Conclusions of the Strategic Workshop
“Integrating Healthier Local Transport With Sustainable Urban Planning”
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Francesca Racioppi
WHO, European Centre for Environment and Health
Overview

- Context of the workshop
- Objectives
- Organization
- Conclusions
Context

- Healthy Cities Conference “The Power of Local Action” (19-22 October 2003, Belfast, United Kingdom)
  
  www.healthycitiesbelfast2003.com

  - Healthy cities are present in 31 countries, with 29 national networks, 56 designated Healthy Cities and 1,300 members

- A cost-effective opportunity to hold discussions with interested cities and provide an input to the Cyprus Workshop

- Attended by some 45 participants from 23 cities and 14 countries
Objectives

- To share the views, experiences and recommendations of Healthy Cities representatives with participants in the Cyprus Workshop
- To focus on issues, barriers and solutions related to:
  - legislative frameworks,
  - institutional arrangements,
  - information, communication and participation requirements
- To identify aspects that allow strengthening the participation of the environment, health and other relevant sectors in decisions on urban transport and land-use planning
Organization

- Chair: H. Barton; Facilitator: F. Racioppi
- Introduction to workshop background (THE PEP) and objectives
- Presentations:
  - “Health- integrated Spatial Planning: the Experience of Sandnes, Norway” – M. Zanussi,
- Working groups discussions
- Reports from working groups
- Summary of discussions and recommendations
- Background paper to Cyprus Workshop
Summary of discussions and recommendations - 1

• Need for high level of consistency in policy objectives, supportive arguments and strategies across different levels of government
  – Dynamic, two-way process

• Enabling national policy frameworks, backed-up by appropriate resources are important to trigger local action
  – Norwegian experience with MoE plan to reduce pollution and promote cycling and walking triggered action at the local level
Summary of discussions and recommendations - 2

- **Regional strategies may help to develop a common agenda for local transport and urban planners**
  - Responsibility often assigned to different departments. This may lead to conflicting priorities, inconsistencies and competing interests

- **Cities’ Municipal Development Plans should be related to City Health Development Plans, to ensure coherence of goals and synergies in implementation**
  - City Health Development Plans integrate the development of health with that of other aspects of city life, taking into account the interdependence of the effects of sectoral policies and actions
Summary of discussions and recommendations - 3

- **Urban developments should concentrate on existing built-up areas, minimizing sprawling and moving towards high-density dwellings**
  - Need to maintain high quality standards of dwellings, services and amenities accessible to them and of public transport

- **Need to improve the assessment of effectiveness of interventions promoting shifts towards walking, cycling and public transport**
  - Evaluation (and allocating the necessary resources) need to be planned at the design stage
  - Need methods to assess the effect of complex interventions
• Legislative frameworks, institutional arrangements and information, communication and participation aspects are closely inter-related and dependent on each other.
Summary of discussions and recommendations - 5

• The choice of cycling, walking and public transport should be facilitated, including by introducing measures that discourage private motorized transportation
  – Interventions at the community level can promote behavioural changes
  – The provision of good infrastructure is a pre-requisite to create safe conditions for cycling. However, it may be not sufficient to achieve significant modal shifts