

Promoting Healthy and Sustainable Cities

Best practices In Public Health

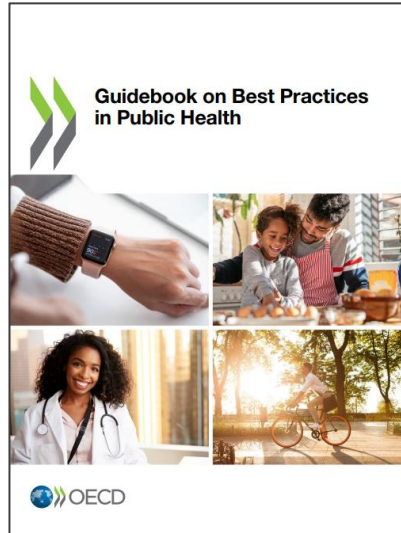
ITF Project Workshop
Assessing Health Impacts of Low Carbon Transport Scenarios in Urban Areas

Aliénor Lerouge - OECD Health Division - March 2024





Best Practices in Public Health: Helping policy makers to implement the right interventions for their country



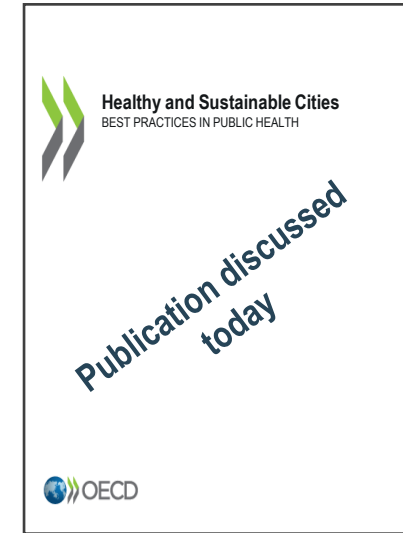
To help policy makers select, implement and evaluate public health interventions
Available now



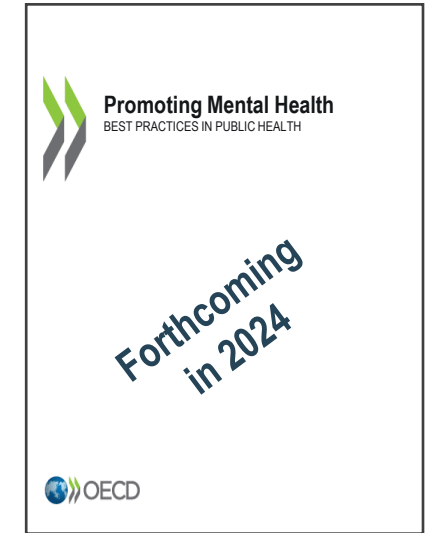
Booklet of best practices addressing diet and physical activity
Available now



Booklet of best practices on integrated care
Available now, hot off the press



Booklet of best practices on healthy and sustainable cities
Plan to release in Q3-2024



Booklet of best practices promoting mental health
Work in progress, expected in 2024

An aerial photograph of a modern residential complex. The building features a central courtyard with a circular paved area and a large, lush green garden with various trees and plants. The building has multiple levels with balconies and a prominent white facade. The surrounding area includes a road with a car and other buildings, suggesting an urban setting.

Cities can play a key role in promoting healthier lifestyles and sustainability



Globally, more than 2 in 3 persons will live in cities by 2050, but our cities do not promote health



In Europe, people living in cities are almost 50% more likely to have sedentary jobs, compared to peers living in the countryside;



in urban areas, around two-thirds of the daily distance travelled is made by car;



Nearly all capital cities in the OECD and Europe record air pollution levels above WHO's recommended limit;



Over 20 000 annual excess deaths are attributed to heat in European urban areas.



Our work makes the economic case for scaling up best practices to promote health, including in cities

Public goods and services including physical infrastructure projects

- Cycle superhighways (DNK)
- Cycling cities Utrecht (NLD)
- Complete Streets (USA)
- People First City (ESP)
- Smart Traffic Signals (DNK)
- Velib Paris (FRA)

Information and education on active modes of transport

- CycleOn (Doortrappen) (NED)
- Beat The Street (GBR)

Economic tools supporting active modes of travel

- Congestion charge Stockholm (SWE)
- Reduction in public transport fares (PRT)
- Cycling Kilometric Allowance (BEL)

Regulatory approaches and car-free zones

- Superblocks Barcelona (ESP)
- Exercise, Enliven, Encounter, Potential at the Doorstep in Bern and Zurich (CHE)



Guidebook on Best Practices in Public Health





The Assessed Case Studies Are Best Practices To Increase Physical Activity and Decrease Pollution and Emissions



Transport-related physical activity increases by between 20% and 75% among the target group, mostly in the form of increases in cycling and walking



Levels of air pollution in the form of fine particulate matter (PM), which poses the greatest risk to a person's health, fell by 10% to 61%.



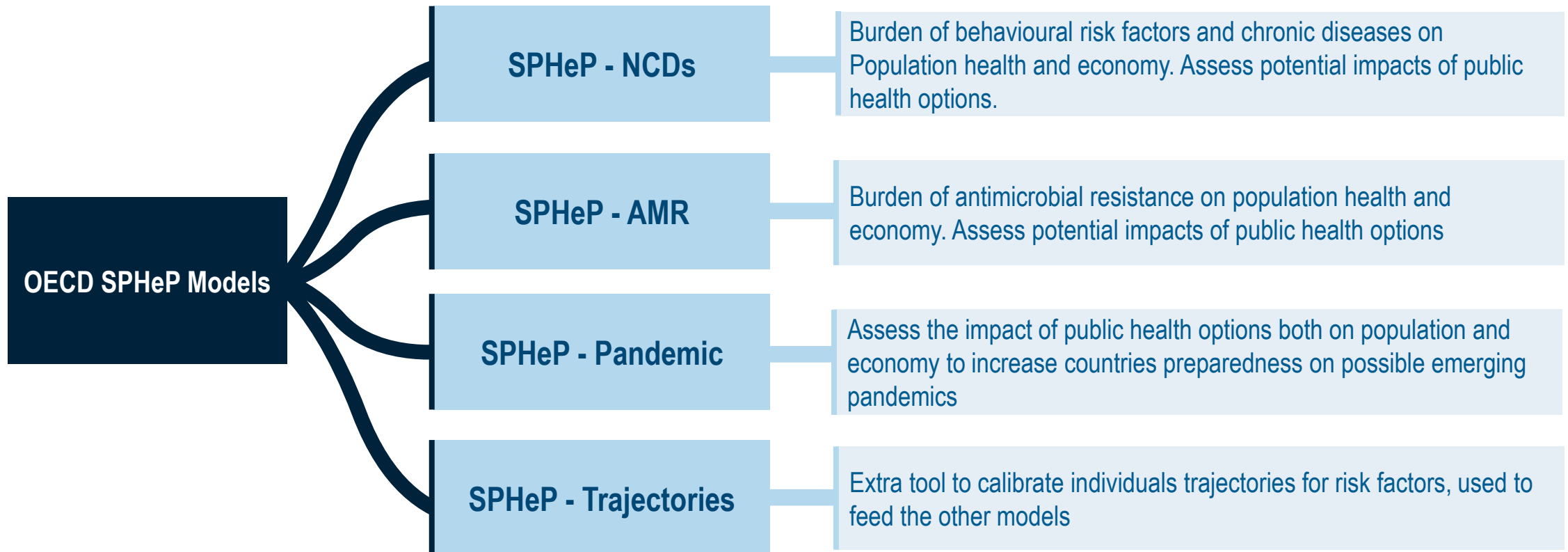
The amount of carbon dioxide saved is equivalent to removing between 2,000 to 30,000 cars off the road for one year, depending on the case study





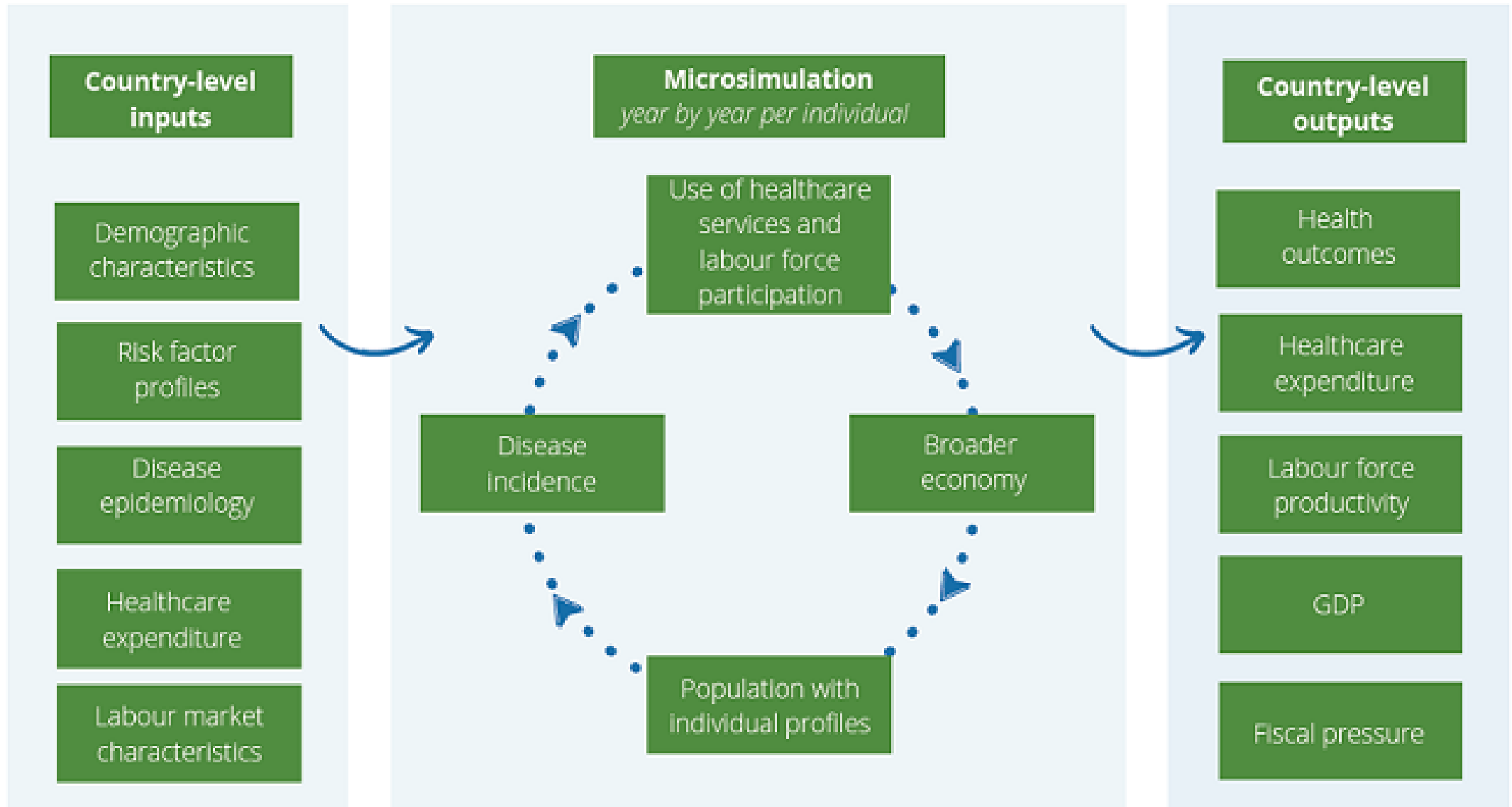
Evaluation of policies is based on the SPHeP-NCD model part of the OECD SPHeP models framework

In the past decade, OECD has developed a range of models, sharing the same architecture and the same data framework to assess the burden of major public health issues, and to evaluate to potential impact of public health options, both on population health and on the broader economy (health expenditures, labor market, GDP, wellbeing...).



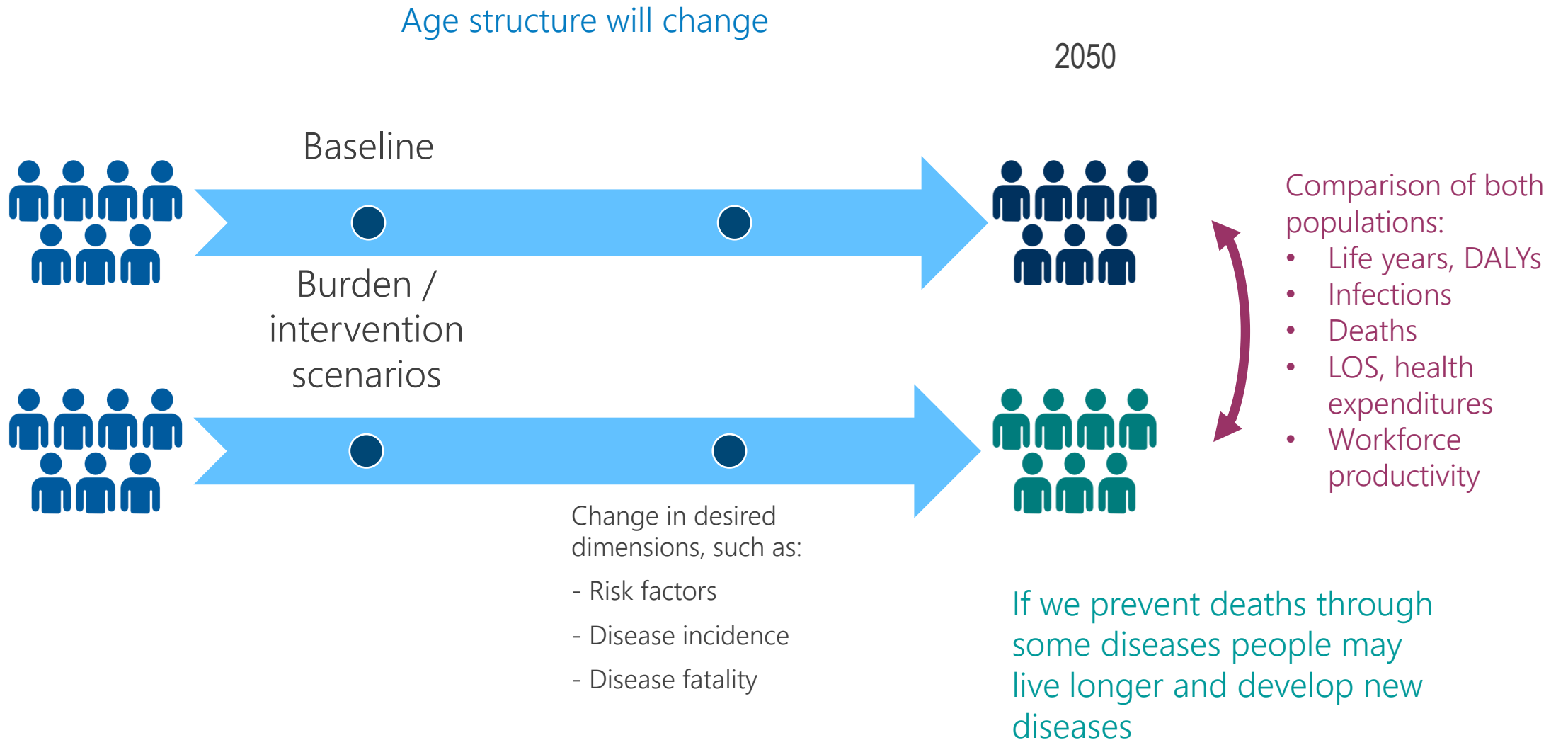


The SPHeP-NCD model





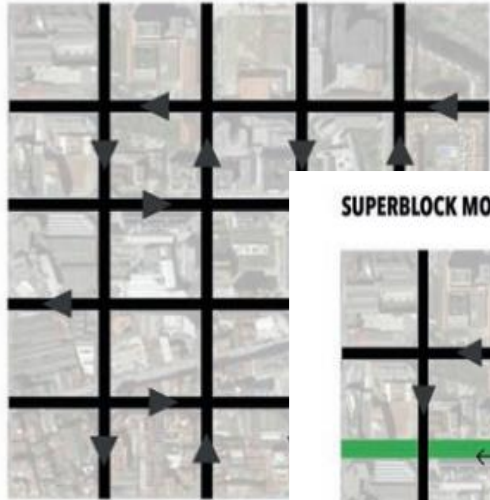
The assessment of the impact of scenarios is carried out in a two-step process





Redesigning the urban environment to promote health and wellbeing: the case of Superblocks in Barcelona (ESP)

CURRENT SITUATION



400 meters

Basic network



SOLE RIGHT IN STREET SINCE
HIGHEST AIM: PED

SUPERBLOCK MODEL



400 meters

Local network: 10 km/h



CIRCULATING
VEHICLES DO
NOT PASS
THROUGH

EXERCISE ALL THE RIGHTS THAT THE CITY OFFERS.
HIGHEST AIM: ACTIVE CITIZEN.



Barcelona streets for



Barcelona streets for road traffic: superblock scenario

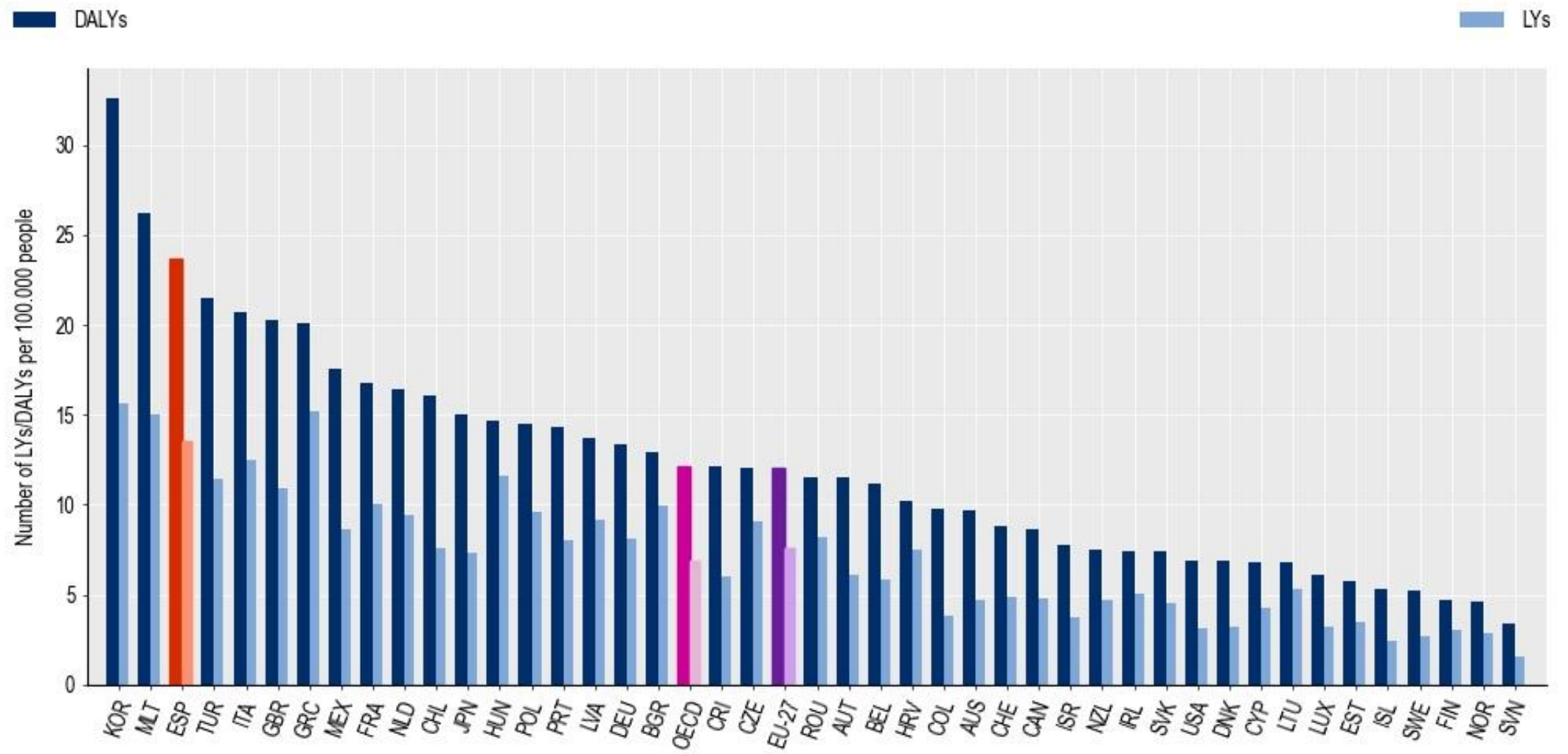


Modelling superblock within the SPHeP-NCD model

Parameters	Superblocks model inputs
Individual Effectiveness	<ul style="list-style-type: none">• individuals who switch to active modes of transport thanks to Superblocks increase their physical activity by an average of 146 MET/minutes per week.• According to ITF simulations: PM2.5 decreases by 13,5 %
Eligible population and target coverage	<ul style="list-style-type: none">• According (Mueller et al., 2020[29]) 19.2% of population (aged 10 to 80) switch to active modes of transport as a result of Superblocks• Only Urban population is eligible to the intervention• The target coverage is to implement superblocks like interventions is 50 % of all urban area
Cost of implementation	<ul style="list-style-type: none">• 4,11 EUR per individual (living in a targeted urban area) per year

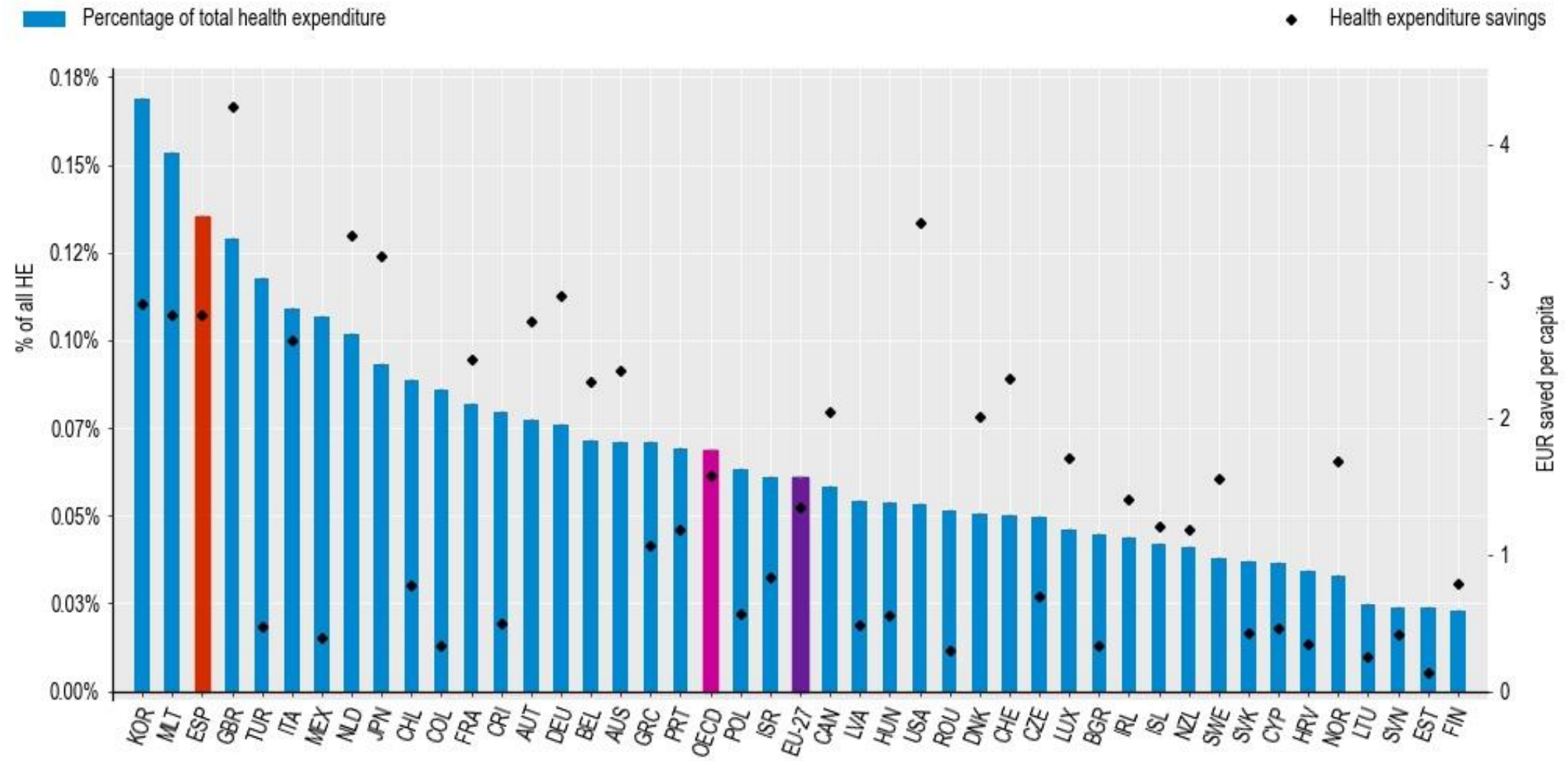


If Scaled Up Across Spain And The OECD, The Superblocks Model Would Improve People's Health...





... And Would Save Money To The Healthcare System Of Countries





Many Thanks For Your Attention



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