de Genève

Annex 2

Summary table of case-studies on collaboration between Physical Activity Promotion and the Transport Sector: Examples from European Countries

Country	No. of case studies
Austria	3
Belgium	3
Denmark	1
Finland	1
Germany	2
Israel	1
Italy	2
Netherlands	1
Spain	1
Sweden	2
Switzerland	6
United Kingdom	27
Intermediate total	50

Type of case study	No. of case studies
Engineering/infrastructural measures with a potential to influence Human Powered Mobility (HPM) e.g. suitable pedestrian crossing, reduced speed zones, redesign of a street	6
Engineering/infrastructural measures combined with publicity campaign to promote HPM e.g. construction of a national cycling network combined with a broad range of PR activities promoting cycling	5
Publicity campaign (media campaign) to promote HPM	7
Behaviour change campaign Activities aimed at individual behavioural changes to increase HPM combined with practical offers/activities to experience and train HPM - e.g. organized walking programmes and bicycle rides, individualized travel planning etc.	28

Financial incentives e.g. road pricing, congestion charge	1
Policy document describes strategies to promote HPM including traffic policies, infrastructural measures, etc.	1
Survey as basis for future action e.g. survey on company-based cycling promotion	2
Intermediate total	50
