



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/AC.21/2006/5  
EUR/06/THEPEPST/5  
31 January 2006

Original: ENGLISH

---

**ECONOMIC COMMISSION FOR EUROPE  
WORLD HEALTH ORGANIZATION**  
Regional Office for Europe

**HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH  
THE PEP Steering Committee**

(Fourth session, 10-11 April 2006,  
agenda item 4.A (c))

**TRANSPORT RELATED HEALTH IMPACTS AND THEIR COSTS AND BENEFITS  
WITH PARTICULAR FOCUS ON CHILDREN**

***DEVELOPMENT OF A "TOOLBOX" FOR ACTION ON TRANSPORT, ENVIRONMENT  
AND HEALTH***

**INTRODUCTION**

1. The present document presents progress achieved in the implementation of follow-up actions, as agreed by the Steering Committee at its 3<sup>rd</sup> Session (11 and 12 April 2005) and outlines the proposed contents of a "toolbox" for action on transport, environment and health and the next steps to follow-up on the implementation of this project.

2. At its fourth session, the Steering Committee is invited to provide its views regarding progress achieved so far and possible future directions of work. The Steering Committee may, in particular, wish to provide its views on the proposed contents of the "toolbox". Delegations are invited, furthermore, to consider their possibilities of contributing to the proposed next steps for the implementation of the project, including notably through active participation in the Task Force for the implementation of the follow-up activities.

**DEVELOPMENT OF THE "TOOLBOX"**

3. The development of the toolbox is being carried out by a task force of Member States, in line with decisions taken by the Steering Committee at its second session (ECE/AC.21/2004/14 - EUR/5045236/14).

4. The task force consists of thirteen Member States (Albania, Austria, Czech Republic, France, Georgia, Lithuania, Malta, Netherlands, Norway, Switzerland, The former Yugoslav Republic of Macedonia, Russian Federation, United Kingdom) and it is co-chaired by Austria and the Netherlands. In addition, Poland, the Republic of Moldova and Spain have expressed an interest in possibly joining this activity.

5. Member States interested in taking part in the task force met for the first time in Geneva, on 13 April 2005, where an agreement was reached to develop a toolbox for policy makers in the WHO Europe and UNECE Member States to support action in transport, health and the environment. At its second meeting (Rome, 7-8 July 2005), the task force adopted its terms of reference (see annex 7), and took decisions regarding the main objectives, target audiences and main features of the toolbox, as well as on the main milestones for the project implementation.

6. A kick-off workshop and the third meeting of the task force meeting took place on 24-25 November 2005 in Den Haag, hosted by the Netherlands. The kick-off workshop was attended by invited experts and stakeholders, who provided additional contributions to the task force for the further development of the toolbox. The drafting of the toolbox outline was supported by Mr. Nick Cavill, a consultant to the task force.

7. The development of the toolbox will be carried out through workshops hosted by taskforce members. In so doing, synergy will be established to the extent possible with other on-going projects of THE PEP, notably the project on “*Sustainable and healthy urban transport and planning*”, with views of optimizing the use of resources and maximizing input through international collaboration. In particular, it is envisaged that one of the workshops for the toolbox development will be organized in Georgia in the second half of 2006. The toolbox will also contribute to the implementation of the Children Environment and Health Action Programme for Europe (CEHAPE), adopted by the 4<sup>th</sup> Ministerial Conference on Environment and Health.

## **AIMS AND OBJECTIVES OF THE TOOLBOX**

8. The overarching aim of the toolbox is to maximize the positive health, environmental and societal effects of transport and reduce the negative effects. Its specific objectives are:

- (a) To raise awareness of the links between transport environment and health and help support problem identification in linking transport to environment and health;

- (b) to demonstrate that negative impacts can be reduced and positive effects enhanced by changing the content or implementation of policies;
- (c) to raise awareness of the possible side-effects of certain policies;
- (d) to present examples of current and recent practice and stimulate the development of case studies across the Region through international consultation;
- (e) To bring together under a coherent and user-friendly framework the results of the main relevant initiatives, which have taken place in the European Region.

## TARGET AUDIENCES FOR THE TOOLBOX

9. Based on discussions at the kick-off meeting, the task force acknowledged that the drafting of the toolbox contents should be tailored closely to the needs of the intended users, in terms of degree of technical content; detail; length; language and writing style. Likewise, the dissemination strategy for the toolbox will also be determined by the nature of the target audiences. The task force agreed that there are three main target audiences for the toolbox, listed below in priority order:

- (a) *“Senior politicians and decision makers on transport environment and health”*, such as: National government ministers with responsibility for transport, environment or health policy; Senior civil servants with the potential to influence policy on transport, environment or health; appointed authorities acting on transport environment and health.

The contents specific to this audience would include: A strong reminder that action on transport, environment and health can confer mutual benefits across policy areas; quick access to useful facts and figures; inspiration to act, from encouraging, useful and practical examples and key messages;

- (b) *“Policy makers on transport environment and health”*, such as local government officials in municipalities; sub-national levels of administration (regions, counties, and states - in federal countries).

The contents specific to this audience would include: an increased awareness and understanding of the state of the art knowledge of the relationships between transport health and the environment; a more detailed understanding of simple ways that they can conduct assessments inspiration to act, from encouraging, useful and practical examples;

- (c) *“Practitioners and experts in transport environment and health”*, such as transport, health and environment professionals actively engaged in assessing the impacts of projects, plans and policies (or with the potential to become involved in assessing the impacts). These include: town and transport planners; public health professionals; environmental consultancies; consultants and

others conducting impact assessments such as Environmental Impact Assessments (EIAs); Strategic Environmental Assessments (SEAs); Sustainability Assessments (SA), Health Impact Assessment (HIA).

The contents specific to this audience would include: an increased awareness and understanding of the state of the art knowledge of the relationships between transport health and the environment; a detailed awareness and understanding of the tools and techniques available; case studies and examples to apply directly to their situation; encouragement to conduct Impact Assessments; a sense that they are not alone and are supported by others across Europe.

## OVERVIEW OF THE STRUCTURE OF THE TOOLBOX

10. To meet the needs of the target audiences, the toolbox would consist of three distinct (but closely related) documents:



11. The toolbox will: contain a clear and inspirational summary, make the report accessible and meaningful to policy makers and to be readable by interested members of the public; be evidence-based and contain a wealth of useful and reliable data; be written in a style that is clear and accurate

but also readable by non-experts including the media; be modular, with sections that may stand alone or be updated or replaced as progress continues.

## **DISSEMINATION**

12. Dissemination of the toolbox and advocacy documents will need to be closely related to the needs and information usage of the target audiences. In particular:

- (a) The **short advocacy document** (1) will be targeted at politicians and decision makers and will be used in advocacy work, for instance at political events or meetings. It should also appeal to interested members of the public. It will be written by a communications expert, based on the contents of the full toolbox.
- (b) The **advocacy toolbox** (2) will be targeted at policymakers on transport, environment and health. This will need to be disseminated more widely, for instance through professional associations or local government groups.
- (c) The **full toolbox** (3) will be targeted at practitioners and should be disseminated as widely as possible across Europe. As well as a printed document – ideally in a flexible modular format – the toolbox needs to be available on THE PEP Clearing House website. To facilitate uptake and dissemination in Russian speaking countries, the toolbox should also be made available in Russian.

## **DRAFT OUTLINE OF THE TOOL-BOX CONTENTS AND STRUCTURE**

13. The following paragraphs present the draft outline of the full toolbox contents, as discussed and agreed by the task force at its meeting on 24-25 November 2005.

### **Management summary**

14. A concise summary emphasising the key points from the full document and pointing the reader to the other related documents, namely: advocacy toolbox and short advocacy document.

### **Introduction**

15. The toolbox would start with a general introduction to the toolbox and its function.

16. The introduction would also explain that the toolbox focuses not only on road transport, but also includes a brief assessment of the effects of air, rail and freight transport. Current trends in transport would be briefly discussed, including: increased in car travel; increase journey distances

and journey times; urban sprawl; difficulty of maintaining the competitiveness of public transport; impact of air travel).

17. In addition, the impacts of transport on health and the environment (positive and negative) would be highlighted, as well as the challenges for the European region in increasing the positive impacts of transport and in reducing the negative ones. Finally, the toolbox introduction would briefly present THE PEP, describing its aims, objectives, constitution, members.

### **Who is this Toolbox for?**

18. The second section of the document would describe the main target audiences and directions to the key components of the toolbox as a function of the target audience: (see paragraph 9)

19. It would also provide a short description of the tool-box features, highlighting its practical intent of bringing existing knowledge and experiences together, its modular format, and contents (useful tools and case studies). Clarifying that different elements from the toolbox can be mixed and matched according to needs.

### **How to use this toolbox**

20. This section would contain users' instructions on how to make the most of this toolbox, pointing out its modular (flexible) nature. It would include the following elements:

- General introduction to principles of impact assessment;
- How to take stock of the results from completed projects and how to access and use available resources;
- Guidance on approaches; and how to customize the toolbox for use in specific countries or regions.

21. More specific guidance on the above topics would be provided in the section on "Core Module Guidance" below.

### **THE Evidence: the 'Big Issues' of Transport, Environment and Health in Europe**

22. This section sets out ten *Evidence Briefings* on key issues in relation to transport, environment and health, which will be presented in separate facts sheets of around 2 pages. These fact sheets will also be made available on THE PEP Clearing House. The briefings would present the main issues or problems, in the form of easily digestible facts. They will focus on road transport but should refer to air, freight, and rail where they are relevant to the problem.

23. The facts presented in the Evidence Briefings should be state-of-the art knowledge and – as far as possible - quantitative assessments. The briefings would cover the WHO European – UNECE

region at a macro level - to support advocacy and give a sense of urgency. These should not just be the usual quoted effects of transport on health, but should also include broader issues which affect the ability to function normally and develop the potential for towns and cities to effectively address the challenge posed by the development of transport activities.

24. The final list needs to represent key issues from across Europe, and be agreed by the THE PEP Steering Committee. Source data would come from a number of places such as existing THE PEP documents; relevant scientific literature, international available reports (e.g. results of the Clean Air For Europe initiative; impact assessments, etc.).

### **“Big Issues” of Transport Environment and Health in Europe**

25. On a preliminary basis, the task force identified the following topics as “big issues”, for which evidence briefings would be developed as a matter of priority. Given the modular nature of the toolbox and its nature of “living document”, additional “big issues” could be identified and related evidence briefings developed.

#### **Direct health effects of transport**

- Road traffic injuries;
- Transport-related air quality and pollution-related health effects;
- Physical activity;
- Climate change and health;
- Noise exposure and health effects;
- Psycho-social effects.

#### **Other “Big Issues”**

26. This list is ‘non-exhaustive’ and open to debate but represents the views of countries participating in this project:

- City planning: the lack of attention paid to health and social impacts,
- Poor transport demand management;
- Citizens’ behaviour and their mobility;
- Driver behaviour;
- Obesity;
- Congestion in urban areas (including effects on the economy, on human interaction);
- How to achieve “Modal shift” from cars to bikes and walking and public transport;
- Travel to school and work (Commuting);

- Development of transport infrastructure near residential areas: effects on health and well-being;
- Transport policies and urban sprawl.

**THE solutions: what are the key policy levers?**

27. This section will explore what the key policy issues or “levers” are which should be emphasized in order to stimulate action on transport and the environment.

28. It will also explain that it does not matter what perspective different stakeholders approach a problem from, as long as the ends are mutually agreeable. For example, public health professionals may emphasize cycling due to health benefits, while transport planners may want more cycling to reduce congestion; environment practitioners may be interested in non-motorized transport to e.g. reduce emissions of pollutants.

29. The policy levers will also include the use of economic instruments to orient/manage the demand for transport. This section will emphasize “win-win” situations, as well as describing the key policy areas that may “unlock” some potential problem issues, such as:

- **Economic development:** stimulating growth of urban areas and encouraging brownfield development leading to decreased travel for work and services;
- **Climate change:** using public concerns on the environment to stimulate;
- **Parking:** city councils and employers’ desires to reduce the costs of providing car parking leading to policies which emphasise non-car modes;
- **Traffic calming:** reducing road danger and decreasing casualties leading to safer roads and increased walking and cycling.

30. Finally, the section will also describe approaches to achieving change across apparently divergent policy areas.

**Case Studies presenting research-based assessments of impacts**

31. This section would contain the evidence arising from any national and sub-national assessments that had been undertaken of the impacts and/or costs of transport interventions (i.e. so-called ‘Type I evidence’). These should be “evidence-generating” case studies – case studies of assessments, which had been used to generate evidence for action.

32. The case studies should be practical illustrations, using standardized indicators where possible, and describing the approach taken and the methods used and the results obtained. Examples might include:



- Work done by Austria, France and Switzerland on the quantification of transport-related health effects of air pollution and results of the follow-up study carried out also with Malta, the Netherlands and Sweden under THE PEP framework and presented at the Budapest Conference in 2004;
- Case studies offered by Albania, Austria, France, Georgia, Lithuania, The former Yugoslav Republic of Macedonia, Malta, the Netherlands, Sweden, Switzerland and the United Kingdom;
- Determination of environmental burden of disease in children related to transport induced air pollution (MALTA);
- Cost-benefit analysis of measures reducing transport-related health impacts/burden of disease (for air pollution, noise, physical activity) (the Netherlands);
- Applications of the ExternE methodology, literature survey indicators of air pollution, report on aircraft emissions (Sweden);
- Follow-up 3-country study (Switzerland, Austria, France), bike to work, SLOW\_OP (Switzerland);
- Air pollution/physical activity compared for 2 schools (Austria);
- Netherlands HIA work using DALYS.

#### **Case Studies based on evaluated interventions**

33. This section would contain reports of interventions that had been undertaken by countries.
34. These case studies would not be cost-benefit analyses or health impact assessments (addressed by the previous section) but would be reports of interventions: programmes, projects or other activities that have been carried out on various aspects of transport, environment and health, and have (ideally) been evaluated.
35. Examples would need to be carefully balanced between centralized and decentralized countries. They would need to be examples of actions that could be easily adapted to each country's situation – they must not be too context-specific. Examples might include:
- Results from the Odense cycling city evaluation;
  - Case studies from the European Network of Health Enhancing Physical Activity project (collection of case-studies on physical activity promotion related to transport/mobility);
  - Impacts of the London congestion charge;
  - Examples from CEHAPE -WHO<sup>1</sup> catalogue of country case-studies;
  - Case study examples from THE PEP members;
  - Others developed as the project progresses.

---

<sup>1</sup> [www.euro.who.int/childhealthenv/policy](http://www.euro.who.int/childhealthenv/policy)

36. Case studies would conform to a common template provided to facilitate their presentation. In this group of case studies, consideration could be given to the inclusion of examples of interventions/actions that did not work, but could provide important learning for the future.

### **Core Module I: Guidance**

37. This section will contain the main technical guidance on how to conduct impact assessments. It will complement the earlier general guidance section. It will provide general guidance for countries wishing to carry out Cost Benefit Analysis and Impact Assessments, including:

- How to do an impact assessment;
- Cost benefit analyses;
- Health Impact Assessments;
- Environmental Impact Assessments;
- Strategic Environmental Assessments;
- Valuations (e.g. expected number of deaths from transport-related air pollution);
- Common flaws;
- Missing data.

Make sure this is helpful for countries to complete case studies in section 7.

### **Core module II: Methods and Tools**

38. This section will contain the main methodological tools to help readers carry out their own assessments. This will include:

- Checklists;
- Indicator sets;
- Models;
- Data sources;

### **Conclusions**

#### **Appendix 1**

What is THE PEP?

#### **Appendix 2**

References, further reading and useful additional sources of data.

**Appendix 3.**

DIRECTORY. Who is doing what? Contact details and brief descriptions.

## Annex 1

### ***TASK FORCE FOR THE IMPLEMENTATION OF THE PEP PROJECT “Transport related health impacts and their costs and benefits with particular focus on children”***

#### Terms of Reference

Adopted by the Task Force members at their second meeting (Rome, 7-8 July 2005)  
(April 2005 – April 2007)

The Task Force for the implementation of THE PEP project “Transport related health impacts and their costs and benefits with particular focus on children” will contribute to the development of this project, working in close collaboration with the UNECE and WHO/Euro secretariat and with contributions from technical experts, as appropriate. In particular, members of the Task Force are invited to:

- (a) make available the results and methodological details of relevant national and/or sub-national projects which could be proposed for inclusion in the set of case-studies or methodological tools to be presented in the “support modules” of the toolbox;
- (b) engage the contribution (including through in-kind contributions) of national experts in the following areas: health and environmental impact assessment of transport-related interventions; economic valuations and cost-benefit analysis of transport-related projects;
- (c) support the development of case studies and their reporting according to a common format which facilitates inclusion in the toolbox and dissemination, including through THE PEP Clearing House;
- (d) provide comments to technical reports and guidelines to be produced as part of the project implementation;
- (e) support the organization of sub-regional workshops in EECCA and South Eastern European countries;
- (f) support the project implementation by making available the necessary resources, via in-kind or financial contributions to: (a) provide overall co-ordination to the implementation of the project; (b) develop the tool-box; (c) host meetings of the task force; (d) support the participation of representatives of EECCA and South Eastern European countries; (e) support the publication and translation into Russian and possibly French of the toolbox;
- (g) contribute to the development of recommendations to be submitted to THE PEP Steering Committee for adoption. These recommendations would draw from experiences developed throughout the project and be based on the “Key messages” identified during the first part of

the project “Transport related health impacts and their costs and benefits with particular focus on children”.

The Task Force will report to the Steering Committee and to its Bureau.

The Task Force will, to the extent possible, work via electronic communication channels that will be established and organized by the project co-ordinator in due course. It may also meet, if required, possibly back-to-back to other relevant meetings (e.g. sessions of the Bureau and of the Steering Committee, other task force meetings).

## Annex 2

### **Task Force on “Transport-related health impacts and their costs and benefits with particular focus on children”**

#### **Programme of work and key milestones 2005-2007**

##### **Draft**

##### *Steps already achieved*

- Phone conference with consultant - 14 July
- Finalization of work-plan – 15 July
- Contract to consultant – 31 July
- Feedback on work-plan– 15September
- Commitments from Task Force members - 1October
- Drafts deliverables from consultant to TF for comments – 21October
- Kick-off meeting 21-22 November, or 24-25 November 2005 (Net) + TF meeting
- Progress Report to THE PEP Bureau – December 2005
- Progress Report to THE PEP Steering Committee – April 2005 (with background documents ready by January)

##### *Further steps*

- 4<sup>th</sup> Meeting of the Task Force – back to back to THE PEP Steering Committee
- Development of a communication strategy
- Sub-regional workshop 1 – Spring 2006
- Sub-regional workshop 2 – Fall 2006
- Report to THE PEP Bureau – December 2006
- Final workshop and finalization of the toolbox – Early 2007 (Czech R)
- Report to THE PEP Steering Committee – April 2007 (docs. ready by Jan)
- Publication of the toolbox in English – Russian edition should also be possible (April 2007)
- 3rd HLM – date to be defined 2007

-----