



Caring and Supportive Environments

Abstracts

These abstracts were originally presented at the WHO European Healthy Cities Annual Business and Technical Conferences 2010-2014.

They are organised alphabetically by city and presentation year.

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Abstracts on other WHO European Healthy Cities Themes may be accessed [here](#).

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CITY / NATIONAL NETWORK: AREZZO

ABSTRACT NUMBER: 32

TITLE: PARTICIPATED ASSESSMENT OF THE HEALTH, ENVIRONMENTAL AND SOCIOECONOMIC IMPACT FROM URBAN WASTE TREATMENT

CONFERENCE: 2012 ST PETERSBURG

CATEGORY HEALTHY URBAN ENVIRONMENTS - ENVIRONMENT - WASTE MANAGEMENT. TAGS HEALTH IMPACT ASSESSMENT, ENVIRONMENT

Abstract

The Arezzo municipal solid waste incinerator burns about 40 000 tonnes of municipal solid waste per year, but its future expansion is expected to enhance the disposal capacity to 80 000 tonnes per year. The incinerator is in an industrial area, where the community denounced high pollution levels and requested a health survey. This health impact assessment project, the only one funded by the European Commission, has been developed since 2011 by the Arezzo Local Health Unit, the Municipality of Arezzo, the National Research Council and other national and regional research agencies.

The purpose of the project is to apply health impact assessment integrated with Local Agenda 21 for assessing the existing and future effects and the policies and planning of waste management.

The main steps to be developed within two years include the following.

- A Local Agenda 21 forum and a health impact assessment working group organized meetings with the community to identify the environmental, health and socioeconomic burden factors related to the plant;
- The health impact assessment working group got on to the scoping step based on the defined indicators gathering pre-existing data (literature, technical documents and previous studies) and new data by specific environmental monitoring and questionnaires for the socioeconomic data.
- The health impact assessment working group will show the Local Agenda 21 forum the scoping results, taking in criticisms and recommendations of the forum and the involved stakeholders and sharing the next steps.
- The effects are assessed through continual collaboration between the health impact assessment working group and Local Agenda 21 forum. The quantification of strain factors related to the plant represents the result of this step.
- The Local Agenda 21 forum and health impact assessment working group will provide recommendations for the proper management of the plant, for mitigation and compensation measures, indicators for environmental and health monitoring and suggestions on management policies of the whole waste cycle and spatial planning policies.
- The Local Agenda 21 forum and health impact assessment working group meet quarterly to develop measures to monitor burden factors and to show the results of measures already taken.

The achievements include: developing a new tool, involving the population, for investigating and assessing health, environmental and socioeconomic effects of incineration; disseminating assessment methods at the local, national and community levels; and creating an international network to share the results obtained in similar projects.

The project is still ongoing, but it is already possible to positively evaluate the choice made by administrators involving the population and creating real participation tools.

CITY / NATIONAL NETWORK: BARCELONA

ABSTRACT NUMBER: 103

**TITLE: ACTIVE, SAFE AND SUSTAINABLE MOBILITY. BARCELONA, 1990-2010
CONFERENCE: 2011 LIEGE**

**CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT -
INFRASTRUCTURE PLANNING**

**TAGS: ACTIVE TRAVEL, ROAD SAFETY, SUSTAINABLE AND HEALTHY
ENVIRONMENT**

Abstract

Reducing the use of cars, promoting walking and biking and improving road safety in a city reduce the burden of disease, disability and mortality. These three measures improve the health of the population by providing walkable communities, by reducing the air pollution and greenhouse-gas emissions and by improving the liveability of streets, enhancing the communication between people and thereby improving mental health and community cohesion.

Along with several initiatives arising from various government and participatory groups in Barcelona, safety interventions with scientific evidence of their effectiveness were reviewed. Effective interventions found were: (a) the graduated licensing system (31% fewer road traffic injuries); (b) electronic stability control system (2–41% reduction); (c) area-wide traffic calming (0–20% reduction) and (d) speed cameras (7–30% reduction). Road safety education was found to be ineffective. Most of the effective interventions have therefore steadily been applied in Barcelona.

Barcelona has undertaken considerable action in the past 20 years to reduce the use of cars in the city, to promote active mobility (walking and biking) and to improve road safety. These include such actions as: fully regulating parking throughout the majority of the city (green zone), identifying and addressing locations with a high rate of accidents, implementing zones with a speed limit of 30 km/h, creating safe routes for schoolchildren, implementing the Bicing bicycle sharing programme and building separate bike lanes. The effects on the number of people injured were assessed using multivariate analysis based on the evaluable road safety measures.

Since 1993, various agreements on mobility have been developed in the city. In 2007, the Third City Mobility Plan (2008–2012) included the former safety plans. Along all this period, a solid information system on road traffic injuries has been developed and fed back into policies. The graduated licensing system in Barcelona has reduced the number of men (18–50 years old) involved in road traffic injuries by

6–9%; the area-wide traffic calming has reduced the number of injured people by 28% compared with adjacent areas; the speed cameras have reduced the number of injured people by 26%; the number of kilometres of cycle lanes increased from 122 km in 2003 to 147 km in 2009; a great increase in the use of moped and motorcycles, following a change in national laws, has been followed by an sharp increase in injuries among their operators.

Some successful interventions have been implemented in Barcelona, although more efforts are needed. Building the conditions for a safer and active city is a great investment in health.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 130

TITLE: GOOD FOR REGENERATION, GOOD FOR HEALTH, GOOD FOR BELFAST

CONFERENCE: 2014 ATHENS

CATEGORY: INDICATORS

Regeneration is typically assumed to be good for health and well-being. However, current evidence indicates that monitoring of the effect of initiatives on health and well-being or on inequalities is limited. Identifying relevant indicators for monitoring regeneration and health can provide a helpful tool for promoting equitable prosperity and for maximizing the return on investment.

In Belfast, capacity on health impact assessment has been built since Phase III of the WHO European Healthy Cities Network. Policy-makers found health impact assessment to be helpful and expressed particular interest in approaches based on health impact assessment. Following interest from East Belfast Partnership to undertake health impact assessment on a strategic regeneration framework developed for the area, a lack of relevant indicators in the proposal for monitoring how regeneration affects health was identified.

A health impact assessment workshop was undertaken in summer 2009 with local stakeholders on the East Belfast strategic regeneration framework. This formed the basis of an analysis that identified an initial long list of potentially relevant indicators. The project was then introduced to the four other area partnerships in Belfast, which are local-level partnerships tasked with coordinating regeneration in their area of the city, including producing strategic regeneration frameworks. It was agreed to develop the project as a citywide initiative, and the initial analysis was expanded to incorporate all five strategic regeneration frameworks. A draft indicator set was developed from the long list identified.

The indicator set identifies five core domains – social, environmental and access – plus a baseline community and neighbourhood. For each domain, two headline indicators are identified, with a standard indicator paired with an indicator focused on monitoring inequalities.

A checklist tool was developed to enable piloting of the indicator set, since data for some indicators are not currently available. The tool was piloted with local initiatives in northern, southern and eastern Belfast, and the pilots shaped the final indicator set and also the final checklist tool.

The indicator set was launched in December 2011. It was identified as an innovative approach to using health impact assessment and developing an indicator set: in particular, identifying access as a separate domain and using the headline sets of twinned indicators was found to be innovative. The checklist tool was found to be useful in its own right, as a helpful tool for discussing issues around regeneration, health and tackling inequalities. The approach has informed debate in the city and also helped to engage new stakeholders. However, it is recognized that shaping data collection systems is a long-term process.

The project developed an innovative way of building on health impact assessment. It offers a tool for engaging local stakeholders in discussion on indicators, regeneration and health and can help inform policy- and decision-making. This is, however, a new area of work, and further piloting is required.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 132

TITLE: SHAPING HEALTHIER NEIGHBOURHOODS FOR CHILDREN

CONFERENCE: 2014 ATHENS

CATEGORY: PLANNING

Children are an important group in society; they reflect our hopes for the future and will develop it through their own vision and achievements. The environment we offer children plays a vital role in shaping their opportunities and indeed their aspirations. Similarly, the opportunities we provide for children to take part in decision-making, how we encourage them to tell us their views and give them the skills required affect their willingness and ability to participate in society.

In Northern Ireland, children's needs are not always considered in decision-making in relation to the spatial environment. The Shaping Children's Neighbourhoods Project gave children an opportunity to express their views and was used as mechanism to gather and record these views and feed them back to decision-makers.

The Project was piloted in western Belfast in 2011 and rolled out to northern, southern and eastern Belfast in 2013/2014 and engaged with nearly 300 primary school children aged 8–11 years in that academic year. Three sessions were held with each class. The first session introduced the ideas and set the scene for the work. The second session was a guided walk with the children in their external environment near their school, during which the children took photographs of things they liked and did not like. The third session involved creating posters and slide presentations using the children's photographs to demonstrating the positive and negative aspects of their environment.

The Project highlights that children have a sophisticated understanding of how the built environment affects their life. It also shows that children do not demand a redesign of the city but that their wishes are relatively simple; cleaner, calmer, greener streets and public spaces. Other groups have highlighted the same wishes, and in many ways this highlights that a child-friendly city might create a better environment for people of all ages. Importantly, the project shows that the priorities are the same across the city. Engagement with parents through consultations in shopping centres highlights that parents share children's priorities: an important finding, since the prevailing belief is that adults do not want, for example, green space due to overriding concerns about antisocial behaviour.

The work has created a collaborative model for engaging with children, and the feedback collated has given valuable insight into how we can develop a child-friendly city. The feedback gathered from the children through this project complements other research undertaken by Belfast Healthy Cities and will be used to develop a more strategic approach towards achieving a children-friendly Belfast.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 162

TITLE: WALKABILITY ASSESSMENT FOR HEALTHY AGEING

CONFERENCE: 2014 ATHENS

CATEGORY: TOOLS

The built environment significantly influences the health and well-being of older people. An accessible built environment enables older people to retain a degree of independent mobility and continue to participate in society, which supports health and social well-being. Remaining active has benefits for physical health and emotional well-being as well as increasing a sense of personal safety and a sense of belonging.

Belfast has recently gained accreditation as a member of the WHO Global Network of Age-friendly Cities and Communities, which includes outdoor environments as a key area for action. Local older people identified access to walkable routes as a priority within this theme. A geographical information system (GIS) map of walkable routes in Belfast (and the City of Derry) has also recently been developed through the Knowledge Exchange, Spatial Analysis and Healthy Urban Environments research project at Queens University Belfast. However, assessing the quality of routes was outside the scope of this project, and a need for a tool to explore qualitative elements was identified.

The Walkability Assessment for Healthy Ageing tool was designed for use by older people and organizations to evaluate the age-friendliness of the built environment on local streets and in parks. Older people with various mobility levels piloted the project in eastern Belfast and in parks across Belfast and provided positive feedback on the tool and the project.

The tool was designed to examine how the built environment affects the levels of physical activity of older people. Using the WHO checklist of essential features of age-friendly cities and existing walkability assessment tools as a guide for criteria, a

questionnaire was developed that enabled older people to perform self-assessments of their local area.

The results identified many positive aspects as well as common barriers in the built environment that may prevent older people from engaging in physical activity in their local area. Key findings for developing a more walkable environment for older people include consistently providing maintained pavements and dropped kerbs, public seating, street lighting and pedestrian crossings. The project also highlighted the importance of the personal safety of older people.

The recommendations suggest that modifying the tool in partnership with academic colleagues would enhance its use in planning services and new initiatives such as active travel. A key recommendation of the report highlights the need to formally engage older people in policy- and decision-making on planning and spatial development in the city. The recommendations have been presented to the Healthy Ageing Strategic Partnership, which coordinates work on age-friendly cities in Belfast and has taken responsibility for taking the recommendations forward.

The project highlights that a supportive environment can be created with relatively minor adjustments. The tool has also been found useful. Work is ongoing to further pilot and validate the tool to build a stronger evidence base to inform future policy- and decision-making.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 34

TITLE: CHILD-FRIENDLY CITIES – INFLUENCING DECISION-MAKERS

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

TAGS: PUBLIC SPACE, BUILT ENVIRONMENT, CHILD FRIENDLY, ARTS AND CULTURE

Abstract

Since 2011, child-friendly cities has been a core aspect of the work of Belfast Healthy Cities within the regeneration and healthy urban environments theme. Having organized and hosted several successful large-scale KidsSpace events that promoted and demonstrated child-friendly space in the city centre and what this might look like, Belfast Healthy Cities wished to communicate the need and importance of more permanent child-friendly elements and features to decision-makers and government departments.

The KidsSpace events were very popular. In September 2011, when the event ran over three days, about 1000 children and adults attended. In 2012, KidsSpace ran one on Culture Night, with nearly 900 children and adults attending, and the third event, comprising two days over the Halloween break, had roughly 900 people attending. Feedback from parents, grandparents and children was very positive and reinforced the importance of child-friendly aspects in a city centre and that child-friendly aspects benefit all ages: for example, giving children and families ownership of a safe space to play and share and also to potentially support local businesses by increasing pedestrian traffic throughout the city.

Having had encouraging feedback at these events and seeing how child-friendly spaces work, Belfast Healthy Cities met with the Department for Social Development to present initial ideas that could be integrated in forthcoming regeneration initiatives in the city. Belfast Healthy Cities also submitted a paper to the Department for Social Development that suggested a network of child-friendly spaces throughout the city and how this could be achieved.

To develop this, Belfast Healthy Cities also met with the Department for Social Development and an architect to discuss child-friendly ideas and present some child-friendly architectural images. As a result of this meeting, the Department for Social Development requested that Belfast Healthy Cities hold a consultation using the images with children and young people to determine their preferences. A report collating the feedback from the consultation was presented to the Department for Social Development with a view to helping inform regeneration in the city centre in terms of making Belfast a more child- and family-friendly city and to promote the implementation of some of the popular ideas.

Belfast Healthy Cities has been successful in influencing regeneration initiatives in Belfast, as the Department for Social Development has agreed to incorporate child-friendly elements to Bank Square, a city centre area due for rejuvenation. The Department for Social Development has also agreed to consider the input from Belfast Healthy Cities throughout Belfast as part of their Streets Ahead Regeneration scheme. Critical success factors have included maintaining clear, transparent and professional working relationships.

The feedback from the KidsSpace demonstration projects and Belfast Healthy Cities work has helped influence the Department for Social Development to see the value of and begin to incorporate child-friendly ideas into regeneration initiatives throughout Belfast.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 42

TITLE: THE KESUE PROJECT: DEVELOPING WALKABILITY TOOLS FOR PRACTICE

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

Abstract

There is increasing research interest in how we can most effectively intervene in the built environment to change behaviours such as physical activity and improve health. Much of this work has focussed around the concept of walkability and the identification of those attributes of our cities that encourage pedestrian activity, including density, connectivity and the aesthetic of the urban realm (Saelens et al 2003, Frank et al 2010). Much of the existing research has clarified the strength of the relationships between various environmental attributes and the differential impact on different demographic groups (e.g. Panter et al 2011). This has not yet been effectively translated into tools to help integrate the concepts of walkability into decision-making by statutory authorities that can help shape the spatial development and delivery of public services which can support more active lifestyles. A key

reason for this has been that standard models for transport planning and accessibility are based on networks of road infrastructure, which provides a weak basis for modelling pedestrian accessibility (Chin et al 2008).

This paper reports the findings of the Knowledge Exchange, Spatial Analysis and Healthy Urban Environments project (KESUE) funded by UK's Economic and Social Research Council (ES/J010588/1) and partners including Belfast and Derry City Councils and Northern Ireland's Public Health Agency, the Department of Regional Development and Belfast Healthy Cities, that has attempted to address this problem. This project has mapped city-wide footpath networks and used these to assist partner organisations in developing the evidence base for making decisions on public services based on health impacts and pedestrian access. The paper describes the tool developed, uses a number of examples to highlight its impact on areas of decision-making and evaluates the benefits of further integrating walkability into planning and development practice.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 043

TITLE: KIDSSQUARE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

TAGS: CHILD FRIENDLY, CHILDREN, PUBLIC SPACE

CONFERENCE: 2012 ST PETERSBURG

Abstract

Children are a significant group in society. They need access to the entire city to support physical, mental and social development. Child-friendly environments are also an important signal that children are valued members of society. In addition, child-friendly environments, especially in urban centres, can support economic development and regeneration, by supporting and attracting families.

In Belfast, the city centre could especially significantly benefit from more child-friendly space, where children are welcome and free to use a space in their own ways. KidsSquare was developed as a model aimed at testing what such space could look like. In addition, it was an opportunity to gather views and information from participants.

KidsSquare was a three-day event held in September 2011 in a public square in Belfast city centre. Several activities were provided to help children engage with the space. Creative Space included a range of arts activities, including a cardboard city that developed throughout the weekend. Active Space offered physical activities, including, as a novelty, child-size smoothie bikes, spinning bikes adapted to drive a blender. Free Space encouraged free play and offered such props as giant blocks, giant family games and portable playground equipment. A working group involving Belfast Health and Social Care Trust, Belfast City Council and Public Health Agency supported the development and marketing of the event.

During the three days, more than 1000 children and families visited the event, which received overwhelmingly positive feedback. Participants very quickly took ownership

of the space: for many, the arts activities acted as a spark for more independent ideas. The space also encouraged families to play together, and many spent significant time at the event. It also got positive media publicity.

Views gathered indicated that KidsSquare provided a useful model for child friendly space. Families also felt that much can be done using existing space, through new attitudes and approaches: for example, interactive public art. The findings have been collated into a report, and work is underway to identify opportunities to repeat the model and demonstrate its potential further.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 45

TITLE: SHAPING HEALTHIER NEIGHBOURHOODS FOR CHILDREN

CONFERENCE: 2012 ST PETERSBURG

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

TAGS: CHILDREN, AWARENESS RAISING AND CAMPAIGNING, NEIGHBOURHOODS

Abstract

The environment we offer children plays an important role for their future, shaping their choices. Meanwhile, the opportunities we offer them to participate in decision-making shape their aspirations and willingness to engage in society. Engaging children in decision-making around the physical environment can help create better environments and support well-being. In Northern Ireland, children's needs are not always taken into account in policy and decision-making on the physical environment.

Children also have limited opportunities to engage with the process. The Shaping Healthier Neighbourhoods for Children project gave children an opportunity to express their views and aimed to begin exploring ways of making children's voices heard. The project engaged with 100 children aged 8–11 years through three primary schools and one after-school club. An initial workshop was held to introduce the ideas; Marcus Grant from the University of the West of England supported this session and delivered it in two groups. The key element was a guided walk, during which children took photos of things they liked and did not like. The photos were used to develop collages and presentations showing what the children liked, did not like and what they would like to see.

A clear consensus emerged: children want safe, clean and green spaces. This reflects existing evidence and highlights that children have realistic wishes that can benefit all population groups. The project overall got positive feedback; teachers and after-school club leaders felt that it fit very well with the Northern Ireland primary school curriculum. It has attracted interest from a number of decision-makers, including the Lord Mayor of Belfast and two junior ministers within the Northern Ireland Assembly, who heard the children's presentations at an event in February 2012, held to introduce the concept of child-friendly cities.

The project offers a concrete model for engaging children with the physical environment, while also supporting their education. Recommendations have been

collated into a Children's Charter, which will be used to inform policy-making processes. Work is underway to identify opportunities to repeat the model and demonstrate its potential further.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 016

TITLE: CLIMATE CHANGE AND HEALTH: IMPACTS, INEQUALITIES AND ACTION – A GUIDE FOR HEALTH PROFESSIONALS

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - CLIMATE CHANGE AND HEALTH - HEALTH IMPACTS

TAGS: PROFESSIONALS, HEALTH INEQUALITIES, CAPACITY BUILDING

Abstract

In November 2009, Belfast Healthy Cities established a regional intersectoral Climate Change and Health Group as part of work on the Phase V themes of the WHO European Healthy Cities Network. The aims of this group included building capacity within public health in relation to the effects of climate change on equity in health relevant to Northern Ireland.

One product of this group has been developing *Climate change and health: impacts, inequalities and action – a guide for health professionals*.

This publication highlights how climate change affects health and especially on inequalities in health. Building on the broad determinants of health, it offers a helpful overview of the many ways climate change in Northern Ireland will influence health, equity in health and well-being. It also outlines promising areas of action that can protect and strengthen health in a changing climate. The examples can inform and support health professionals working to protect and improve health and strengthen understanding in other sectors of how their work on climate change also contributes to health and well-being.

A key message of the publication is that there is significant synergy between supporting health, protecting the environment and strengthening the economy. New jobs can be created in the green economy at all skill levels, which can improve job and life prospects for many vulnerable and disadvantaged people and as support business innovation and strengthen Northern Ireland overall. Strong active travel infrastructure is a prerequisite for active lifestyles and can significantly contribute to tackling obesity while also reducing congestion and car dependence, with savings for employers and reduced carbon and other pollutant emissions as a result.

This publication has been widely circulated to public health professionals and has served as a good mechanism for building capacity within the health sector.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 40

TITLE: SHAPING HEALTHIER NEIGHBOURHOODS FOR CHILDREN

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: CHILDREN, ENVIRONMENT, CHILD FRIENDLY, ACTIVE TRAVEL, HEALTHY DEVELOPMENT

Abstract

Children's needs and voices are not always heard in the design of the built environment, although young people have valuable experiences that can help to develop an environment that supports all users. A quality environment that supports active travel, physical play and offers opportunities to socialize also underpins children's healthy development and helps build healthy habits for life. Meanwhile, the surrounding world, including the built environment, is an important element of the school curriculum.

This project engages just under 100 children 9–11 years old in two neighbourhoods in western Belfast working through three local primary schools and an after-school club and linking to a local childhood obesity prevention project. Photography is used as a key method to allow children to critically analyse their environment and was chosen as a way of engaging children of all abilities. The core element involves taking children on a walk in the environment surrounding their schools and supporting them in taking photos of elements they like and elements they do not like or see as barriers for children. The photos are also used as material for art projects, including collages and electronic presentations, which are used to give children a concrete way of showing what they think constitute good and bad environments and what should change to make the local environment more child friendly. Marcus Grant of the University of the West of England in Bristol developed an initial workshop to introduce the issues and also delivered the first session to two of the groups.

The project is intended to underpin and initiate work: (1) to identify ways for children to have a voice and get engaged in decision-making around the built neighbourhood and (2) to develop guidance on shaping healthy urban environments for children. It is intended that the children will have an opportunity to publicly present their artwork to initiate this. Photos and findings will be collated into a report that will be published, with a view to highlighting children's views and linking these to published literature to identify recommendations for a more child-friendly environment.

Feedback from participating children and teachers has been very positive, and both policy-makers and voluntary sector organizations have expressed interest in the project and its aims and principles. Local community sector partners in the neighbourhood have expressed an interest in repeating the project as part of the childhood obesity prevention project to which this work linked.

The next steps involve seeking ways in which children can be more effectively heard in planning and decision-making around the built environment and ways of demonstrating the benefits of a child-friendly environment.

As a potential second phase involving the existing participant groups, the project will also explore opportunities to engage children in shaping relevant regeneration projects in their area.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 41

TITLE: GOOD FOR REGENERATION, GOOD FOR HEALTH: DEVELOPING INDICATORS TO SUPPORT HEALTHY REGENERATION

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - REGENERATION - INDICATORS

Abstract

Good for regeneration, good for health: developing indicators to support healthy regeneration

Significant physical regeneration has taken place in Belfast in recent years, and the work is continuing. The rationale of the outgoing government for this has been that investing in infrastructure is required to expand the economy, which in turn will bring about benefits that trickle down and serve to tackle deprivation and improve people's health and well-being.

Regeneration can indeed contribute to improved health and well-being, while healthy people and communities support effective regeneration. Often, however, monitoring the effects on people's health and well-being is difficult, as it has not been given priority and relevant data are therefore not collected.

This project used a health impact analysis approach to establish an indicator set that highlights the health effects of regeneration and supports the collection of appropriate data in a way that also emphasizes the synergy between successful regeneration and improving health.

The indicator set was based on a health impact analysis of the strategic regeneration frameworks for the five area partnerships in Belfast, which are tasked with leading regeneration in each of the main quarters of the city. The key partners in the project, which is funded by the European Union through the URBACT II fund, are Belfast Healthy Cities, Belfast City Council, Belfast Health and Social Care Trust, Northern Ireland Housing Executive and Public Health Agency along with the area partnerships, working closely with an external consultant who was responsible for the concrete indicator development work.

The indicators are arranged within a framework consisting of four main domains – economic, social, environmental and access – underpinned by a community and neighbourhood domain. Within each domain, two headline indicators have been identified that should be used to assess all proposals. The novel approach is that a mainstream indicator has been twinned with an indicator to highlight effects on deprived groups, which helps identify potential differential effects.

A series of checklists has been developed to support piloting of the indicator set, along with guidance on how to use the set to support both health and broad regeneration.

Pilots include major current regeneration projects in Belfast, among them the last large-scale social housing redevelopment in the city. Next steps include completing these, seeking agreement to collect required data and promoting the use of the set. A data mapping exercise is underway to begin the process of negotiating agreement to collect data currently not available.

The indicator set was scheduled to be formally launched in late May 2011. Interest in the project has been significant both locally as well as across Europe, and it is regarded as highlighting potential for building on health impact assessment methods to develop ways of integrating health into policy-making.

CITY / NATIONAL NETWORK: BELFAST

ABSTRACT NUMBER: 058

TITLE: REGENERATION CAN HELP IMPROVE HEALTH AND HEALTH EQUITY IN HEALTH

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - REGENERATION - INDICATORS

TAGS: HEALTH IMPACT ASSESSMENT, HEALTH EQUITY, HEALTH PLANS

Abstract

Regeneration can help improve health and equity in health. This project describes a systematic and evidence-based model for developing indicators that monitor how regeneration shapes health and equity in health. In Belfast, the five local area partnerships have developed strategic regeneration frameworks for each city sector. This provided an opportunity to develop health indicators relevant to regeneration by a partnership led by Belfast Healthy Cities and Belfast City Council.

The project is part of the Building Healthier Communities project, which has 10 participant cities from across Europe and is funded by the European Union through the Urbact II programme.

A health impact assessment workshop was conducted on the East Belfast Strategic Regeneration Framework with local stakeholders, which resulted in a list setting priorities among health determinants and effects. Based on this, a set of validated indicators for monitoring effects on health and equity in health was identified and refined, initially with East Belfast Partnership. The final outcome will be a flexible, conceptual model that identifies overarching headline indicators: four core pillars covering economic, social, environmental and access issues and baseline indicators. This will allow users to tailor the model to different projects within the overall framework. A focus on equity is guaranteed by twinning each mainstream headline indicator with an indicator highlighting impact on inequality, such as gross value added with income distribution.

All five area partnerships have been engaged in developing the final indicator set, in what represents a novel approach to collaboration that has generated ownership and a shared enthusiasm for using and piloting it. The final set will be presented to the

Belfast Regeneration Office in 2010 to inform the Office's strategy for tackling inequality in health through regeneration. The set incorporates a number of indicators new to Northern Ireland and has highlighted data needs, in particular related to detailed analysis of existing statistics, such as breakdown by age and socioeconomic status. The next steps will involve seeking commitment to collate the data and generate new knowledge on inequality.

CITY / NATIONAL NETWORK: BRIGHTON AND HOVE

ABSTRACT NUMBER: 78

TITLE: DESIGNING STREETS FOR DIFFERENT USERS – NEW ROAD IN BRIGHTON AND HOVE

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: ACTIVE TRAVEL

Abstract

Not that long ago, getting to the theatres and museums in Brighton and Hove, required negotiating an unwelcoming street with narrow pavements and full of car traffic. Brighton and Hove's transport and urban planners and public health want to improve the city centre to make it accessible, attractive and safer for the public.

Transport and urban planners along with public health worked together to improve New Road using the concept of shared space. The designs were informed by a detailed understanding of how people used the site, where they walk and choose to spend time and consideration of the historically sensitive surroundings of Brighton's Royal Pavilion and its gardens. Consultation with existing users (including road users) achieved a broadly accepted vision for new urban life on New Road and resulted in a good understanding of the scheme and its potential benefits.

The shared space approach enabled the transformation of a traditional car-dominated street into one where pedestrians can walk freely, sharing the space with cars and cyclists. New Road incorporates the interests of different user groups and encourages sitting, standing and walking activities. Cars are allowed at all times, but the character of the street signals pedestrian priority.

People in the street have been positive about the project. The success of the design was noticed almost immediately, with the street becoming a new social hub, providing a venue for community events and increasing trade for existing pubs and restaurants. Attractive seating encourages people to sit and chat, impromptu musical performances provide entertainment and the road is now regarded as a venue for relaxing and enjoying oneself. The required political support that seems to have held back similar schemes that break from the norm was present in Brighton & Hove.

The improved New Road, one of Brighton's most important streets, is one of the few shared-surface multimodal non-residential streets to be adopted. A traditional car-dominated area has been made more accessible, attractive and safe for the public.

CITY / NATIONAL NETWORK: BRIGHTON AND HOVE

ABSTRACT NUMBER: 77

TITLE: ONE BRIGHTON AND HOVE – A NEW WAY OF LIVING

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: HOUSING, ACTIVE TRAVEL, SUSTAINABLE AND HEALTHY ENVIRONMENT

CONFERENCE: 2011 LIEGE

Abstract

Brighton and Hove has limited space for new housing developments. High-density building schemes are becoming increasingly necessary. How can such schemes enhance the health and well-being of residents and the wider community?

Brighton and Hove's planning team wanted to be explicit about the health benefits of new developments in the city. They are keen to ensure that new high-density housing developments are sustainable, health-promoting, have access to green space and are pleasant places to live.

One Brighton is a high-density housing scheme in the middle of the city that has been built according to the principles of one planet living.

The building scheme is a good place to live. It is ideally located for access to city amenities, being right in the heart of the city and near the mainline railway station. It is sustainable – with on-site heating, photovoltaic cells generating energy for heat and light and comprehensive recycling. Cycling and walking are encouraged, with cars being actively discouraged. Residents have access to green space, which is linked up through the building via balconies – used for growing vegetables and flowers – and on the side of the building, reducing the impact of living in a densely developed urban area.

High-density building schemes are necessary to address the housing requirements of many urban areas. New developments can be built that meet this challenge and are also health enhancing.

CITY / NATIONAL NETWORK: BURSA

ABSTRACT NUMBER: 59

CONFERENCE: 2012 ST PETERSBURG

TITLE: BURSA ON ITS WAY TO BECOME A HEALTHY CITY: HEALTHY URBAN PLANNING INITIATIVES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

Abstract

The starting point of the Metropolitan Municipality of Bursa: Bursa, with its rapidly increasing population and dynamic structure, is the fourth largest city in Turkey. The City of Bursa is one of the most economically developed cities in Turkey, which makes it attractive for newcomers. However, the high population and rapid increase creates various problems.

The Metropolitan Municipality of Bursa was a pioneer and provided leadership in disseminating the healthy cities movement in Turkey. Every step taken towards creating a healthier city is very important for the Municipality. Solving problems arising from rapid urbanization and their impact on health requires careful implementation.

Bursa has a long history in urban planning. Municipal services were not able to cope with rapid migration, and as a result the urban fabric was destroyed. To create a healthier environment, the Municipality creates parks, transport solutions, open and closed sports fields and grass and water ski facilities, cycling roads, ecotourism facilities and urban design projects. The 1:100 000 scale Master Plan, which is being prepared with a vision towards 2030, creates plans for unplanned zones and urban transformation projects for shanty settlement zones. The Municipality is striving to increase public green spaces and sports areas. All projects for the third largest park in Europe were prepared and implementation started. The park will have a total area of 510 000 m² and will create a new point of attraction.

In recent years, Bursa has advanced towards becoming a healthy city with many projects and public green spaces. The goal of the city is to reach healthy city standards for public green spaces.

Bursa has had negative effects from unplanned and uncontrolled development similar to some other cities in Turkey. Local governments have a hard time dealing with rapid urbanization. Bursa will reach better levels of health with the experience gained in the WHO European Healthy Cities Network.

CITY/NATIONAL NETWORK: CHAPAEVSK

ABSTRACT NO: 074

CONFERENCE: ATHENS 2014

TITLE: CHAPAEVSK, RUSSIAN FEDERATION: 20 YEARS FROM A HIGHLY CONTAMINATED AREA TO HEALTHY ENVIRONMENT

CATEGORIES: ENVIRONMENT - POLLUTION

Chapaevsk, Russian Federation: 20 years from a highly contaminated area to healthy environment

Chapaevsk (population 72 000) is a small town located in the central part of the Russian Federation that had half its area occupied by chemical industries. In 1994, Chapaevsk was designated as “an extremely polluted zone” by dioxins due to production of organochlorine pesticides in 1967–1987 with numerous alterations of public health and high infant and total mortality rates.

The economy of the Russian Federation industrial cities stagnated after the USSR collapsed. Since 1994, the local Chapaevsk Government decided not to continue chemical production in the contaminated plant and to start the complex investigation of health outcomes among all population to get evidence for remediation programmes.

Russian and other research teams with more than 30 investigators have been involved in Chapaevsk studies. The main international collaborator throughout 16 years has been the Harvard School of Public Health. The unique epidemiological longitudinal cohort study of male growth, development and reproductive health was started in 2003 and is currently ongoing. Since 1997, simultaneously with research, there were environmental remediation and social rehabilitation programmes, funded by the Russian Federation and regional governments in Chapaevsk, with total funding 1.7 billion rubles. The Federal Health Centre was opened in Chapaevsk in 2009 to screen the risk factors and modify the lifestyles of the Chapaevsk population.

More than 50 articles have been published based on Chapaevsk studies. A new children’s hospital with modern equipment was constructed. The infant mortality rate decreased from 27.6 in 1994 to 7.4 in 2013. The dioxin toxic equivalency in the breast-milk of Chapaevsk citizens declined by a factor of 3.8 during the 10 years after remediation of soil in the residential Chapaevsk area. However, the level of toxins still remains high in the area adjacent to the plant, where pesticide waste is stored. The main current goal of the town is to destroy the stockpiles of toxic waste at the chemical plant; this will be started next year. In 2014, Chapaevsk is submitting an application for membership of the WHO European Healthy Cities Network.

Chapaevsk is an example of successful town policy using research results to clean the contaminated area to ensure an environment without toxins for the whole population and to improve public health.

CITY / NATIONAL NETWORK: CHEREPOVETS

ABSTRACT NUMBER: 81

TITLE: A HEALTHY ECONOMY AS A NECESSARY CONDITION OF URBAN SOCIAL DEVELOPMENT

CONFERENCE: 2012 ST PETERSBURG

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

TAGS: CITY HEALTH PLAN, PUBLIC SPACE, ECONOMIC DEVELOPMENT

Abstract

The years 2009–2010 in the life of our country as well as in the life of the city were tense and full of events. It was time of overcoming economic crisis and its consequences and a time of social changes, expectations of political transformation connected with political elections. The country and its people have been changed undoubtedly. Today's citizens of Cherepovets are the people waiting for changes.

The Cherepovets of tomorrow is a city of ample opportunities for self-realization and worthy salaries, a well-planned city, a city with good and affordable services and various leisure activities. To achieve the set targets, improving the health and quality of life of the Cherepovets city population has become the priority in city development. Accordingly, the Healthy City Project principles have been assumed as a basis of the city strategic plan.

The directions of the city spatial development include improvement (formation of the public areas, improvement of the city internal attractiveness, creation of an environment favourable for people with disabilities), social infrastructure (construction of new objects of social purpose, introducing new information and communication technologies into all spheres of living, increase in affordability of housing and improving transport infrastructure), ecology (increase in green spaces and improvement of ecological knowledge).

Development of human potential as the foundation of a sound city economy is based on improving the health of the citizens by means of creating conditions for healthy living, developing health services, active work with children and ageing citizens and setting opportunities for self-realization of the citizens.

Creation of the city strategy Healthy Cities, Districts and Settlements as a new stage of developing the Project in the city of Cherepovets (from Project to strategy) is required to strengthen the influence of its innovative approaches on social development of the local community and formation of health conditions, healthy lifestyles and achieving physical, mental and social well-being.

The Project has been developing since 2006. The Office of the Association was formed in Cherepovets in 2010. The Healthy City strategy has been implemented since 2011. It makes a huge impact on development of the Association and city strategy.

Strategic targets of city policy are strengthening of the Healthy City role in realizing the health strategy and improving the quality of life with regard for urban sectors, social factors and vulnerable groups.

CITY / NATIONAL NETWORK: DENIZLI

ABSTRACT: 57

TITLE: TRAFFIC TRAINING PARK OF THE MUNICIPALITY OF DENIZLI

CONFERENCE: 2013 IZMIR

**CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT -
INFRASTRUCTURE PLANNING**

TAGS: CHILDREN, ROAD SAFETY

Abstract

Traffic Training Park: making the children who are the future generation at an early age accustomed to city life and raising traffic awareness.

Traffic education is very important in raising living standards and ensuring the social future. The aim of establishing the park is to increase the information of children in our city concerning traffic, as behaviour establishing compliance with traffic rules and the training is expected to provide a decrease in road crashes.

The students are given theoretical training followed by practical training in traffic, reinforcing the training. With practical training, various situations are described: as pedestrians and as drivers using battery-operated vehicles. All training is free of charge at Traffic Training Park.

The Traffic Training Park is the first in the Aegean Region. The training park is a miniature city with vehicle roads, bike paths, lighted and unlighted intersections, pedestrian crossings, overpasses, a gas station, amphitheatre, schools, hospitals and nurseries. In addition, to ensure the safety of the children, there are 24-hour surveillance cameras monitored by security officers.

The Traffic Training Park has a different concept from the others found in Turkey, with green spaces, walking paths, seating areas, fitness equipment and ornamental ponds allowing the parents to have a pleasant time together with their children.

The training continues throughout the year, allowing children to experience various situations that can arise in city and urban social life and become conscious individuals at an early age.

The Municipality of Denizli established the Traffic Training Park, which is situated on 7000 m², for children of the city to learn traffic rules in the right way. Besides theoretical training, practical training is also given. So far, 3790 primary school students aged 10 years have received training.

CITY / NATIONAL NETWORK: DENIZLI

ABSTRACT NUMBER: 071

TITLE: WASTE IS EVERYWHERE

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - ENVIRONMENT - WASTE MANAGEMENT

TAGS: RECYCLING, SCHOOLS

Abstract

This project has been prepared to increase public awareness of separating the recyclable waste thrown in the trash, despite the cultural differences between the people living in Denizli and Almelo, and to evaluate their approach to the issue, especially to create environmental awareness among students. This project is financed by the Matra/KAP programme of the Embassy of the Netherlands. The project budget is €15 000.

This project has made the children conscious of waste, with similar services by Municipality of Denizli and the Municipality of Almelo simultaneously by using the same educational materials. One advantage of this way of working is that the behaviour of students is easier to influence than the behaviour of older people, and students have therefore been chosen. Schoolchildren become involved in the separation of waste and systems for preventing debris from being left on the streets. A total of 200 students from the Netherlands and 2200 students from Turkey participated in this project.

The project was implemented simultaneously during the 2006/2007 academic year in both cities. A curriculum was developed and improved to provide recycling. The curriculum implemented in the Netherlands was used in Turkey, adapted to local needs. During the project in Almelo and Denizli, an exhibition and a waste art contest were realized.

Families who reside within the project implementation district actively attended to separating waste at the source. Students have changed behaviour concerning the waste through the commitment of students who have become involved in the separation of waste and systems for preventing and reducing debris in the streets. Children have become examples of good behaviour for their parents in their home situation.

The amount of recycling waste collected in the implementation area increased during the project. The project results have been broadened all around the city, and recycling works are continuing successfully: 3789 tonnes of packaging waste were collected in 2010.

CITY / NATIONAL NETWORK: DENIZLI

ABSTRACT NUMBER: 063

TITLE: URBAN TRANSFORMATION AND HOUSING PROJECT

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - REGENERATION - HOUSING

TAGS: EDUCATION, ENVIRONMENT, LOW INCOME

Abstract

The development of industry increasing employment and standards of living has made people migrate to Denizli. For this reason, unplanned buildings, the cost of land and rents increased incredibly. Increasing population made city centres more crowded than before, creating problems. This project aimed to improve the quality of life. Before this project, 73% of respondents said they did not have good quality of life. We need lots of solutions to many complex problems such as housing, education, health and crime. But the city plans and housing problems are not good enough because of people's low income and housing areas that are socially and economically underdeveloped. Migration to the city centre made life very expensive. Now people cannot afford to pay rent and other household bills. Houses in Denizli are more expensive than those in larger cities. So this project aims to control the prices and rental costs of land and houses.

To build a new city that is more civilized, more confident, more liveable and happier, the project aims to include physical, social and environmental improvement studies. Slum transformation projects were carried out in five different zones of the city. Modern settlement areas were formed in four residential zones to prevent slum construction. The project also has a special aim to transform houses that are not earthquake-resistant and preventing construction of new houses that are not earthquake-resistant. Within the scope of the project 7896 modern buildings have been completed; 1287 slums were transformed; the construction of 940 houses was planned; 185 824 m² of slum areas was cleaned up; a housing transformation area was implemented in an area of 206 469 m²; an area of 544 944 m² was transformed into a social housing project; a 191 877-m² recreation area was planned; 196 322 m² of land was forested; 19 933 m² was planned for an educational facility; and a project for a 10 905-m² education area was started.

In all these areas the quality of life has changed visibly. The project stopped the construction of slum areas, as people were no longer able to build houses wherever they wanted. We all obeyed the rules and principles of the assignments and planned a new city prepared for earthquakes. With this project, in the past five years, the TUIK (Turkish Statistical Institute) Denizli Rent Index has been 33% lower than the Turkey General Rent Index.

CITY / NATIONAL NETWORK: ESKIŞEHİR

ABSTRACT NUMBER: 004

TITLE: RAISING THE ECOLOGICAL AWARENESS OF CHILDREN FOR THE FUTURE OF THE CITY – SUKURUSU

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - ENVIRONMENT - ECOLOGICAL AWARENESS

TAGS: SCHOOLS, SUSTAINABLE AND HEALTHY ENVIRONMENT, AWARENESS RAISING AND CAMPAIGNING

Abstract

A sustainable and healthy environment can be developed when citizens collectively take an active role. The Sukurusu Project aims to influence the culture of the city regarding environmental awareness by changing citizens' habits practically. The initial efforts were to educate children about healthy transport, climate change and pollution. In addition to many activities that come through the developing policies of the Municipality of Tepebaşı, an encouraging effect was necessary to complementarily improve ecological awareness in Tepebaşı. Children are appropriate to start the action because of how they affect their parents.

The project contains three steps and takes about two hours for children 8–10 years old.

1. Educational games in the cargo trailer, which is donated with a model and a puzzle

- Model: changing the natural land model piece by piece through a city helps children to understand ecological balance, urbanization, pollution and climate change.
- Puzzle: A city illustration on the inside walls of the cargo trailer is a pictorial puzzle with 32 mistakes to be corrected by children.

2. Paper recycling workshop

Children make their own recycled handmade papers in the Sukurusu Implementation Centre, a waste paper recycling workshop of the Municipality of Tepebaşı that has been launched in the municipal building.

3. Taking action and committing

On the papers they make, children write at least one correction from the puzzle to start doing it. Their sentences on new habits become promises to keep when the papers are sent to TUNZA, the programme of the United Nations for children and youth.

By means of observation and the commitments, the success of the project is about 80%. A recycling company, three education associations and 63 primary schools cooperate with the Municipality of Tepebaşı on the project, which involves 150 children each week.

Feedback from teachers, parents and the mass media shows that the aim is being impressively implemented: 15 reports and 2 local and 2 national TV programmes were broadcast in the first 6 weeks. The Sukurusu Project, complementing education with practice, brings applicable and sustainable changes in the behaviour of children on the environment and accordingly the approach of the citizens.

CITY / NATIONAL NETWORK: FRENCH NATIONAL NETWORK

ABSTRACT NUMBER: 35

TITLE: SUPPORTING FRENCH HEALTHY CITIES TO PROMOTE ACTIVE MOBILITY

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

TAGS: ACTIVE MOBILITY, POLICY MAKING, HEALTH AND WELLBEING

Abstract

The current epidemic of chronic diseases throughout Europe results in part from the population's increasingly sedentary lifestyle. Local authorities have a key role in creating healthy living environments that support an active living. The French Healthy Cities Network (Réseau Français des Villes-Santé de l'OMS) wanted to gather evidence of innovative practice on how city councils can support active mobility.

The objectives were:

- to summarize the scientific evidence on how active mobility affects health;
- to identify innovative examples of intersectoral action by local authorities in France to promote a health in all policies approach; and
- to make recommendations on how local authorities can further support active mobility every day and by all citizens.

Using a postal survey to the 82 members of the French Healthy City Network, and via actions identified by the steering committee comprising members of a regional healthy cities network in eastern France, the study summarized the methods by which a city council can support active mobility.

Whether using a classic project planning approach or by putting health in all local policies, the study identified realistic methods to ensure that cities support active mobility. Ranging from organizing children to walk to school to adapting public transport, from supporting better access to bikes to safer green spaces, municipalities are key for promoting health and well-being. The findings highlight the need to work with other city council services and the significant number of existing local transport plans in which it is important to integrate active mobility.

A 100-page report has been published.

CITY / NATIONAL NETWORK: GENEVA
ABSTRACT NUMBER: 26
TITLE: URBANISM, HEALTH AND PUBLIC POLICIES
CONFERENCE: 2011 LIEGE
CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY
TAGS: PHYSICAL ACTIVITY, COMMUNITY PARTICIPATION

Abstract

Almost half the world's population lives in cities, WHO considers the struggle against physical inactivity to be one of the major problems of the 21st century and experts consider urbanism to be a determinant of health. The professionals of urban development (architects, urban planners and designers, landscape architects, etc.) are therefore constantly being solicited by doctors and researchers to promote cities that encourage physical activity.

But what exactly can urbanists do? A lot and yet not much. A lot, because planners and designers define the elements of urban frameworks that can promote or hinder all activities that require human effort, such as walking or bicycle riding. But also not much, because on the one hand, realizing this potential depends on individual behaviour, and on the other hand, the impact of planning work is also largely determined by public policies that do not necessarily consider health.

So urbanists can intervene within this narrow framework, between the policies of territorial development and individual responsibility.

Based on more than 20 years of professional practice, my presentation illustrates the ties existing between urbanism and health at different levels: from the regional planning scale to the detailing of building entrances, highlighting what is driven by political action, what can be affected by the action of urban planners and designers and what derives from personal choices.

In conclusion, I will present various ways in which health can be better integrated into public policies and in the planning process, including removing barriers between professional practices, reforming institutions and integrating public processes. My contribution is thus not based on specific research but on my professional practice in a private consulting firm working for public and private clients in Switzerland and abroad.

CITY / NATIONAL NETWORK: GLASGOW

ABSTRACT NUMBER: 040

TITLE: MINIATURE CITIES – A FILM COMPARING TWO EUROPEAN CITIES, GLASGOW AND GOTHENBURG

CONFERENCE: 2012 ST PETERSBURG

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING

TAGS: ENVIRONMENT, CULTURE AND ARTS, LIFESTYLE

Abstract

In 2009, the Glasgow Centre for Population Health and the International Futures Forum produced *Miniature Glasgow* (www.miniatureglasgow.com), a short film in which the city was imagined as a village of 100 people to highlight health, lifestyle and environment factors, as well as inequalities. This work had in turn been inspired by the Miniature Earth project (www.miniature-earth.com).

Previous work did not compare one city with another. Through our Miniature Cities project, we aimed to develop the concept piloted in Miniature Glasgow to enable two cities to be compared across a range of themes – health, lifestyle, culture and the environment. Our aim was to prove that we could create an effective comparison of two cities, as an example from which a broader project comparing many European cities could be developed.

Over two years, partners in Gothenburg and Glasgow have designed this project, agreeing on the content and themes for the city comparisons. Data were accessed from surveys and administrative sources in both cities and screened for comparability and relevance. With a final list of indicators agreed, a filmmaker was commissioned to create the film. The film includes moving images and footage from both cities, a soundtrack, narration, statements from residents in each city and the indicators that form the basis of the comparisons.

Our film was completed in March 2012, and dissemination and presentation of the film has not begun. However, we believe that the film demonstrates a very effective and engaging way of comparing cities. Building up a shared understanding and vision among the partners and having a process grounded in co-creation has been critical.

This film demonstrates a new creative and engaging way of comparing health and related issues in various urban contexts. Our next stages will be to disseminate this work and to seek to develop this project further in a European context so that many more cities can be compared.

CITY / NATIONAL NETWORK: GLASGOW

ABSTRACT NUMBER:061

TITLE: COMMUNITY PARTICIPATION IN URBAN PLANNING

CONFERENCE: 2012 ST PETERSBURG

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

TAGS: VOLUNTEERING, COMMUNITY PARTICIPATION

ABSTRACT

As part of a drive to reduce inequalities in health, an intersectoral team from Glasgow City Council, Glasgow Centre for Population Health and Greater Glasgow and Clyde Health Board has been developing approaches that incorporate health into urban planning policy and practice. An important aspect of this is involving and engaging local communities to have real influence over decisions about their environment.

The environment in which people live has major effects on their health, but many communities feel unable to influence developments that may improve their locality. Conventional methods of community engagement around urban planning (public meetings, written submissions etc.) favour an articulate minority, and this leaves many people feeling powerless to influence planning decisions and public spending on the environment. In an attempt to redress this balance, several methods have been developed through the Glasgow Equally Well Test Site, one of which will be discussed in detail in this presentation.

Volunteers from a community undertook a street audit, a method designed to highlight environmental issues from the community's perspective. This formed a basis for discussions between the community and planning authority. The resulting decisions and implementation of spending priorities have been monitored, as have the perceptions of community members about the process in which they have been involved.

A study to be undertaken in autumn 2012 will demonstrate whether there have been any changes in health outcomes comparing data with a previous study undertaken in 2008.

Decision-making has demonstrably been influenced by community engagement, and resources have been allocated to improving the environment. Several environmental projects in the locality are currently underway, and the community has been able to see how their contribution to the decision-making process has been taken seriously.

The process by which decision-making has been undertaken has been well received by both community members and the planning authority. The lessons learned from undertaking this project will be used to develop future community participation in other localities.

CITY / NATIONAL NETWORK: HELSINGBORG

ABSTRACT NUMBER: 025

TITLE: HEALTHY URBAN PLANNING IN HELSINGBORG– THROUGH INFRASTRUCTURE AND IDENTITY

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

TAGS: CROSS SECTORAL APPROACHES, COMMUNITY PARTICIPATION

CONFERENCE: 2011 LIEGE

Abstract

People with different knowledge and backgrounds have difficulty in participating on equal terms in urban transition. Tenants and professionals do not share the same agenda or even the same language. From both the national and local levels there is an interest in increasing participation and communication.

Sweden has a great need for restoring houses built in residential areas during the 1960s and 1970s. These places are often isolated islands caused by the planning ideals of the period. Many tenants have a low educational level. With financial support from the national level, a publication for dialogues, mainly for transitions in these existing neighbourhoods, was produced in Helsingborg with the title healthy urban planning. A subtitle “through infrastructure and identity” was added to underline the need for purposeful changes (such as the infrastructure) to achieve desired social improvements (such as increased safety and a positive identity).

The publication is richly illustrated to initiate discussion. All the illustrations focus on the physical environment, but they also provide clear links to measures that may facilitate meetings, monitoring, social control and an increased trust between people. Various professionals discussed and reviewed the illustrations and texts to gain an understanding of the various views and inputs. Representatives of the North Skåne Tenants Association have attended an evening discussing the various dialogue illustrations.

A deeper understanding through the input of others was established among the broad working group during the production of the publication. Now planners and the public utility housing company (Helsingborgshem) use it as input in their work. Through the Skåne County Administrative Board, the publication has reached other nearby municipalities.

The publication was meant to be a base for dialogue between experts and tenants in existing neighbourhoods. Letting tenants in at an early stage in planning has not yet been realized. The main positive responses so far have come from the employees in the municipality outside the urban planning office, as they claim to more broadly understand their role in urban planning.

CITY / NATIONAL NETWORK: IZHEVSK

ABSTRACT NUMBER: 18

TITLE: RECONSTRUCTING THE IZHEVSK POND EMBANKMENT AS A RECREATIONAL AREA FOR THE RESIDENTS OF IZHEVSK

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: RECREATION, PARKS AND GREEN SPACES, ECONOMIC DEVELOPMENT

Abstract

To realize core theme 3, healthy urban environment and design, during phase V Izhevsk chose the important issues of healthy urban design and creativity and liveability.

According to the general plan, more and more attention is being paid to developing and realizing projects on municipal improvements taking into account the interests of people's health and the availability of green recreational spaces. One such project is reconstructing the Izhevsk pond embankment.

The Government of the Udmurt Republic and the Izhevsk City Administration initiated the investment project on Izhevsk pond embankment reconstruction. The Government of the Udmurt Republic, the Izhevsk City Administration and business community participated in the investment project.

Among the main aims of the investment project was forming a modern administrative, cultural and business centre in the capital along with the Central City Square reconstruction.

The project tasks were the following: forming a unique architectural ensemble of the pond embankment; detecting territory reserves and supplying new objects of engineering and transport infrastructure. In the process of improving the embankment, which is very popular among citizens, old engineering service lines (electricity network, heat supply network and sewerage system) were renewed. A new storm water sewerage system, a drainage sewage system with treatment facilities and a water supply system were built. LED traffic lights with countdowns were installed. Stairs near the Monument of Peoples' Friendship were reconstructed and steps, pavement and railings were renewed. A rotunda situated on the high bank on the territory of the summer garden with the beautiful view on the pond and on the part of the city across the river was restored. Benches were placed on grounds for pedestrian traffic and recreation. Car parks and pavements were constructed on the embankment. A 5-km bicycle lane that in perspective would connect the remote part of the city with the park zone was built.

The reconstructed Izhevsk pond embankment opened in September 2010 during the celebrations of the 250th anniversary of the founding of the City of Izhevsk.

CITY / NATIONAL NETWORK: IZMIR

ABSTRACT NUMBER: 43

TITLE: PROJECT FOR PROTECTING, DEVELOPING AND SUSTAINING AGORA AND ITS SURROUNDINGS

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: BUILT ENVIRONMENT, ADAPTATION, BUILDING CONSERVATION

Abstract

The project aims to eliminate unqualified buildings in Agora and its surroundings, to expand the borders of scientific excavation site, to restore qualified buildings in regards of scientific studies and tourism activities within the archaeological site, to unearth the archaeological, cultural and architectural heritage, to provide awareness about archaeological excavation site and its integration into urban life, and to increase the tourism potential of Antique Smyrna Agora.

The project is managed in four subcategories, including planning studies, expropriation works, simple maintenance, repair, restoration and refunctionalization studies and urban and landscape design studies around the perimeter of the excavation site. Within the scope of planning studies, the Conservation Plan for Agora and Its Surroundings with a scale of 1/1000 has been prepared to protect, improve and integrate Agora and its surroundings with urban life in a cultural richness.

In accordance with the Conservation Plan, expropriation works, which have been started to improve the visibility of the excavation site by expanding its borders and integrate it with the city, have been carried out in five phases. Four phases were completed, while the fifth phase continues. Within the scope of excavation studies, all unqualified buildings were demolished.

After the demolitions, many cultural properties were revealed at the site. One of the two qualified buildings, which is an example of traditional Turkish house, dated back to the first half of the 19th century, had been restored as an excavation house. In the project; a library for researchers that will act as an information centre on the scientific studies at the site had been proposed and places were created for accommodating local and international academics.

Another example of civil architecture from the 17th century within the Agora excavation site is being restored as the Agora Museum House. The building consists of a main structure in the north and an outhouse in the south. This square-planned outhouse, of which only some of the walls survive today, will serve as a multi-purpose hall for several workshop studies. Within the scope of landscape studies, an entrance gate positioned in a point to answer the need to integrate with transport, car park, the current urban fabric and walkways, and a wall to provide security to the Antique Smyrna Excavation Site that integrates with Ikicesmelik Street as one of the historical centres of the city with dense usage have been designed as a result of expropriation and collapse works. This ongoing project will make the Agora

archaeological excavation site and its surroundings a more liveable and healthy region in the urban life.

CITY / NATIONAL NETWORK: IZMIR

ABSTRACT NUMBER: 012

TITLE: KADIFEKALE URBAN RENEWAL PROJECT

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: VULNERABLE AREAS, HOUSING, ECONOMIC DEVELOPMENT

Abstract

The Kadifekale Urban Renewal Project is a crucial intervention with regard to measures for disasters, which is supposed to promote sustainable urban and healthy life.

To create healthy living circumstances in the slum areas, the Metropolitan Municipality has determined 15 areas as central city urban renewal and rehabilitation programme areas on the basis of a 1:25 000 scale Izmir Urban Area Master Plan. In this sense, geologically vulnerable areas are given priority as they already seem to bode a threat of loss of life and property.

The first of these areas is Kadifekale Landslide Site, which accommodates almost 20 000 residents. This area, referred as a high-exposure zone for natural disasters based on the decision of the Ministerial Cabinet, is being expropriated by providing alternative settlements by the Metropolitan Municipality. In this process, a protocol has been signed on the Kadifekale Urban Renewal Project between Turkish Republic Mass Housing Administration, the Metropolitan Municipality of Izmir and the Municipality of Konak. The project will continue between 2006 and 2017 and aims at securing the residents in the landslide area, refining the slums, providing modern housing to citizens and building recreation areas to alter regions in which construction is prohibited.

Providing repayment for 15 years to the residents of the area, 1094 houses are assigned to the right holders in Uzundere. In the project area, 1968 buildings have been classified to be refined and demolished. A recreation area project of nearly 42 hectares is being carried out in the region.

As a project that achieved its aim in terms of having been put into effect before a disaster, the Kadifekale Urban Renewal Project has been a project that values human life but not economic profit. The rehabilitated urban area will gain a new identity for those who live under the threat of disaster, and these people will be provided with the social requirements that will enable them to live in healthy circumstances. Meanwhile, Izmir will have an extra recreational area of 42 hectares. Beyond that, the historical value of Kadifekale will be revealed and it will thus become a tourist attraction.

CITY / NATIONAL NETWORK: KADIKOY

ABSTRACT NUMBER: 60

TITLE: MANAGING WASTE PRODUCED BY ELECTRIC AND ELECTRONIC EQUIPMENT

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - ENVIRONMENT - WASTE MANAGEMENT

TAGS: TECHNOLOGY, RECYCLING, SUSTAINABLE AND HEALTHY ENVIRONMENT

Abstract

Electronic waste, massive and increasing annually, contains hazardous materials, causing environmental and health problems. The project was developed to reduce the volume of electronic waste by repairing and reusing electric and electronic equipment, recycling the remaining parts, disposing of toxic waste safely and increasing public awareness on electronic waste. The waste from computer equipment was targeted, but general issues related to electronic waste were handled for sustainable development and environmental protection.

The main partners of the project were the Municipalities of Kadiköy and Torsby (Sweden), and the main implementing partners were: the Union of Chambers and Commodity Exchanges of Turkey, Turkish Employers' Association of Metal Industries, Junior Chamber International – Istanbul University, Maltepe University and Bogaziçi University, EXITCOM and DOGA Recycling Companies, Company Environmental Protection and Greening Institution for Turkey and the Voluntary Association for the City of Kadiköy. Target groups were: private firms, electric and electronic equipment producers and consumers, sanitation staff of other municipalities and nongovernmental organizations.

The overall objectives are to increase public awareness on issues related to electronic waste, to reduce the volume of waste produced by electric and electronic equipment and to prolong the life cycles of electric and electronic equipment. The following activities have been carried out.

- A fully equipped workshop and a separate electronic waste collection and handling system were established.
- A city-wide public awareness campaign was launched via news bulletins, radio and television, publications, brochures, billboards, newsletters and the project web site.
- Seven training seminars and a final conference were held for target groups.
- A total of 361 computers were repaired from waste computer equipment and were donated to primary schools in poorer regions of the country.
- A total of 6772 units of electronic waste were collected, and 42 tonnes of electronic waste were sent to recycling companies.
- Public awareness was raised on the problems and possible solutions.
- There has been very little awareness and sensitization available on the issue of electronic waste.
- There is no legislation on electronic waste in Turkey, which is a problem for the management of electronic waste.

- Collecting electronic waste from households is not easy because they think that the equipment is valuable although it cannot be repaired or reused.
- All electronic waste is collected at the source, which costs too much for the Municipality.
- A protocol was signed with the neighbouring Municipality of Maltepe on managing electronic waste.
- The Municipality of Kadiköy ensured institutional sustainability.
- A database has been created for information pertaining to electronic waste that will help for monitoring and reporting purposes.

CITY / NATIONAL NETWORK: KLAIPEDA

ABSTRACT NUMBER: 004

TITLE: KLAIPEDA AS A HEALTHY PLACE: FIRST EXPERIENCE AND SHORT-TERM PLANS – STRUCTURAL CHANGES IN THE MUNICIPALITY OF KLAIPEDA

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: CYCLING, SPORT, PHYSICAL ACTIVITY

Abstract

Three years ago our city became a full member of the WHO European Healthy Cities Network. Political support of the City Council and the Mayor enabled the start of internal reorganization: first, to focus urban planning based on healthy city criteria; second, to reorganize the activities of the sports department and make it responsible for the physical activity of the urban population. Thus far the department has only organized events and distributed financial resources among professional teams. In June 2013, the reorganization is about to be completed, and attempts will be made to increase the proportion of the population that is physically active from 6% in 2012 to 8–10% in 2013. This can be achieved, as this year still new specialized bike tracks will be built and construction of a new swimming pool will start.

Structural reform also aims at reorganizing urban planning in accordance with the requirements for a healthy city. In 2012, architects from England visited Klaipėda, met urban planning experts at the Municipality and shared their experience with them. There was a separate section at the 2012 International Healthy Cities Conference, dedicated to the 760th anniversary of Klaipėda. The section was guided by colleagues from England and Lithuania. Special reports about ecology and urban projects attracted the attention of many local companies, institutions and specialists. In 2013, attempts are made to develop regulations for urban planning in accordance with the criteria for healthy cities.

While briefly reciting achievements, it is to be noted that the concept and priority of healthy city was included in a new strategic development plan for the period of 2014–2020. Another thing to be mentioned is a broad discussion about health-related priorities and their implementation in urban policy. Having a healthy city became well reputed and attractive to most of the urban population.

CITY/NATIONAL NETWORK: KUOPIO

ABSTRACT NO: 043

CONFERENCE: ATHENS 2014

**TITLE: MEASURES TO REDUCE CARBON DIOXIDE EMISSIONS IN KUOPIO:
EFFECT ON EMISSIONS AND ON HEALTH**

CATEGORIES: ENVIRONMENT-POLLUTION

The City of Kuopio was a partner in a European Union project called URGENCHE (Urban Reduction of Greenhouse Gas Emissions in China and Europe). The main goal was to assess how actual city level measures to reduce greenhouse-gas emissions affect carbon dioxide (CO₂) emissions and the health of the local population. In Kuopio, these measures are aiming to reduce 40% of Kuopio's greenhouse-gas emissions between 1990 and 2020, as the City has agreed in its climate strategy for 2009–2020.

The assessment was based on a comparison of the 2010 baseline scenario describing the current situation with a 2020 CO₂ intervention scenario describing the effect of the selected measures. Assessed measures in Kuopio were: 1) increased use of biofuels in the local combined heat and power plant, 2) increased use of biofuels in motor vehicles, 3) better insulation of houses and 4) increased use of small-scale combustion of wood for residential heating. Health impact assessment was based on calculation of burden of disease expressed as disability-adjusted life-years (DALY).

The maximum achieved reduction of CO₂ emissions from the assessed sources was 55% (from 722 kt to 328 kt), mainly caused by increased use of biomass in the combined heat and power plant. Even though total emissions of particular matter with an aerodynamic diameter of less than 2.5 µm (PM_{2.5}) from local sources decreased 66% (without increased use of small-scale combustion of wood), the total average annual concentration of particulate matter decreased only 0.32 µg/m³ (from 6.86 µg/m³ to 6.54 µg/m³). This decrease means a health benefit of 59 DALY per 100 000 inhabitants.

The assessed measures clearly affect CO₂ emissions in the Kuopio area but only produce a minor change in the health effects of the assessed sources. Increased use of small-scale combustion of wood cannot be recommended, because it increases PM_{2.5} emissions with slight negative health effects.

Increased use of biomass in the local combined heat and power plant is recommended to reduce CO₂ emissions. Kuopio might reach its goal to reduce total greenhouse-gas emissions by 40% already in 2014.

CITY / NATIONAL NETWORK: KUOPIO

ABSTRACT NUMBER: 099

TITLE: THE KUOPIO CITY CENTRE – A PEDESTRIAN-FRIENDLY DISTRICT WITH 13 000 RESIDENTS

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT - INFRASTRUCTURE PLANNING

TAGS: ACTIVE TRAVEL, WALKING AND RUNNING, CYCLING

Abstract

Kuopio is a city of 97 000 residents. The main strategy of healthy urban development is to promote the renovation and growth of the urban fabric of the walking and transit city zones. The strategy is based on the Finger Model of the Master Plan, which has been in use since 1993.

The city centre and the walking city zone can be a good place for healthy living for the residents who want or need to travel by means of walking, cycling and public transport. The centre of Kuopio has good potential for renewal and new housing, which can turn the whole centre into a pleasant pedestrian-friendly city.

The renovation process has been implementing the goals of a healthy city. It has included several projects of walking city-oriented housing for 3000 residents, new green spaces and renovation of the street network, road traffic systems and parking requirements. Extensions and renewals of the pedestrian-friendly centre are under construction and will be completed in 2013.

The centre has become a pedestrian-friendly city. Instead of declining area of 9000 inhabitants it is now a popular growing district with 13 000 residents. Old narrow streets have been turned into a network of pedestrian alleys with a total length of 10 km. Other streets have been freed from the excessive through traffic, and one-way streets have been returned to a two-way traffic system. The new pedestrian-friendly centre has a good level of services and good accessibility by all modes of transport, even by car, because of underground parking facilities for 3000 cars.

The pedestrian-friendly city centre of Kuopio is a result of a long process. It has gained increasing popularity and demand as an area of sustainable and healthy urban life. Positive attitudes form a good basis for new innovations and renovations.

City/National Network: La Rochelle

Abstract No: 153

Title: Air quality and health promotion: experience in La Rochelle

Conference: Athens 2014

La Rochelle, with a population of 75 000 and a member of the French Healthy Cities Network since 2004, is best known as a popular tourist city. However, it also has an industrial zone and a large harbour with petrochemical product storage and chemical industries.

In the district of La Pallice, characterized by poor social and health indicators and located close to the industrial sector, air pollution and industrial accident risks create worry among local residents. This is one of the conclusions of a participatory health diagnosis conducted in 2009 by the La Rochelle Public Health and Environment Department, within the framework of urban policy. Further, complaints regarding dust and unpleasant smells are regularly sent to the Mayor.

Because of the lack of information from local government and harbour and industrial authorities, worry is increasing among people, who over- or underestimate risks. Thus, confidence in decision-makers is decreasing.

To address this public health issue, the La Rochelle Public Health and Environment Department proposed to implement a health promotion strategy based on involving local authorities, administrations, community leaders and industrial representatives. Through a specific committee, it has been decided, first, to measure knowledge and attitudes regarding air pollution through a qualitative survey, including more than 400 people living in La Pallice. Then, communication about air pollutants was decided and conducted with community leaders. Also during six months, a large quantitative campaign was put into operation measuring suspended particulate matter and volatile organic compounds in sectors of the district.

To reinforce community involvement in this assessment, an air quality observatory was set up, based on diary observation of dust and odours by 56 representative and voluntary local people. The data collected contributed to defining a specific discomfort scale.

Beyond the satisfactory results of this observatory, which reassured people, this programme contributed to reducing social, health and environmental inequities, to promoting respectful debate on polemical topics and to strengthening awareness on health promotion among local actors.

Nevertheless, new industrial projects contribute to increasing again the issues related to technological risks and to reinforce local environmental protection organizations. The next challenge is to integrate a healthy and sustainable vision in wider local policies and urban design.

CITY / NATIONAL NETWORK: LJUBLJANA

ABSTRACT NUMBER: 37

TITLE: BRIDGING THE BARRIERS – THE CASE OF THE CITY OF LJUBLJANA

CONFERENCE: 2012 ST PETERSBURG

**CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT -
INFRASTRUCTURE PLANNING**

TAGS: ADAPTATION, SENSORY IMPAIRMENT, PEOPLE WITH DISABILITIES

Abstract

The City of Ljubljana actively follows the principles of equality, inclusion and accessibility, which are reflected in our policies on people with physical and sensory impairments, who receive considerable attention and funds. One of the aspects that is particularly emphasized is systematically removing barriers and avoiding creating new ones. This has been one of Ljubljana's guidelines for more than 20 years and is controlled by the Council for Elimination of Architectural and Communication Barriers, the mayoral advisory body especially designated to deal with issues of the kind.

Bridging the issue of barriers in Ljubljana represents an active and continual process of responding to the needs of people with physical and sensory impairments to create an inclusive society, but it also has its formal grounding. It shows our commitment to the United Nations Convention on the Rights of Persons with Disabilities and the European Union Disability Strategy 2010–2020, which are reflected in Slovenia's national legislation and in our National Action Plan for the Disabled 2007–2013, which we attempt to actively follow. Moreover, the City of Ljubljana also follows its own action plan, which was adopted by the City Council. The first one was formulated in 2008 for the period 2008–2010, and we are now following the second one for 2011–2012.

We would like to provide an overall presentation of approaches used in dealing with the issue of accessibility for people with physical and sensory impairments in Ljubljana, which we would illustrate by describing our solutions and with appropriate photo materials.

We would like to argue that our continual process of bridging the issue of barriers represents a successful strategic, systematic and intersectoral approach that can be applied elsewhere in an attempt to create an inclusive environment in which people with physical and sensory impairments can participate on an equal basis. Besides the everyday awarding recognition from the target group itself, our attempts at finding solutions to this issue have also been recognized professionally, receiving the Municipality Tailor-made for People with Disabilities charter in 2009 and by being chosen among the eight exemplary models (of 114 entries) in the context of the Access City Award 2012 awarded by the European Commission.

CITY / NATIONAL NETWORK: LJUBLJANA

ABSTRACT NUMBER: 16

TITLE: MEASURES TO REDUCE AIR POLLUTION PROBLEMS IN LJUBLJANA

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - CLIMATE CHANGE AND HEALTH - POLLUTION

Abstract

In 2004, the City of Ljubljana prepared an environmental and health risk assessment due to groundwater and air pollution in Ljubljana. This stated that groundwater pollution poses no significant risk for the population but indicated that air pollution caused by traffic may cause serious health problems.

These results were used as the basis for preparing an environmental protection programme identifying four strategic goals as the most urgent to be reached and the measures within realized. Both are related to urban air pollution. The first strategic goal is establishing a system of sustainable mobility, and the second is ensuring energy efficiency and increasing the use of renewable resources.

The presentation focuses on the measures that are planned and/or already realized within the first strategic goal. The area presented has environmental, health and social problems.

Ljubljana is a crossroads of European, state and regional roadways and is therefore highly exposed to vehicular air pollution. In the past, the main problem concerning air pollution from coal-fired thermal power plants was successfully solved. Nowadays we face the problem of air pollution due to the heavy car traffic passing through the city. Will we be able to solve this problem as well and how? We already face the effects of air pollution on health and we are obliged to act. Unfortunately, due to the specific geographical conditions, this will not be easy. Some of the measures have already greatly affected social issues.

CITY / NATIONAL NETWORK: LODZ

ABSTRACT NUMBER: 009

TITLE: GREEN RING OF TRADITION AND CULTURE

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: ARTS AND CULTURE, PHYSICAL ACTIVITY, PARKS AND GREEN SPACES

Abstract

The Green Ring of Tradition and Culture is the theme of the local action plan developed within the URBACT II Building Healthy Communities Thematic Network, consisting of 10 cities from 7 European Union countries. To create better opportunities for the city residents to lead active lives and improve their health and quality of life, two city departments, the Public Health Department and the Department of Urban Planning, decided to bring back to life the idea of the Green Ring of Tradition and Culture, a belt of green spaces around the urbanized city

centre with objects of historical and cultural interest. In an attempt to incorporate health aspects into urban planning, both departments in cooperation with the local support group have worked out a plan of reviving and promoting the Ring.

Problems identified in Łódź: poor condition of urban green spaces, including the Green Ring, low levels of physical activity of the residents and poor identification of the residents with the city. The local action plan addresses these problems by proposing work on several levels: promotion and education, regenerating the infrastructure of the Ring and creating a strategic basis for its development.

Action implemented includes:

- education on the Ring: guided tours in the Ring for groups of residents and lessons on the Green Ring in health-promoting schools;
- physical activity for the residents in the area of the Ring: Nordic walking and walking tours and picnic in the green areas of the Ring, an open health-promoting event; and
- production of promotion materials: eco-bags, a 2010 calendar showing the most interesting parts of the Ring, T-shirts and a tourist guide.

The action proposed in the local action plan will improve the quality of public spaces in the city and create new opportunities for residents to spend spare time in an active and interesting way. This will contribute to their better health and strengthen their satisfaction with city environment. Regeneration and development of the Green Ring will bring about gains in health and the sense of well-being of residents.

Hellenic

CITY / NATIONAL NETWORK: AMAROOUSSION

ABSTRACT NUMBER: 137

TITLE: THE BIOCLIMATIC REGENERATION OF THE HISTORIC CENTRE OF THE MUNICIPALITY OF AMAROOUSSION

CONFERENCE: 2014 ATHENS

CATEGORY: CLIMATE CHANGE-HEALTH IMPACT

The historical centre of the city of Amarooussion was no longer attractive to its citizens, especially in summer, due to the high temperatures developed during the day. In accordance with the most important stakeholders (such as the association of retailers in the city), a dialogue started to identify the problems of the historical centre of Amarooussion. To determine the extent of the problem, the municipal administration ordered an assessment of the urban microclimate. The study suggested proceeding to a bioclimatic improvement of the historical centre to mitigate these negative effects.

The bioclimatic planning of urban public spaces can support a habitat network, encouraging the connectivity of the human-made environments with the surrounding natural ecosystems. Establishing new green spaces, protecting the existing green spaces and connecting all these places with a net of pedestrian streets provide a city with an upgraded urban environment. This means reducing the ambient and surface

temperature during the summer, improving thermal comfort and reducing the concentration of airborne particles.

The bioclimatic regeneration of our historical city centre will also contribute to: upgrading and highlighting the local traditional commercial market; attracting more people and boosting the commercial area of the historic centre; revitalizing the area financially; increasing the local employment, especially in this period of economic crisis; and using landmarks to revive the city's character.

The municipality submitted a proposal for an open call by the Attica Regional Authority, concerning interventions in the urban fabric inside the Athens urban agglomeration. Our proposal about the bioclimatic regeneration of the city centre was awarded and secured adequate funding.

The central idea of the architects and planners was to create paths in the pedestrian streets connected with the four elements of nature: earth, water, air and sun. Each of the pedestrian streets will have an orientation in one of the four elements and will be a street of air, street of water etc.

The construction of the project is ongoing. Unfortunately, it is not possible to assess the effects of the project right now. Without doubt, it will regenerate the historical centre of Amaroussion and improve the quality of life of inhabitants. The first impressions are more than encouraging.

The use of outdoor public space is important for human health and key to healthy planning and urban design strategies focused on integrating physical activity, social interaction and connections with nature back into urban lifestyles. Climatic conditions, in particular heat, have fundamental effects on human health and behaviour, influencing the use of outdoor public spaces, such as parks, streets and squares.

Climate change adaptation strategies identify the health effects of heat as a significant issue, specifying planning and design measures to minimize effects and manage the associated risk. Cross-disciplinary partnerships are essential to healthy planning policies. Public consultation is very important for the project's success. Strategic planning is also very essential.

CITY/NATIONAL NETWORK: FILOTHEI-PSYCHIKO

ABSTRACT NO: 137

TITLE:FILOTHEI-PSYCHIKO: A CHILD-FRIENDLY CITY

CONFERENCE:ATHENS 2014

CATEGORY: HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

Filothei-Psychiko has many large school complexes, with students from a vast area, and every winter the population of the community increases by about 50%. The city is a green, affluent and strictly residential suburb of Athens, with many squares, parks and public and green spaces suitable for ensuring *children's well-being*.

The decisions made by the city take into account the unique perspective of children. The children's needs in decision-making processes make them partners in the city's governance system.

The early years of human beings are important in constructing the basis of health, values and attitudes that will guide people for the rest of their lives. The aim is to help young children stay safe, be healthy, enjoy and achieve and make a positive contribution to society.

We established many safe day nurseries that offer a high standard of service, at reasonable cost, including healthy meals, for *children (until 5 years old)*, who represent a *high percentage relative to the city population*. Fees have been reduced, such as day nursery fees, participation fees in all educational and entertainment programmes according to the family's *socioeconomic* status, creating equal opportunities for children to participate.

Diverse programmes have been organized that provide *education through entertainment* and help children to promote a healthy individual, such as art, music, dance, sports, summer camps, physical activities and recycling, cultural and social. Children's rights to play have been in focus through recreational activities, green spaces, traffic control, road security, *modern and safe playgrounds giving more attention* on their improvement, renovation and maintenance.

Health care has been provided free of charge to children of diverse cultural and socioeconomic backgrounds through the municipal medical centres (based on volunteerism of more than 70 doctors in various medical specialties) and the special health card.

The achievements have included increased participation levels in the educational programmes and promoted positive messages of health, sport and physical activity. Further, *parents are provided the opportunity to continue to work if they wish*, knowing their children are safely cared for by qualified professionals. The quality of childcare has improved for the city's families, creating exciting social, play and learning experiences.

High-quality services for children and young people directly affects improved outcomes and better life chances for children. A child-friendly city aims to guarantee the best possible start in life and should be supported throughout children's early years to fulfil their potential.

Future aims include establishing more day nurseries, increasing the range of services, designing, implementing and promoting family-friendly policies, including more affordable, accessible and high-quality care services for children, even weekends, and giving more emphasis to intergenerational activities, encouraging children to learn from adult's wisdom and experience, take and give *love and affection*.

CITY/NATIONAL NETWORK: MALMÖ

ABSTRACT NO: 114

TITLE: URBAN PATHWAY – CONNECTING PEOPLE AND DISTRICTS

CONFERENCE:ATHENS 2014

CATEGORY: HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

A socioeconomically weak residential area connects with the city centre and creates awareness, participation and a sense of ownership among the people affected by the changes.

Geographical distances are not long in Malmö, and you can reach the whole city by bike without problem. The mental and social distance, however, is sometimes long. Our football hero Zlatan Ibrahimović grew up in the current neighbourhood (Rosengård). He says in his autobiography, “I was seventeen when I first got to the city, and I didn’t understand a thing.” The distance he mentions is less than two kilometres! No citizen should be unaware of the opportunities such a city as Malmö can offer. In the process with the Commission for a Socially Sustainable Malmö, part of the problem was defined as neighbourhoods with isolated normalities not included in the rest of the city.

In recent years, the City, nonprofit housing associations and citizens have worked with different measures and tools to shorten the mental distance, both between people and districts. It started along an already existing pathway when the nonprofit housing association added shops facing the path on the back of their houses. Only entrepreneurs living in Rosengård were allowed to rent the new shops. Other activities have followed; a square in front of the shops designed together with citizens, an outdoor meeting place designed by girls in the neighbourhood, a name competition, a lot of pink urban furniture following the path to the city and a lot more. Through big and small steps along the pathway, it has turned from a rather dull path to an attractive urban pathway with activities along the way. Participatory processes have been involved in every step, and the results have been celebrated somewhere along the path. Now people gather in places and walk along the path. A local train is planned to make a stop when it crosses the path at a new station.

The efforts to raise the status of both the pathway and the neighbourhood have led to increased interest among investors and builders. New establishments for houses and shops are planned along the path. Rosengård is seen as a possible place to exploit. Citizens are proud of the changes. Girls have grown in decision-making. The future looks bright!

CITY / NATIONAL NETWORK:MODENA

ABSTRACT NUMBER: 48

TITLE: ECOLOGICAL SUNDAYS: NO CARS AND LOTS OF HEALTH

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - ENVIRONMENT - POLLUTION

TAGS: PHYSICAL ACTIVITY, ACTIVE TRAVEL

Abstract

The air quality data collected by the air pollution monitoring stations in Modena constantly highlight critical issues with regard to the concentrations of nitrogen dioxide and particulate matter. This situation applies throughout the Emilia Romagna region, so it is necessary to adopt at the regional level several structural measures, mitigation of pollution and promotion of sustainable mobility.

The latter include ecological Sunday initiatives that aim, by restricting private mobility and organizing aggregation and health promotion events, to raise awareness on the issues of a sustainable city, environmental education and healthy lifestyles.

On the first Sunday of the month from October 2012 to April 2013, vehicular traffic in the city of Modena has been restricted. In the restricted area (almost 11 km²) many initiatives have been organized, such as: electric vehicle expositions, open markets, animations for children of every age, games about sustainability and ecological matters, physical and sports activities, open laboratories for healthy food, bicycle races, information points on conservation of energy and other resources and music concerts. During the last Sunday (7 April 2013), the whole city was closed to non-electric vehicles and there were even more initiatives. More than 2000 people participate every Sunday, making the city lively and the streets full, without any noise of cars and other motor vehicles.

In organizing these activities, we have integrated the concept of environmental respect and of health, which are strictly connected, showing in a practical way what this means in a healthy setting. Under this philosophy, we have involved many partners: different sectors of the municipality, public health services, many associations dealing with all themes (environment, health, children, road safety, mothers, charities, sports and so on), private partners (who have given financial contributions but most of all have participated with their own activities) and so on. We have created, through this project, a real network promoting well-being.

Only by restricting motor vehicle traffic is it possible to recover the spaces of the city, giving back them to the citizens' disposal for activities: this means rediscovering the city and really understanding the importance of walking and cycling, living in a sustainable way. The experience of the ecological Sundays is increasing people's interest in creating pedestrian zones in the city.

CITY / NATIONAL NETWORK: NEWCASTLE UPON TYNE

ABSTRACT NUMBER: 061

TITLE: GETTING OUT AND ABOUT EASILY: DEVELOPING A MOVEMENT AND ACCESS PLAN FOR NEWCASTLE

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT - INFRASTRUCTURE PLANNING

TAGS: ACTIVE TRAVEL, CROSS SECTORAL APPROACHES, VULNERABLE GROUPS

Abstract

Getting out and about is important for various areas of well-being. Being able to get out and about to meet others and use leisure and cultural facilities is an important part of social well-being and being included in society. Active travel offsets the problems caused by sedentary lifestyles and promotes both physical and emotional well-being. Good transport infrastructure also supports the local economy and is good for the environment; reducing car use improves air quality and mitigates climate change.

In 2010, Newcastle City Council decided to develop a Movement and Access Plan for the city. This offered our first opportunity for transport planners, people representing vulnerable people and health policy staff to work together to ensure that health and health equity are at the heart of planning for transport and the physical environment. We agreed that the best way of moving forward was to hold an event that would bring people from different backgrounds together to share ideas and learn from each other. An event team worked for five months to prepare for the event. This included gathering existing research data about travel in the city and inviting and supporting a wide range of community groups to prepare posters about their experiences of travel.

The day itself was attended by around 90 people, including members of the Youth Parliament, the Elders Council and members of various groups of people with disabilities. People worked in facilitated discussion groups, each focusing on different means of getting out and about. People reviewed the research data and poster prepared by community groups and then talked about the ideas they had to improve getting out and about.

The Movement and Access Plan has not yet been written, but the learning from the event is already changing practice among those involved in transport and urban planning. For example, new way-finder signposts will be tested for their accessibility, and community groups are involved in developing local bids for sustainable travel development grants.

CITY / NATIONAL NETWORK: OSTFOLD COUNTY

ABSTRACT NUMBER:074

TITLE: THE HEPRO SURVEY OF SOCIAL INEQUALITY IN HEALTH AND WELL-BEING – A BASIS FOR DEVELOPING PREVENTIVE POLICIES AND INTERVENTIONS

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: NETWORKS, HEALTH AND WELLBEING INDICATORS, POLICY MAKING, HEALTHY PLANNING

Abstract

The main aim of the project was to develop and support healthy urban planning in cities and municipalities that are members of national Healthy Cities networks in six countries in the Baltic region: Denmark, Estonia, Latvia, Lithuania, Norway and Poland. In the local community, many sectors and administrative branches are responsible for policies and planning that can potentially counteract the unequal distribution of health and well-being. Transparency of the multitude of factors causing this inequality in health is essential for effective policy-making and planning. The project involved 32 partners. Østfold County Council, a member of the WHO European Healthy Cities Network, was the project lead partner. The project was partly financed by the European Union through the Baltic Sea region Interreg IIIB programme. The national Healthy Cities networks in the Baltic Sea region initiated the project, and the WHO Centre for Urban Health gave professional support and advice to the project.

Representatives from all the partners were involved in developing the survey and using and implementing the results. Together with input from these practitioners, the development of the questionnaire was driven by a theoretical and conceptual rationale and model consisting of 10 major elements influencing health and well-being and its social distribution – the HEPRO survey model. Data from 33 000 people in 27 cities and municipalities were collected in October and November 2006. The first results were disseminated to partners in December 2006. During 2007, all the partners were producing local reports and results to be disseminated for local planning and policy-making.

It is a general finding that various aspects of health (perceived health, diagnosed ill health and consequences of ill health) are socially unequally distributed in all the countries. But the countries differ significantly regarding age-related changes in health and well-being. In the eastern Baltic countries (Estonia, Latvia, Lithuania and Poland), the age-related gradient in long-standing disability is much steeper than in Denmark and Norway. Regarding the determinants of health, almost the same social gradients are found in the countries; for example, aspects of social capital (trust) show a social gradient, with the groups with less education reporting lower social capital and trust and with the countries differing significantly. The traditional individual risk factors such as smoking display the same social gradient. The health-related risks of social exclusion or labour market marginalization differ significantly: poor health is a much more important risk factor for social exclusion in the eastern Baltic countries than in Denmark and Norway. Nevertheless, the socioeconomically related risk of health-related exclusion is the same in all countries.

The participating municipalities and countries were strikingly similar regarding social differences in health and well-being and their determinants and consequences. The social class differences indicate the potential for change and improvement in health and well-being. The differences between the cities and communities within each country provide important input in policy-making and target-setting, as the differences indicate the potential for change in the short term, since the contextual situation will be more or less the same. The intercountry differences indicate the potential for change in a longer perspective and indicate potential solutions to health differentials at a macro or structural level. The results emphasize the value of using international and intercountry comparisons in monitoring and analysis of the social distribution and causes of health problems

CITY / NATIONAL NETWORK: PARNU

ABSTRACT NUMBER:015

TITLE: RESTORING AND ENSURING PUBLIC ACCESS TO AN URBAN COASTAL MEADOW COMPLEX IN PÄRNU

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: ENVIRONMENT, PUBLIC SPACE, PARKS AND GREEN SPACES

Abstract

Pärnu is a green town with 43 000 inhabitants. It is a very popular tourism destination in the summer, also known as Estonia's summer capital. Each year an estimated half a million tourists visit Pärnu, mostly visiting in summer because of the beach. Because of lack of funds, coastal meadow management in the neighbourhood of such a highly visited beach is a challenge that had not been tackled so far. The Pärnu coastal meadow complex, despite being located inside urban environment, is itself spread over more than 250 ha. The coastal meadows are hard to reach because of the reed overgrowth after the grazing stopped there in the 1970s and 1980s.

Both poor management and changes in the water situation caused the decline of protected plant species and the loss of interest of local inhabitants and tourists in visiting the coastal meadow habitat complex.

A five-year project, URBANCOWS, was established to solve the problems. The aim of the project is to establish the necessary infrastructure (steady fences, shelters etc.) for grazing in the urban environment and prepare the area for future management, by restoring the habitat complex of coastal meadow and lagoons. It is planned to set up information boards for all the accesses describing the nature values and to develop a special nature trail (3 km) connecting existing trails with a boardwalk and establishing an observation platform and information panels.

Establishing visitor infrastructure (trails, observation platforms etc.) is foreseen to open the nature values for visitors. This allows us to educate the local community and visitors about the coastal meadow habitat and opens up new trails where people can involve themselves in an active lifestyle and get positive health effects.

The duration of URBANCOWS is from 2012 to 2016. The coordinating beneficiary of the project is the Environmental Board, and the associated beneficiaries are the Pärnu Town Government and University of Tartu Pärnu College. The project is carried out with the contribution of the LIFE Programme of the European Union. The Environmental Investment Centre is co-funding the project.

CITY / NATIONAL NETWORK: PARNU

ABSTRACT NUMBER:112

TITLE: ACTIVE PLACES IN PÄRNU

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

Abstract

Pärnu is a famous sea resort located in south-western Estonia. Pärnu is a city with warm seawater, a sandy coast, picturesque landscapes, unique parks and a multitude of entertainment opportunities. The history books mention the City of Pärnu for the first time in 1251.

In the context of the WHO European Healthy Cities Network, Pärnu is a small city with 43 000 people. But the city has many green spaces and recreational areas where citizens can spend their free time and be active in fresh air.

Pärnu renovated two large parks and recreation areas to make these areas active for people. The areas are Rannapark (the Beach Park, 9.6 ha) and Vallikäär (22.3 ha). These were already very famous places in Pärnu 50 years ago, but emerged from the Soviet era in poor condition. The Pärnu City Government decided to renovate the parks 10 years ago but did not yet have the money.

These two projects got money from European Union funds. The members of the project teams were the city architect, planners, designers, representatives of people with disabilities, building experts etc. – many different experts.

Rannapark is situated near the beach and Vallikäär in the centre of the city. Those areas are part of the old town, and the Pärnu City Government had to get agreement from many organizations and also people living in those areas. The project period for Rannapark was 2008–2010 and Vallikäär 2007–2011 (March). These projects were among the most important things in the city plan for years.

Lessons learned include:

- cooperation with different organizations: how to make interest groups together work and EU funds;
- how to get money for such large projects: €1.3 million for Rannapark and €4.8 million for Vallikäär; and
- how to make these areas of the city more attractive as the public area for everyone: cycling, Nordic walking, concert places etc.

Pärnu is a city with many parks and green spaces, and this helps us to promote healthy living and to be more active.

CITY/NATIONAL NETWORK:PRESTON

ABSTRACT NO: 056

TITLE: HEALTHY STREETS: A PRACTICE-BASED CASE STUDY

CONFERENCE: ATHENS 2015

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

Healthy Streets was developed to enhance the benefits of introducing 20 miles/hour speed limits in residential areas around Lancashire, through promoting active travel in local communities and making better use of local environments. Healthy Streets builds on what a community does best.

With speed limits being reduced throughout Lancashire's residential areas, an opportunity arose for local people to feel safer walking, cycling and exploring these areas.

The initiative started in 2011 and recognized the impact of encouraging people to use their local environment to improve health and well-being, especially in deprived urban areas. Areas have been selected using data including deprivation, propensity to change mode of travel, accessibility, road safety, obesity and loneliness data and links to local government priorities. Twelve neighbourhoods were identified initially, increasing to 26 in 2013. With further communities volunteering to join the network, we now have over 30 areas.

The Healthy Streets approach provides an opportunity for communities to consider where they live and work and be at the forefront of shaping their locality. They are encouraged to work alongside local partners to create surroundings in which people feel inspired and safe. Key partners include health services and voluntary and community associations. Support has been provided through Healthy Streets in the form of practical tools to help communities advance their aspirations, including action plans, frequent email updates and a newsletter showcasing community projects, available services and links to funding opportunities.

A community toolkit has also been created to assist communities getting started. It includes background information for the project, road safety information, marketing and equipment resources available and links to websites – a guide to everything Healthy Streets.

Healthy Streets is achieving a tangible increase in levels of activity, empowering communities to help themselves by using and developing skills of local volunteers. In challenging economic times, Healthy Streets maximizes the potential of partner resources towards community actions.

By combining street-based physical activity, environmental improvements, active travel and slower speeds alongside asset-based community development, it is

anticipated that a varied range of long-term health benefits can be achieved through the sustainability of Healthy Streets groups.

CITY / NATIONAL NETWORK: ROTTERDAM

ABSTRACT NUMBER: 079

TITLE: ROTTERDAM – PEOPLE MAKE THE CITY

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: COMMUNITY GROWING SCHEMES, BUILT ENVIRONMENT, HEALTHY AND SUSTAINABLE FOOD

Abstract

Rotterdam is a harbour city with lots of industry, good traffic accessibility, roads and air commerce. This weighs heavily on environmental quality. Besides reducing air quality, road traffic also contributes considerable noise pollution.

Exposure to high noise pollution levels can lead to distress, sleep disturbances, cardiovascular disease and possible reduction in learning performance. Not enough is being done to address noise pollution. Many houses along busy thoroughfares remain unused and present for the city an enormous clean-up responsibility.

The city is striving to achieve a better living environment as a whole. These improvements in the quality of life provide an attractive city, while the investment pays for itself by improving public health, increasing citizen participation and enhancing economic well-being. According to this programme, every spatial intervention should improve the quality of the living environment.

Many Rotterdam neighbourhoods are built with an eye toward high-density housing. As a result, there is not enough green space or recreational areas. The city and its departments need to address the subject of integrating green into the city environment. Public health is the motivation and the goal that binds the parties in this city-wide approach. The focus is on green in neighbourhoods and youth and green.

Rotterdam has developed several approaches to promote community participation to address these issues. We will present some practical examples on:

- working together with some help from the municipality, people can design and build their own house;
- community participation in the design of healthy neighbourhoods, including parks with restricted car access, less road traffic noise, cleaner air and more child friendly;
- crowdfunding for initiatives of residents; and
- promoting building do-it-yourself houses.

CITY / NATIONAL NETWORK: SANDNES

ABSTRACT NUMBER: 100

TITLE: SAFETY AND SECURITY WALKS IN SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

TAGS: CHILDREN, WALKING, SAFETY

CONFERENCE: 2013 IZMIR

Abstract

A safety and security walk is a structured method that involves people in the local community in investigating both the physical and social environments. The basic idea is that those who live and are active in the local community have the greatest knowledge of it and that it is important to make use of this fact. Creating a feeling of security, preventing crime and ensuring good accessibility are important perspectives to consider in this work. During a walk, people also meet, which in itself creates a sense of security and expertise.

The aims were:

- to achieve shared understanding and responsibility to prevent violence and other crime;
- to promote dialogue between actors with a role in preventing crime among young people;
- to identify the need for physical changes; and
- to contribute to increasing drug and crime prevention awareness using an intersectoral cooperation and holistic approach.

The team responsible for preventing crime among young people was responsible for coordinating the walk. This team is a formal partnership between the local police and the Municipality. The coordinator is a part of the Healthy City team. The purpose is to prevent crime among young people by intersectoral collaboration and a holistic approach.

The initiative came from a group of young people representing the Sandnes Youth Council, and schools and students were strongly involved in the work. The safety and security walk took place on 27 October during the evening and night. In 2012, a safety walk was arranged to identify physical and social elements in the city centre that could be an obstacle for a good social environment for young people. Politicians, the major, deputy major, representatives from all parts of the Municipality, the trade, housing enterprises, the night ravens (volunteer adults who patrol the city centre streets during weekend evening and nights) and the police participated in the project. In total, 39 people joined the walk. A report was made with a list of actions that could improve safety in the city centre.

Although the walks are a tool for identifying locations felt to be particularly exposed and insecure, it is also important to note the places felt to be secure and thriving. This may concern lighting, pretty greenery, well-maintained footpaths, litterbins and park benches or areas or streets that promote general well-being and safety.

A report was made with a list of actions that could improve safety in the city centre

CITY / NATIONAL NETWORK: SANDNES

ABSTRACT NUMBER: 080

TITLE: YOUNG PEOPLE PARTICIPATING IN CITY DEVELOPMENT

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PUBLIC ENGAGEMENT

TAGS: CHILDREN, YOUTH, BUILT ENVIRONMENT, ACCESSING SERVICES

Abstract

In city development planning, the city has to cooperate and prepare for real participation from citizens. In Sandnes, children and adolescents are an identified focus group for city development and deliveries of public services. The city development plan has specific goals and strategies for growing up healthy.

The city has been working to revise the city development plan during 2010. As a part of this work, we have strongly emphasized securing good and real participation from young people.

To create efficient arenas where young people could discuss and work out ideas and proposals for city development, we arranged a workshop in the science centre in Sandnes. Students from secondary schools and the Youth Council were invited to discuss and prepare proposals for Sandnes in the future. Lego blocks were used to build models to illustrate the visions. A group of employees in the city administration together with the mayor participated as a secretariat. The results from the workshop, the models and a written report comprised an exhibition for students in primary and secondary schools and for politicians and professional planners.

During the Children's City Council in November 2010, the Youth Council put forward a concrete proposal for the city development plan. This proposal has since been integrated in a separate chapter in the city development plan and is thus a part of the main policy document for Sandnes.

The project has been a successful method to lay the ground for real participation from young people in city development planning. The Sandnes Municipal Council has adopted the proposals and recognized them as an important basis for their further work to promote health for all and sustainable development in Sandnes.

The project is a milestone in better and more real participation with specific target groups and with the citizens in general and will be an example to build on for the future.

CITY / NATIONAL NETWORK: STOKE ON TRENT

ABSTRACT NUMBER:066

TITLE: DEVELOPING HEALTHY PUBLIC POLICY IN STOKE-ON-TRENT

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - REGENERATION - PUBLIC POLICY

TAGS: HEALTH IMPACT ASSESSMENT, COMMUNITY PARTICIPATION, HEALTHY PLANNING

Abstract

Stoke-on-Trent NHS, North Staffordshire Regeneration Partnership and the local authority are working together to build in and plan for sustainable health benefits in all local policy, which will support and enhance a range of lifestyles and primary prevention work in the City.

Healthy public policy is vital in reducing the social gradient in health. It offers a sustainable approach to reducing levels of chronic disease and is a cost-effective and large-scale intervention.

This innovative project is working at four levels:

- healthy local public policy: integrating the consideration of public health into all local policy and decision-making structures;
- healthy regeneration and health impact assessment: embedding health impact assessment into the master planning process of the major regeneration projects happening in the City;
- healthy urban planning: embedding WHO healthy urban planning principles into the statutory planning process within the City; and
- healthy community development: empowering and enabling local residents to directly tackle local neighbourhood environmental barriers to improving health through health-focused community development.

The achievements include:

- three health impact assessments completed;
- development of a policy watch;
- an integrated impact assessment tool to support the consideration of health and social determinants at the outset of policy-making within the City Council;
- potential development of a healthy city supplementary planning document;
- a healthy city checklist for the development management planning team;
- a guide to health-proofing master plans for planners;
- including health indicators in sustainability appraisal;
- training and awareness-raising for healthy urban planners; and
- My Health Matters: a participatory research project operating in three deprived communities in the city.

The impact includes improved understanding and communication between planners and public health teams, inclusion of urban planning priorities in sustainable community strategy (green spaces and greater involvement of local people in addressing environmental effects on health). These are the early stages of a strategic approach to healthy public policy.

CITY / NATIONAL NETWORK: SUNDERLAND

ABSTRACT NUMBER: 059

TITLE: MAPPING SUSTAINABLE COMMUNITIES

CONFERENCE: 2010 SANDNES

**CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT -
INFRASTRUCTURE PLANNING**

TAGS: MAPPING, ACTIVE TRAVEL, ACCESSING SERVICES

Abstract

The purpose of the mapping is to understand the levels of accessibility spatially across the city, reaching services either on foot or by using public transport. It will provide evidence to support key council and city-wide plans and initiatives that seek not only to improve access for all but also help to combat social exclusion, support sustainable development and a healthier city.

Most Sunderland residents do not have day-to-day access to a private car and must therefore rely on reaching services by other means. This includes people who are unable to drive, those unable to afford to own and run a car and those within car-owning households who have no regular access to car use. Services must be accessible to these people.

In terms of access, four separate sets of results have been created:

- access on foot to 10 recognized everyday facilities (local stores, formal park, play areas, post offices, dentists, doctors, chemist, ATM, primary school and library) mapped as the Walkability Index;
- access by public transport from all areas of Sunderland to either the city centre or to one of five other town centres within Sunderland (whichever is nearest);
- combining walking and public transport access data, with these results being known as sustainable neighbourhoods; and
- combining the sustainable neighbourhoods data with indices of multiple deprivation, and together they can help to define the areas of most concern: those with high deprivation and low access.

Improvements have been carried out in the last four years. These include:

- fee-free ATMs (automatic teller machines) and crucially in areas of high deprivation;
- the Play Pathfinder scheme enabling both improvement in the quality of children's play facilities and their distribution across the city;
- local supermarkets opened up; and
- reorganizing services can be beneficial, and coordinating services together may be able to attract further facilities.

There are further opportunities to improve walking access to facilities in the city. The data mapped will enable the distribution of existing services across the city to be improved and, in some cases, provision to be increased overall. For example, it may be possible to influence a more even distribution of doctors' surgeries across the city, and in areas of access deprivation, the city could upgrade some open spaces into more formal parkland.

CITY / NATIONAL NETWORK: SWEDISH NATIONAL NETWORK

ABSTRACT NUMBER: 025

TITLE: A MARMOT COMMISSION AT THE CITY LEVEL

CONFERENCE: 2012 ST PETERSBURG

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

TAGS: DETERMINANTS OF HEALTH, MAPPING, CROSS SECTORAL APPROACHES

Abstract

Differences in health among different population groups and different areas in Malmö have been observed. The quality of health, mortality rates and self-rated health varies across the city, essentially creating a situation that is considered both unethical and unjust and contradicting the city's strategic goals for a socially sustainable Malmö. Recently increased violence and threats have made the situation more acute.

The Malmö Municipal Council decided to launch a commission in May 2010, followed by the appointment of Professor Emeritus Sven-Olof Isacson to chair the commission in November 2010. The Commission for a Socially Sustainable Malmö (Malmö Commission) works independently and consists of 14 commissioners, each with specific areas of expertise within the social sciences, health economics, urban studies and the city of Malmö. The main task of the Commission is to collect evidence and, based on this, to propose strategies for reducing health inequalities and improving the long-term living conditions of the residents of Malmö.

Since the Malmö Commission is the first commission at the city level influenced by the Marmot approach to the social determinants of health and the health divide, special interest is concentrated on urban planning and design. Six of the commissioners together with urban planners comprise a group focusing on integration between residential areas and the question of how the structure of the city can influence social patterns and norms such as not graduating from school, being unemployed, living close to threats and violence etc. How can different kinds of groups meet and share each other's experience? How can residential areas become more integrated with equal opportunities? The method chosen is to map such urban amenities as grocery stores, schools, health centre, libraries, restaurants, cafés and allotments and compare the map with such parameters as mobility and barriers to determine where there is physical inequity in the city structure. The commissioners contribute with their evidence-informed reports.

Mapping the situation has made a complex situation more visual. Strategies including both new economic models and physical changes will be presented. Advantages have been the broad view of experts, the strong political support and the need for action in times of crises.

Problems with inequity concentrated in residential areas have no simple solutions. The suggested strategies have to be sharp and courageous. Collaboration between stakeholders and experts is essential in finding a sustainable way forward. Most important has been the political will to examine long-term solutions.

CITY / NATIONAL NETWORK: TRABZON

ABSTRACT NUMBER: 020

TITLE: TRABZON ZAGNOS-TABAKHANE VALLEYS CITY TRANSFORMATION PROJECT

CONFERENCE: 2012 ST PETERSBURG

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: HOUSING, ENVIRONMENT

Abstract

In collaboration with the State Housing Development Administration, we are carrying out several city transformation projects. The Zagnos and Tapakhane Valleys are in the centre of the city, have been used as trade centres for a long time and are the historical sites of the city. Both Valleys had served as the lungs of the city for centuries. We are trying to regain this specialty and give the city a chance to breathe.

Once upon a time, there were olive trees, orange trees and fresh creeks running from these Valleys. All disappeared at the threshold of the last century. Due to extensive immigration from the neighbourhood, these two Valleys had been transformed into ghetto areas and became the most disruptive areas of the city. Another side effect of these unplanned settlements was the prevention of a natural air corridor from the sea to the hills.

We are planning to reopen the creeks in the Zagnos Valley, which had been closed by concrete years ago due to disruptive smell and unhealthy conditions. The General Directorate of State Hydraulic Works is supporting the reopening of these creeks, and the unhealthy conditions have been cured.

For the continuity of cultural heritage, to carry the historical values to the future, we are cleaning and unearthing the vicinity of the inner castle. Thus, the natural beauty and historical heritage of this area will be preserved for future generations. Large part of the unplanned ghettos have been confiscated and demolished. The rest are in the process of being confiscated and demolished. Thus, the inner castle area will be cleaned and embrace its historical appearance and features.

HEALTHY CITY/NATIONAL NETWORK: UDINE

ABSTRACT NO: 116

TITLE: PLANNING URBAN ENVIRONMENTS THROUGH PARTICIPATORY PROCESSES

CONFERENCE: ATHENS 2014

CATEGORIES: HEALTHY URBAN DESIGN AND PLANNING - PLANNING

In Europe overall, car transport has increased by almost 150% since 1970; travel by public transport has increased far less, and travel by bicycle and on foot has diminished.

Walking and cycling can replace many car trips, and traffic-calming measures, infrastructure such as cycle lanes, tracks and paths and policy changes at the local level can increase pedestrian and bicycle travel. One of the main core themes in Phase V of the WHO European Healthy Cities Network is healthy urban environment and design, which also means integrating health considerations into city urban planning processes, programmes and projects and to establish the necessary capacity and political and institutional commitment to achieve this goal, by encouraging the empowerment of citizens and their participation in the decision-making processes regarding their cities.

The City of Udine has committed itself to plan and design for active and healthy living, which means: creating a comprehensive plan for cycling and walking in existing and future development; implementing traffic control measures such as severe restrictions on speed, adequately timed lights, clearly marked crossings, traffic-calming devices (such as speed bumps) and crossing guards at crucial intersections; and providing clear signs about road traffic patterns to help cyclists, pedestrians and drivers avoid injuries and learn to respect each other's routes. One of the most challenging issues has been nevertheless to plan urban design and settings according to the needs of people, making them part of the decision-making process.

To achieve the above-mentioned objective, a pilot project was carried out in a city district, by involving children in the primary school in an outdoor activity to explore and assess the accessibility and liveability of the whole surrounding area. The children were accompanied and guided through the main roads, the most significant places within the district (church, park, residential areas, etc.) and were asked to assess the beauty and safety of these places according to specific questionnaires. Moreover, they were asked to think of the same places but related to the possibilities of a person with disabilities and thus assessing their accessibility.

The final results consisted in a dual perspective on the urban environments of that district: a technical viewpoint related to urban planners and the viewpoint, everyday experience and needs on the road of children and vulnerable people. Two meetings were organized with children, one indoors in which urban planners from the Municipality explained the aim of the initiative and the other outdoor, in which a tour was organized to explore the most significant places of the city district. The children were impressed because some of them were totally unknown to them, others were really difficult to get into for a person with disabilities and some others were crowded because they were considered the safer and nicer ones. The results were collected

and analysed by the municipal staff and then the results were again presented to the scholars and teachers involved with the presence of the Mayor.

The result of this initiative, which has stimulated children's enthusiasm and reflection on urban environments, has been a project shared with young citizens and hopefully better answering their needs. This is the first part of the participatory process letting citizens express their needs and opinions on urban settings; a second part has been planned to involve also people with disabilities and older people. As a matter of fact, in that district there are the two biggest nursing centres of the city and many residential areas for people with disabilities and older people, so their viewpoint will be important in analysing and removing architectural barriers.

HEALTHY CITY/NATIONAL NETWORK: UDINE

ABSTRACT NO: 124

TITLE: POLICIES TO INCREASE ENERGY EFFICIENCY TO COMBAT CLIMATE CHANGE

CONFERENCE: ATHENS 2014

CATEGORIES: HEALTHY URBAN DESIGN AND PLANNING - PLANNING

Interest in the environmental performance of organizations is continually increasing. Operating without taking into account the environmental effects of actions becomes almost impossible for organizations and institutions. Organizations with a proactive approach to environmental challenges look for ways to continually improve their environmental performance.

Udine's energy policy is linked to the European Union's Europe 2020 strategy, which indicates some of the goals and actions municipalities have to pursue and implement to combat the current climate change. It is also following up the Covenant of Mayors. After the adoption, in 2008, of the European Union climate and energy package, the European Commission launched the Covenant of Mayors to endorse and support the efforts of local authorities in implementing sustainable energy policies. Indeed, local governments play a crucial role in mitigating the effects of climate change, all the more so when considering that 80% of energy consumption and carbon dioxide emissions are associated with urban activity.

The Municipality of Udine, in the person of the Mayor, has signed the Covenant of Mayors, voluntarily committing to using energy efficiency and renewable energy sources in its territory.

Since then, beyond energy savings, the results of the signatory action are manifold: healthier environment and quality of life; enhanced economic competitiveness and greater energy independence; and interventions to achieve high energy efficiency on dwellings and regeneration programmes.

In accordance with the Covenant of Mayors, a local sustainable action plan for energy has been drawn and is periodically updated.

By carrying out annual updates of environmental policy targets and actions to implement and evaluate them, the Municipality continually improves its environmental performance and provides evidence that it complies with all environmental legislation that is applicable to it.

Currently, more than 4500 organizations and about 7800 sites are registered with the European Eco-Management and Audit Scheme (EMAS). EMAS is a voluntary tool available for any kind of organization aiming to: improve its environmental and financial performance; and communicate its environmental achievements to stakeholders and society in general.

EMAS was useful to identify opportunities for improving the management of resources. For instance, increasing efficiency and conserving energy can reduce costs. Moreover, by assessing its operational procedures, the Municipality could also find opportunities to reduce the associated risk levels. Further, greater awareness of regulatory requirements has led to improved relations with regulators. Public lighting costs have been greatly reduced by adopting highly efficient and reliable LED lighting and voltage regulators, replacing 18 000 votive lighting spots (reducing consumption by 80%).

New pilot interventions on some public buildings, such as the town hall or a nursery, have been implemented with substantial energy savings. A district heating plant is being introduced in the public main hospital of the city.

A strong political commitment has stimulated the development of a comprehensive environmental policy, which entailed actions to comply with relevant environmental legislation, to introduce innovative high efficiency systems to dwelling, public buildings, and to achieve continual improvements in environmental performances. Much has been done also to increase community awareness of the importance of conserving energy and efficiency in energy consumption. The most important activities in this field are organizing a school laboratory called Energy at School (which is part of the health literacy strategy of the Municipality), aimed at informing children about renewable energy sources, energy transformation processes, healthy behaviour in the use of energy and so on. Public conferences are also organized for the whole community. Finally, each year an entire day is dedicated to the energy themes (Energy Day), with games, laboratories, conferences and workshops in the city centre.

CITY / NATIONAL NETWORK: UDINE

ABSTRACT NUMBER: 086

TITLE: URBAN HORTICULTURE IN UDINE

CONFERENCE: 2013 IZMIR

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PUBLIC

ENGAGEMENT

TAGS: ENGAGEMENT, PARKS AND GREEN SPACES, COMMUNITY GROWING SCHEMES

Abstract

Issues concerning environment, urban planning, education, social cohesion and culture need to be tackled through smart solutions: that is why the Municipality of Udine is working on various projects towards sustainable development and citizens' participation.

Health is about environmental, social and economical sustainability. Concrete actions have to be taken to achieve intersectoral goals, to integrate those elements together. Therefore, in 2010, citizens' request for urban vegetable gardens started an urban farming project that has become a national award-winning good practice. The project is being developed in compliance with the United Nations Agenda 21 process principles: sustainability and participation.

By now, four different areas have been designed through a participatory process, becoming green plazas for green communities. Each area provides land plots owned by the Municipality and rented by citizens to grow vegetable gardens but also offers public open spaces to promote socialization and community initiatives. Land plots are assigned to families, older people, schools and associations, to integrate all community components. Every area is run by a committee democratically chosen by assignees. Neighbours help each other, schoolchildren carry out open-air activities and associations offer educational, cultural and therapeutic activities.

The project involves the whole city as well: municipal offices publish an urban farming journal and manage public free courses about organic agriculture, healthy cooking and user-friendly public spaces. Conferences and displays deepen the cultural aspects of urban farming, in a comprehensive and systematic approach to healthy lifestyles.

The project success is still increasing: about 70 urban farmers are cultivating their plot of land, 20 associations are developing garden therapy, education and caring projects and thousands of students and citizens are attending public events, displays and courses. Several lessons have been learned thanks to citizen participation, improving the design process and promoting strategic approaches and innovative solutions. New green communities are growing in several city districts, fostering concrete outcomes such as social relations, education, environment protection and solidarity.

A new cultural trend that involves the whole city is moving towards sustainability: it is not just about urban farming; it is about awareness about the quality of life in urban areas.

CITY / NATIONAL NETWORK: UDINE

ABSTRACT NUMBER:84

TITLE:HEALTHY URBAN PLANNING: A DISTRICT ACCESSIBLE FOR ALL

CONFERENCE: 2013 IZMIR

**CATEGORY:HEALTHY URBAN ENVIRONMENTS - TRANSPORT -
INFRASTRUCTURE PLANNING**

TAGS: ACCESSIBILITY, ROAD SAFETY, OLDER PEOPLE, ACTIVE TRAVEL

Abstract

In Europe overall, car transport has increased by almost 150% since 1970; travel by public transport has increased far less, and travel by bicycle and on foot has diminished. Walking and cycling can replace many car trips, and traffic-calming measures, infrastructure such as cycle lanes, tracks and paths and policy changes at the local level can increase pedestrian and bicycle travel. One of the main core themes in Phase V of the WHO European Healthy Cities Network is healthy urban environment and design, which also means integrating health considerations into urban planning processes, programmes and projects and to establish the necessary capacity and political and institutional commitment to achieve this goal, by encouraging the empowerment of citizens and their participation in the decision-making processes regarding their cities.

The City of Udine has committed itself to plan and design for active and healthy living, which means creating a comprehensive plan for cycling and walking in existing and future development, implementing traffic control measures such as severe restrictions on speed, adequately timed lights, clearly marked crossings, traffic-calming devices (such as speed bumps) and crossing guards at crucial intersections, to provide clear signs about road traffic patterns to help cyclists, pedestrians and drivers avoid injuries and learn to respect each other's routes.

A special section called Safety Plan has been included in the Urban Traffic Plan of the Municipality, which focuses on protecting the most vulnerable population groups on the road and on reducing the road crashes involving this population by 30% after the completion of interventions. This is a long-term programme, which has been financed by the regional administration and is going to promote changes in people's behaviour and infrastructure and road safety. It comprises detailed analysis of the problems detected in the city districts, such as risk and impediment factors, structural deficiencies, dangerous crossings, the barrier effect in streets, etc. These problems were analysed technically and socially by professional staff, considering the everyday experiences on the road and of the needs perceived by older people, by disabled people and by children, teachers and parents in the primary school in the area.

Based on this process of evaluation, the architects made some proposals regarding structural interventions and safety measures (roads, crossings, cycle tracks, parking places, etc.) to allow citizens in need a better quality of life in the outdoor spaces of the city. Special attention was paid to the most vulnerable population groups in the district, meaning children on their way from home to school: interventions were carried out to make these routes safer to promote school sustainable mobility and reduce the use of private vehicles.

Older and disabled people were also considered extensively in analysing and removing architectural barriers since that district has the two largest nursing centres and many residential areas for disabled and older people. Although difficulties have sometimes arisen in involving stakeholders and in satisfying all their requests, the result has, however, been a project shared with citizens and hopefully better answering their needs; an evaluation procedure is expected after the project is realized.

CITY / NATIONAL NETWORK: UDINE

ABSTRACT NUMBER:011

TITLE: HEALTHY URBAN DESIGN: SAFETY AND SECURITY ON THE ROAD

CONFERENCE: 2010 SANDNES

**CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT -
INFRASTRUCTURE PLANNING**

TAGS: ROAD SAFETY, CHILDREN, SCHOOLS, OLDER PEOPLE, MOBILITY

Abstract

Starting again from the objectives highlighted for Phase V of the WHO European Healthy Cities Network, the City of Udine has strongly committed itself to creating an age-friendly urban environment by redesigning the urban settings to make infrastructure, buildings, roads and green spaces more accessible, to increase a sense of safety and security in neighbourhoods and to support easy mobility for everyone, specifically young and older people.

For this reason, a special section called the safety plan has been included in the Urban Transport Plan of the Municipality, which focuses on protecting vulnerable people on the road and on reducing road crashes involving this population.

One intervention is an initiative on safety measures in school areas in three municipalities of the region aiming to improve safety and security on the road, specifically near schools.

Three municipalities were chosen within the regional network of healthy cities to carry out this project at the local level according to size and past commitment to healthy urban planning and sustainable mobility. The project aimed at developing a model of analysis and applicability that can be replicated in future in all other municipalities. It comprised detailed analysis of problems detected near schools, such as risk and impediment factors, structural deficiencies, dangerous crossings and the barrier effect.

These problems were analysed technically by professional staff and socially, considering the everyday experiences on the road and the needs perceived by both children going to school and parents or relatives accompanying them (through questionnaires). Based on this process of evaluation, the architects proposed structural interventions and safety measures (roads, crossings, cycle tracks, parking places, etc.) to allow children to get to school more safely.

The interventions are being monitored to evaluate their effectiveness by means of questionnaires on the improved safety and security of the areas near the schools.

CITY / NATIONAL NETWORK: UDINE

ABSTRACT NUMBER:012

TITLE: HEALTHY URBAN PLANNING: CITIZENS PLANNING THEIR CITY

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY

TAGS: CROSS SECTORAL APPROACHES, CAPACITY BUILDING, COMMUNITY PARTICIPATION

Abstract

Healthy urban planning: citizens planning their city

One of the main core themes in Phase V of the WHO European Healthy Cities Network is healthy urban environment and design, which means integrating health considerations into city urban planning processes, programmes and projects and to establish the necessary capacity and political and institutional commitment to achieve this goal, by encouraging the empowerment of citizens and their participation in the decision-making processes regarding their cities

Based on these principles and the objectives of the Age-Friendly Cities Project, in which the City of Udine has participated, the City decided to involve the whole community in drawing up the Urban Development Plan, a tool that governs the planning and building process in the city and comprises recommendations and indications on how several areas of the city could be used or protected.

Policies related to the Urban Development Plan should:

- pursue specific objectives for urban regeneration and environmental improvement measures, including safeguarding and renovating urban areas, improving the quality of housing, giving high priority to environmental systems, land-use planning and regenerating suburban areas to promote social cohesion;
- promote quality management in the urban mobility system, including reorganizing local public transport and planning policies to improve the commercial and productive system;
- improve the provision of educational, cultural and recreational opportunities through consistent planning policies, including structural interventions for better spaces and buildings, giving high priority to museums and cultural places in the city and planning policies for school facilities; and
- disseminate policies for an integrated approach with neighbouring municipalities, including acknowledging uninterrupted natural environments, giving high priority to agricultural areas and relevant input and output and their potential use as recreational places.

The community has been involved through open public conferences in all the city districts held by Local Agenda 21 and representatives from the City Council.

This participatory and bottom-up approach has made citizens feel like real members of the community who are capable of influencing the decisions of the local government, although they were sometimes too focused on specific and narrow matters.

CITY / NATIONAL NETWORK: UDINE

ABSTRACT NUMBER: 014

TITLE: PEDIBUS: A PROGRAMME PROMOTING SUSTAINABLE SCHOOL MOBILITY

CONFERENCE: 2010 SANDNES

CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT

TAGS: ROAD SAFETY, ACTIVE TRAVEL, CHILDREN, SCHOOLS, OLDER PEOPLE

Abstract

In Europe overall, car transport has increased by almost 150% since 1970; travel by public transport has increased far less, and travel by bicycle and on foot has diminished. Growing dependence on cars is both a cause and result of suburbanization. From a public health viewpoint, these include increased air pollution, noise, traffic congestion and road injury risk, increased greenhouse-gas emissions and reduced access to pleasant green spaces. Walking and cycling can replace many car trips, and traffic-calming measures, infrastructure such as cycle lanes, tracks and paths and policy changes at the local level can increase pedestrian and bicycle travel. More people will walk and cycle if the traffic speed is reduced and convenient and safe infrastructure is built.

The City of Udine has committed itself to planning and designing for active living, including creating a comprehensive plan for cycling and walking in existing and future development, implementing traffic-control measures such as severe restrictions on speed, adequately timed lights, clearly marked crossings, traffic-calming devices (such as speed bumps) and crossing guards at crucial intersections and providing clear signs about road traffic patterns to help cyclists, pedestrians and drivers avoid injuries and learn to respect each other's routes.

In accordance with this perspective, a service called Pedibus has been developed in a city district by offering children the possibility to walk to school in the morning accompanied by volunteers recruited among parents, teachers, grandparents, retired people living in the neighbourhood and students. The service is provided during the whole school year and has involved about 100 children and 40 accompanying people in 2009/2010.

This kind of activity, besides contributing to reducing traffic congestion near schools and to regular physical exercise, fosters social cohesion, neighbourhood revitalization and an increased sense of community identity. The project has thus demonstrated that providing equitable and safe opportunities for active living may also encourage the expansion of social networks. This is especially important for members of minority ethnic, racial and religious groups and for older residents.

CITY / NATIONAL NETWORK: VILLANUEVA DE LA CAÑADA

ABSTRACT NUMBER:065

**TITLE: INFLUENCE OF URBAN PLANNING AND SOCIOECONOMIC VARIABLES ON CHILDHOOD OBESITY: PROGRAMA THAO-SALUD INFANTIL
CONFERENCE: 2010 SANDNES**

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: CHILDREN, HEALTHY DEVELOPMENT, OBESITY

Abstract

In February 2010, Villanueva de la Cañada became part of Phase V of the WHO European Healthy Cities Network. This town has also been participating since 2007 in the Thao-Salud Infantil programme for preventing childhood obesity, which is a member of the EPODE European Network, currently including 37 cities and towns in Spain. The programme is implemented at the local level with a long-term and coordinated action plan. Its objective is to prevent childhood obesity by contributing to changing behaviour related to physical activity and diet.

Villanueva de la Cañada, a town with higher economic and education levels compared to the rest of the analysed towns and an urban planning design that fulfils the qualities of a healthy city according to the WHO definition, has the lowest childhood obesity rate. The objective of this study was to explore the association of some of these healthy city qualities and economic and household education levels with the childhood obesity prevalence in 14 Thao-Salud Infantil towns.

The obesity prevalence was calculated using the body mass index of 17 088 schoolchildren according to the International Obesity Taskforce cut-off points. The economic data were collected from La Caixa Economic Yearbook and the household education level from Spain's National Statistics Institute, and each town administration reported the data to calculate the healthy city qualities. The association between variables was assessed using Spearman correlation coefficients.

The prevalence of childhood obesity is associated with the education ($r = -0.54$, $P = 0.05$) and economic ($r = -0.53$, $P = 0.06$) levels in each town and associated (but not statistically significantly) with several urban planning qualities such as green spaces with public access ($r = -0.59$, $P = 0.13$) and the number of kilometres of pedestrian streets ($r = -0.35$, $P = 0.29$).

As the Villanueva de la Cañada data suggested, in the towns analysed, higher education and economic levels and a healthy urban planning design are associated with lower childhood obesity rates.

CITY / NATIONAL NETWORK: VITORIA-GASTEIZ

ABSTRACT NUMBER:023

TITLE: HEALTH IMPACT ASSESSMENT OF AN URBAN REGENERATION PROJECT IN VITORIA-GASTEIZ, SPAIN

CONFERENCE: 2011 LIEGE

CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - PLANNING

TAGS: HEALTH IMPACT ASSESSMENT, ACTIVE TRAVEL, ECONOMIC DEVELOPMENT

Abstract

A health impact assessment study was carried out to evaluate an urban project involving building a tunnel to reroute the current railway through the city centre, reusing the released land and constructing a new transport hub.

The evaluation of this project was considered to be paramount owing to its major strategic importance to Vitoria-Gasteiz. The objective of the health impact assessment is to assess the potential positive and negative effects of the road works on citizens' health and to take the corresponding corrective and enhancing measures.

This was prospective health impact assessment. After setting up an intersectoral health impact assessment steering group made up of representatives from different council departments, the members selected the project and determined its scope, subsequently screening which vulnerable groups, determinants of health and areas of the city were to be included.

A systematic study, both for the construction phase and the final phase, was taken forward to quantify how the project affected the determinants of health and its consequent effects. The effects were ranked in order of importance and corrective measures according to their priority. The result of the health impact assessment is a report containing a description of the study of the project, the determinants of health and methods used as well as an environmental impact assessment operational public health plan with priority recommendations.

The recommendations for the construction phase refer to informing citizens about road works, reducing noise and air pollution and measures to guarantee safety and design a special mobility plan.

The recommendations for the final phase, when works have been completed, refer to traffic, new roads, new housing types in released land, equipment in new urban spaces and developing a strategic economic plan that considers the new urban layout of the city.

This health impact assessment has led to an intersectoral evaluation of the repercussions of the project on the determinants of health and its consequent effects. As a result, new proposals for improving the project will be put into place to benefit our citizens.

CITY / NATIONAL NETWORK: YALOVA
ABSTRACT NUMBER: 22
TITLE: HEALTHY URBAN PLANNING STRATEGIES OF YALOVA
CONFERENCE: 2012 ST PETERSBURG
CATEGORY: HEALTHY URBAN ENVIRONMENTS - HEALTHY URBAN DESIGN AND PLANNING - STRATEGY/POLICY
TAGS: TRAVEL PLANS, ACTIVE TRAVEL, MOBILITY, SUSTAINABLE AND HEALTHY ENVIRONMENT

Abstract

Yalova is a city that is harmonized with nature, environment and the sea. It has a great location, with its transport facilities from Yalova to the metropolitan cities of İstanbul, Bursa and Kocaeli. Yalova is far away from these metropolitan cities, almost one hour by car. These cities have a well-urbanized environment and affect the urban periphery of Yalova. Especially the Kocaeli Gulf Crossover Bridge Project will change the urban environment and city characteristics of Yalova. This great project will give us a chance to transform and plan the city.

Because Yalova has a great growing opportunity, this has to be channelled appropriately during this well-urbanized period. Urban planning process and plans should especially focus on urbanization problems, housing and industrial areas, traffic growth, migration problems, social and landscape areas, open spaces, and natural beauty. As the Municipality of Yalova, we started to design our city with comprehensive planning methods and healthy urban environment design standards that benefit children and young people, adults, older people, people with disabilities, vulnerable people and communities. We call this idea “the total planning approach for healthy urban planning”.

For this idea, as the Municipality of Yalova, we started as the first step of our vision a strategic planning process. During this process, we decided to outline the main project titles and possibilities and also budgets so that we can practise our project and investment on that vision. The city of Yalova has great potential for urban practices because of its size and population. And also, Yalova is a green city that it is surrounded with natural beauty, forests, good air and drinking-water possibilities. We added these important characteristics of our city to our projects and practices. Because of new urbanization topics as mentioned previously, the most important problems are road traffic, pedestrian walkways (designing for people with disabilities and older people) and car parking problems. We designed a transport master plan with universities that created harmony between the public sector and the university and created knowledge-sharing possibilities.

After this process, as the Municipality of Yalova, we created a huge public plan that includes large car parking areas, a new transport plan, pedestrianization projects, pedestrian walkway design (including transport possibilities for older people and people with disabilities), new public transport alternatives (including transport possibilities for older people and people with disabilities), new seashore design with a pedestrianization project, new district squares and renovation of the city square, city aesthetic designs and façade rehabilitation projects that are embracing the new idea “the total planning approach for healthy urban planning” and changing.

CITY / NATIONAL NETWORK: YALOVA

ABSTRACT NUMBER: 104

TITLE: ORGANIC TRANSPORTATION

CONFERENCE: 2011 LIEGE

**CATEGORY: HEALTHY URBAN ENVIRONMENTS - TRANSPORT -
INFRASTRUCTURE PLANNING**

**TAGS: ACTIVE TRAVEL, CYCLING, SUSTAINABLE AND HEALTHY
ENVIRONMENT**

Abstract

This project is aimed to solve the problems of urban road traffic. The initial idea is to promote the use of bicycles. First, bike paths are being prepared within the framework of the plan to increase the use of bicycles in the city centre. Moreover, public support for an environmentally sound transport project will be increased.

This project's procedure is to get ready for the use of bicycles in the roads and intersections in the city. There are some operations to be done when doing so. These are identification of the bicycle transport and the establishment of bicycle parks. When this is done, this is what is said, the Municipality will provide free bicycles for his citizens. The population growth in Yalova was calculated to be 40% within the next 20 years, with the population in 2030 an estimated as 130 000. Plans were made according to these estimates. The geographical and social structure of Yalova would be considered as well as the numerous advantages in achieving the goal of the bicycle transport system.

In conclusion, this project is intended to find a solution to road traffic problems by putting into practice the bicycle transport system regarded as environmentally sound transport. As a result, Yalova will serve as a model for other cities for the purpose of leading to extensive use of environmentally sound transport.

In our project, we are planning partnerships with the Governership of Yalova at the local level and in collaboration with the Ministry of Health at the national level.