



EUROPEAN CITIES AND REGIONS NETWORKING
FOR INNOVATIVE TRANSPORT SOLUTIONS

Polis side event – integrating health into urban transport policies

15th April 2014, Paris



www.polisnetwork.eu

Introduction

- **Active travel relates to regular physical activity undertaken as a means of transport. It includes travel by foot, bicycle and other non-motorised vehicles. Use of public transport is also included as it often involves some walking or cycling to pick-up and from drop-off points.**
- **A shift to more active travel can yield higher health benefits in the short term than improving the performance of internal combustion engines to reduce local emissions or the transition to alternative fuels. Meeting minimum levels of physical activity on a daily basis would considerably reduce by 30% the risk of all premature deaths.**
- **We need to make walking and cycling safer: of 92,000 deaths per year in Europe pedestrians and cyclists are road users most at risk, they constitute 31% of all road death.**
- **1 out of 10 deaths in Europe can be attributed to the lack of physical activity.**
- **” ” ” ” are spent in public health to treat non-communicable diseases (NCD) due to sedentary lifestyles, obesity among children and adults, and exposure to noise and air pollution.**
- **These trends can be reversed.**

What do we mean by consideration of health?



“Metropolitan Area Transportation Planning for Healthy Communities”

http://www.planning.dot.gov/documents/Volpe_FHWA_MPOHealth_12122012.pdf

- “Statewide Transportation Planning for
- Healthy Communities” (anticipated March 2014)

METROPOLITAN AREA TRANSPORTATION PLANNING FOR HEALTHY COMMUNITIES



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Prepared for:
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Office of Planning, Environment, and Realty
Federal Highway Administration



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Public Health Outcome Framework Indicators relating to Transport

High Level Outcomes		Health Improvement		Health Protection	
1	Healthy Life expectancy	1	Low birth weight	1	Air pollution
2	Health inequalities	2	Breastfeeding	2	Chlamydia
Wider Determinants		3	Smoking in pregnancy	3	Vaccination coverage
1	Children in poverty	4	Under 18 conceptions	4	HIV late presentation
2	School readiness	5	Early child development	5	TB treatment
3	Pupil absence	6	Childhood obesity	6	Sustainable development plans for public sector orgs
4	1st time entry to youth justice system	7	Injuries in under 18s	7	Plans for responding to PH incidents
5	16-18 year olds NEET	8	Wellbeing of looked after children	Healthcare Improvement	
6	Housing for vulnerable people	9	Teenage smoking	1	Infant mortality
7	Prisoners with mental illness	10	Self-harm	2	Childhood tooth decay
8	Employment for people with a LTC	11	Diet	3	Preventable deaths
9	Sickness absence rate	12	Adult obesity	4	Premature death from cardiovascular diseases
10	Killed and seriously injured on roads	13	Physical inactivity	5	Premature death from all cancers
11	Domestic abuse	14	Adult smoking	6	Premature death from liver disease
12	Violent crime	15	Completion of drug treatment	7	Early death from respiratory diseases
13	Re-offending	16	Substance dependence - prison entry	8	Mortality for communicable diseases
14	Population affected by noise	17	Diabetes	9	Early deaths of mentally ill adults
15	Statutory homelessness	18	Alcohol related illness	10	Suicide
16	Use of green space for exercise	19	Early cancer diagnosis	11	Inappropriate hospital discharge
17	Fuel poverty	20	Cancer screening coverage	12	Preventable sight loss
18	Social connectedness	21	Access to non-cancer screening	13	Quality of life for older people
19	Older peoples perception of safety	22	Take up of NHS Health check	14	Hip fractures in over 65s
		23	Self-reported wellbeing	15	Excess winter deaths
		24	Falls and falls injuries- over 65s	16	Dementia

- = Composite
- = Street Environment
- = Access
- = Physical activity

Benefits of active travel: economic and social benefits

- Reduce future costs for public health systems.
- Reduce risk of premature deaths.
- Contribute to achieve the objectives of European policy.
- Direct economic benefits related to jobs creation and the cycling economy.

Policy recommendations

- **Integrating references to health in the work on Sustainable urban mobility plans.**
- **Outlining Health Impact Assessment (HIA) methods to integrate health indicators into land use plans.**
- **Encourage authorities to change appraisal guidance to move away from a focus on the journey time benefit and instead include HIA and health factors from increasing walking or cycling.**
- **Encourage suitable policy frameworks to design inclusive neighbourhoods for liveable communities where active travel modes are prioritised.**
- **Establishing mechanism to internalize external costs in transport including physical inactivity.**

European policy recommendations

- *Promote the use of HEAT for the appraisal of health benefits in transport projects.*
- Take into consideration the potential of the economic dimension of active travel, long-term savings in healthcare costs, environmental benefits, and creation of green and healthy jobs when appraising new land use and transport projects.
- Exploiting new and existing platforms and networks for the dissemination of methods and tools (i.e. ELTIS, Covenant of Mayors, Polis, Healthy Cities network), and enabling knowledge exchange and training opportunities among peers, including across continents (U.S.).
- Promote the use of other THE PEP tools: Clearing house, toolbox.
- Include a reference to health in the mission of the transport ministers and Commissioners

