

Polis Working group meeting on active mobility  
Brussels, 19 September 2013

# Making THE Link

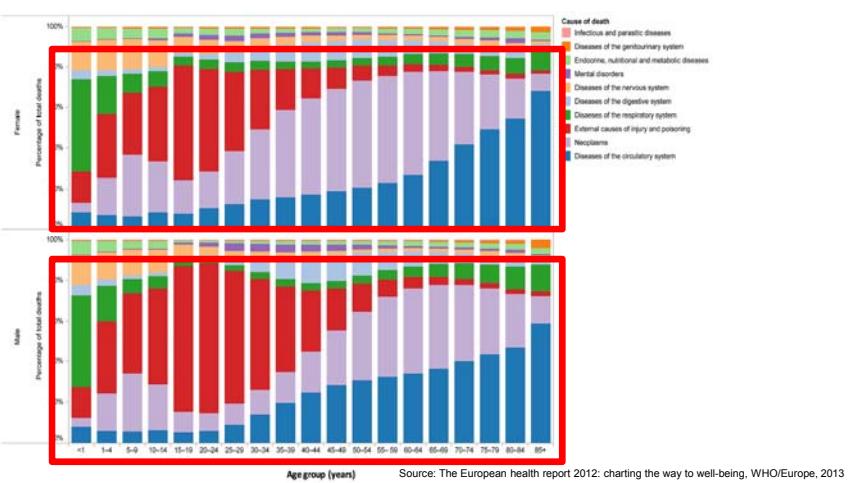
## The Transport, Health and Environment Pan-European Programme (THE PEP)

Christian Schweizer

World Health Organization Regional Office for Europe



### Why people die in Europe





Let's look at the potential for improving health through transport!



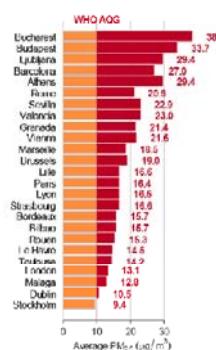


Source: Physical Activity Guidelines Advisory Committee. Physical Activity Guidelines Advisory Committee Report, 2008. Washington, DC: U.S. Department of Health and Human Services, 2008.



## Health potential from cleaner air in Europe

Gain in life expectancy (months) in 25 Aphekom cities expected with a decrease in PM<sub>2.5</sub> to WHO AQG (10 µg/m<sup>3</sup>) for ages ≥ 30 years



Source: Presentation of Aphekom findings at the Policy Workshop: EU Year of Air – how can we reduce air pollution to improve health? 13 September 2012, Brussels, Belgium, [http://www.aphekom.org/c/document\\_library/get\\_file?uuid=e5e5777f-968c-484c-8a51-652f132030c7&groupId=10347](http://www.aphekom.org/c/document_library/get_file?uuid=e5e5777f-968c-484c-8a51-652f132030c7&groupId=10347)



## How to realize this health potential? - Walk and cycle!

- It can have a big impact!

- Big potential for replacing car trips
- Reduce congestion, energy consumption and CO2 emissions
- Improve road safety, air quality and noise
- Reduce need for more expensive infrastructure for cars
- Improved accessibility and quality of urban life

- It's easy and fair!

- Equitable and easily accessible
- Does not require much extra time
- Minimal investment of household income



## What about the balance of benefits vs. risks?

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### City cyclists are at increased risk of lung injury from inhaled soot

Sunday 25 September 2011

People who cycle through London and other major cities have higher levels of black carbon in their airway cells, according to research from Queen Mary, University of London.

The research, which will be presented at the European Respiratory Society's Annual Congress in Amsterdam, suggests that cyclists inhale more black carbon than pedestrians, which may cause damage to the lungs.

The combustion of fossil fuels results in the generation of large numbers of inhalable particles of soot. There is increasing evidence that inhalation of these black particles is associated with a wide range of health effects - including heart attacks and reduced lung function.



### Order a prospect

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## What about the balance of benefits vs. risks? Recent new evidence

Table 2| Main results from health impact assessment of Bicing initiative in Barcelona

Variables	Relative risk*	AF <sub>exp</sub> †	Deaths/year
Road traffic injury	1.0007	0.0007	0.03
Air pollution (particulate matter <2.5 µm)	1.002	0.002	0.13
Physical activity	0.80	-0.23	-12.46
Carbon dioxide emissions saved (kg/year)‡	—	—	9 062 344

\*Relative risk of death during cycling compared with travel by car.

†Attributable fraction of mortality among exposed (Bicing users).

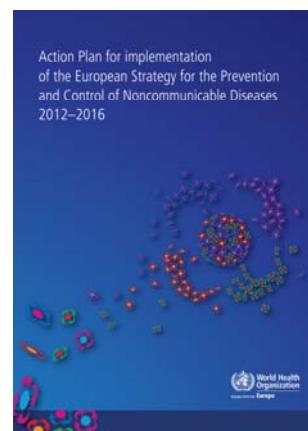
‡Calculated for Barcelona vehicle fleet, reported in 2008 by Spanish traffic department.

Source: Rojac-Rueda, D et al „The health risks and benefits of cycling in urban environments compared with car use: health impact assessment study“ BMJ 2011; 343: d4521 doi: 10.1136/bmj.d4521



## Opportunities for better health through transport

- Health potential from reduced air pollution and noise and increased physical activity clearly recognized
  - But: collaboration across relevant sectors to find win-win-win situations is needed!
  - Many activities have been started at local, national and even international level
  - At the United Nations level in Europe
- .....



# THE PEP

Transport, Health  
and Environment  
Pan-European Programme



- **Tri-partite policy framework for integration**
  - Transport, health, environment on equal footing
  - Wider Europe
- **Holistic approach**
- **Priorities**
  - Integration of E&H aspects in transport policies
  - Transport management towards sustainable mobility
  - Urban transport
  - Transition countries and sensitive areas
- **Governance of THE PEP**
  - Steering Committee, THE PEP Bureau, High-level Meeting



## The Amsterdam Declaration Goals for 2009-2014

- Sustainable *economic development*
- Sustainable and efficient *transport systems*
- Reducing transport related *emissions*
- Safe and healthy *modes of transport*



## Who is THE PEP?



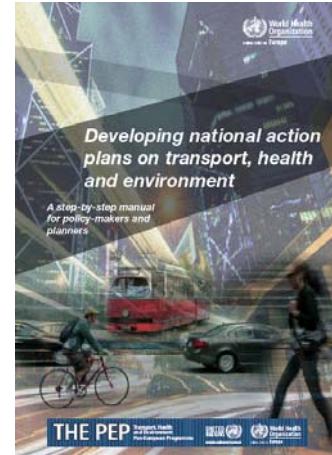
## The Relay Race – Passing the baton

- Series of workshops bringing together all 3 sectors (ministries)
  - Integrated policy-making for sustainable urban transport
  - Safe and healthy urban walking and cycling
- Focus on local action
- Documenting and sharing international experience and expertise
- Following up – reporting, passing the baton



## NTHEAPs

- A main (sub-)national implementation mechanism for all four THE PEP priority goals
- Guidance for implementers
- To be launched April 2014

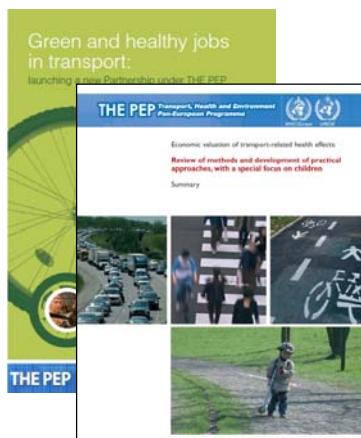


## Exchange: Clearing House and Toolbox

A screenshot of the 'Exchange: Clearing House and Toolbox' website. The page features a green header with navigation links like 'Key messages', 'Evidence briefings', 'Promising practices', 'Tools &amp; projects', 'Workshops &amp; tutorials', and 'Contact'. Below the header, there's a search bar with fields for 'Search Documents', 'Password', and 'Search'. A large image of a yellow tram on a bridge serves as the background for the main content area. The content area includes sections for 'Key messages' and 'Key messages: what works?'. The 'what works?' section contains a document icon and a link to 'Download document'. Logos for 'THE PEP Transport, Health and Environment Pan-European Programme' and 'EUROPE UNECE' are also present.



## Partnerships



- Benefits beyond health and environment: jobs for green and healthy transport
- Eco-driving
- Economic assessment of health effects



## Integration of health in transport planning/appraisals

- Recognition of the importance of economic analysis in transport planning
- Easy-to-use tool needed to estimate the economic value of the health benefits of regular walking and cycling
- Evidence-based, transparent and adaptable
- Conservative



## THE PEP partnership to answer this question



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Sonja Kahlmeier, Nick Cavill, Hywell Dinsdale, Harry Rutter, Thomas Götschi, Charlie Foster, Paul Kelly, Dushy Clarke, Pekka Oja, Richard Fordham, Dave Stone, Christian Schweizer, Francesca Racioppi, Lars Bo Andersen, Andy Cope, Mark Fenton, Mark Hamer, Max Herry, I-Min Lee, Brian Martin, Markus Maybach / Christoph Schreyer, Marie Murphy, Gabe Rousseau, Candace Rutt / Tom Schmid, Elin Sandberg/ Mulugeta Yilma, Daniel Sauter, Peter Schantz, Peter Schnohr, Heini Sommer, Jan Sørensen, Gregor Starc, Wanda Wendel Vos, Paul Wilkinson



## The question

If  $x$  people walk/cycle a distance of  $y$  kilometers on most days, what is the economic value of the health benefits that occur as a result of the reduction in mortality due to their physical activity?



## The answer: Health Economic Assessment Tool (HEAT) for walking and cycling

<http://www.euro.who.int/HEAT>

HEAT > Introduction

**Welcome to the WHO/Europe Health Economic Assessment Tools (HEAT) for walking and for cycling.**

This tool is designed to help you conduct an economic assessment of the health benefits of walking or cycling by estimating the value of reduced mortality that results from specified amounts of walking or cycling.

The tool can be used in a number of different situations, for example:

1. When planning a new piece of cycling or walking

**More information**

**What data do I need?**

To produce an assessment, you need to provide data on the number of people walking or cycling, and the amount of walking they are doing (or are projected to do).

[more...](#)

**World Health Organization Europe**

HEAT > for walking > Result

### HEAT estimate

#### Reduced mortality as a result of changes in walking behaviour

The walking data you have entered corresponds to an average of 5 km per person per day. This level of walking provides an **estimated** protective benefit of: **40 %** (compared to persons not walking regularly) From the data you have entered, the number of individuals who benefit from this level of walking is: **300** Out of this many individuals, the number who would be expected to die if they were not walking regularly would be: **1.37** The number of deaths per year that are prevented by this level of walking is: **0.55**

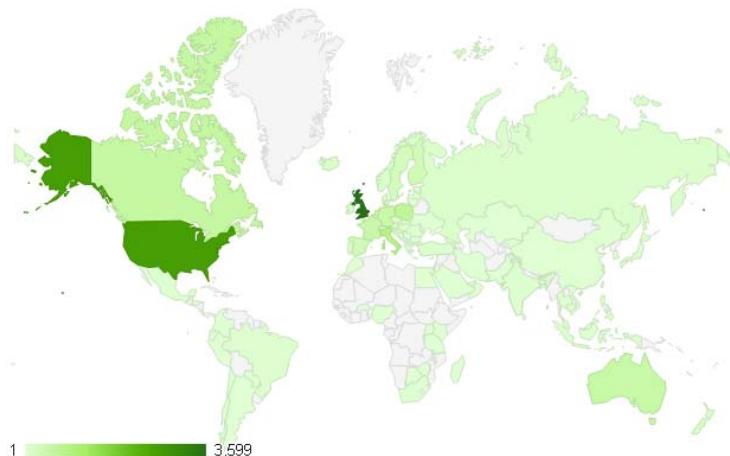
#### Financial savings as a result of walking

Currency: EUR, rounded to 1000

The value of statistical life in your population is:	1,574,000 EUR
The annual benefit of this level of walking, per year, is:	867,000 EUR
The total benefits accumulated over 10 years are:	8,668,000 EUR
When future benefits are discounted by 5 % per year:	
the current value of the average annual benefit, averaged across 10 years is:	669,000 EUR
the current value of the total benefits accumulated over 10 years is:	6,694,000 EUR

**World Health Organization Europe**

## Use of HEAT worldwide



## Plans for HEAT for 2014



- Disseminate: translation and training
- Update RRs, integrate air pollution and new VSL
- Next: injuries and morbidity



## Fourth High-level Meeting: City in motion: people first!

The poster features the logo for THE PEP (Transport, Health and Environment Pan-European Programme) at the top left. To its right are logos for the UNITED NATIONS and the World Health Organization Europe. The main title "4th High-level Meeting" is in blue, followed by "Transport, Health and Environment" in green. Below this, there's a stylized illustration of the Eiffel Tower and other Parisian landmarks at night, with a runner and a cyclist. The text "Save the date!" is above the date "14-16 April 2014". The word "Paris" is written below the date. At the bottom right is the website address "www.thepep.org".



## Road to Paris

- Preparatory meetings
  - Almaty, Paris, Geneva, Zurich
- Declaration
- Four background documents



## THE PEP can open 4 doors to ...

- Government through three ministries
- Various approaches to sustainable transport
- The East
- Other sectors and levels of government



“I thought of that while riding my bicycle.”

Albert Einstein,  
on the theory of  
relativity



## Contact details

- Transport, Health and Environment Pan-European Programme (THE PEP): [www.thepep.org](http://www.thepep.org), [secretariat@thepep.org](mailto:secretariat@thepep.org)
- Christian Schweizer, Technical Officer transport and health, World Health Organization Regional Office for Europe: [csc@euro.who.int](mailto:csc@euro.who.int)

