

cities
for **better**
health

WORKSHOP REPORT

Saddle up to transform cities for *better health* and *more inclusion*

VELO-CITY 2025 GDANSK

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Introduction

This report captures key insights from *Saddle Up to Transform Cities for Better Health and More Inclusion*, a workshop that took place on 11 June at Velo-city 2025. The session explored **how cities can harness cycling to reduce health inequities and create more inclusive, active urban environments.**

Experts from urban planning, public health, mobility, climate and civil society shared strategies to enable more people to cycle safely, confidently and regularly. Discussions focused on how to reach communities with limited access to healthy environments, and how cycling can help foster stronger communities, healthier childhoods and more equitable urban futures.

Participants highlighted practical examples, key barriers and enablers, and the value of cross-sector collaboration. This report summarises the main takeaways and offers inspiration and guidance for city leaders, planners and advocates working to embed cycling into everyday life.

The power of cycling

Cycling for joy and health

Cycling is a proven tool for supporting physical and mental well-being.¹ Regular physical activity helps prevent serious chronic diseases, including obesity, heart disease and type 2 diabetes.^{2,3} Yet today, 31% of adults and 80% of adolescents fail to meet the World Health Organization (WHO) recommended physical activity levels.⁴

Cycling is accessible, affordable and effective as a daily activity that builds strength, supports mental health and contributes to longer, healthier lives.^{1,4} Cycling also reduces air pollution by replacing short car trips with zero-emission travel, improving cardiovascular and respiratory health and reducing the overall burden of chronic disease.⁴

An urban opportunity

Today, 55% of people live in cities – a figure expected to rise to 68% by 2050.⁵ While urbanisation offers economic and social opportunities, it also creates health risks, particularly when cities are built in ways that discourage daily movement and favour car use.

Car-dominated transport, limited green spaces and unsafe infrastructure make healthy choices harder, especially in underserved neighbourhoods. Sedentary lifestyles and disconnection from daily activity drive preventable health issues, particularly among children and low-income populations.⁶

Investing in safe, inclusive cycling infrastructure can unlock wide-reaching health benefits: cleaner air, more physical activity, healthier childhoods and stronger

communities. Cycling offers many cities a practical, low-cost, scalable alternative to car-centred systems.⁴

Advancing health equity through inclusive cycling

Cycling creates access to opportunity and independence. When people in underserved neighbourhoods gain access to bicycles and feel safe riding them, they also gain new opportunities: healthier trips to work and school, more freedom of movement and a way to integrate physical activity into daily life.⁷

Cities must prioritise equity, co-design solutions with residents and invest where the needs are greatest. The examples in this report show how equity-focused cycling systems can change the trajectory of health in urban areas and contribute to more resilient, thriving communities.

About Velo-city 2025

Velo-city is the world's leading cycling summit, organised annually by the European Cyclists' Federation (ECF). Velo-city 2025 took place in Gdańsk, Poland, and convened advocates, city leaders, policymakers, researchers and industry experts to shape the future of cycling and sustainable urban development.

With a focus on health, inclusion and climate action, the event highlighted how cycling can help create more liveable, equitable and resilient cities.

4

 days

80⁺

 sessions

1,600⁺

 participants

Workshop results

The workshop consisted of two sections, each featuring expert talks and interactive audience discussions.

Part 1: City-level strategy

Explored how cities can foster cycling, examining the role of planning, supportive policies and targeted investment.

Part 2: Community strategies in action

Focused on local initiatives that engage communities to boost cycling through inclusive design and behavioural change.



Participants represented 18 countries and a diverse mix of sectors, including non-governmental organisations (NGOs) and non-profits, the private sector, local government and research institutions.

“The workshop was a fantastic opportunity to gain the perspectives of different experts contributing to more cycleable and healthy urban spaces through their work. I enjoyed the opportunity to hear from them and discuss with other participants different approaches and best practices of enabling more cycling. The session embodied the Velo-city experience perfectly!”

Jill Warren, CEO, European Cyclists Federation (ECF)



Moderator

Mads Rosenkilde

*Global Project Lead, Cities for Better Health, Novo Nordisk
Copenhagen, Denmark*

Mads leads the physical activity programme for Cities for Better Health, where he aims to re-engineer physical activity back into urban lives by removing the barriers to physical activity that too many people face in cities.

With dedication and innovative approaches, Mads hopes to inspire cities worldwide to embrace healthier, more active communities.



Speakers

Jasper Schipperijn

*Professor, University of Southern Denmark
Odense, Denmark*

As a professor in Active Living Environments, Jasper's work revolves around creating built environments that stimulate active living in everyday activities such as cycling, walking and play.

Much of his work is based on intervention studies and natural experiments that evaluate the effect of changes to the built environment on activity behaviours.



Markus Berensson

*Head of Mitigation Research, C40 Cities
Stockholm, Sweden*

Markus leads a team that supports urban climate action by analysing opportunities to cut greenhouse gas emissions while generating wider benefits such as reducing air pollution, increasing active mobility and improving health.

Before joining C40, he was a political advisor at Stockholm City Hall and County Council, where he was involved in a wide range of reforms within the energy sector, urban planning and sustainable transport.



Louise Vogel Kielgast

*Director, Gehl Architects
Copenhagen, Denmark*

With over 15 years of experience of applying a people-driven strategic approach to creating change in urban environments, Louise leads the strategic focus on creating thriving communities through a place-based approach to health at Gehl.

She focuses on health through the lens of people's lived experiences within different cultural and political contexts, and is continually seeking ways to support strong collaborations towards greater collective impact.



Alex Baum

*Programme Manager, BYCS
Amsterdam, Netherlands*

At BYCS, Alex focuses on researching and developing targeted behaviour change and human infrastructure programmes to increase the uptake of cycling among children and their caregivers.

He implements and refines these programmes in partnership with the BYCS global network of partners and Bicycle Mayors.



Antonella Santoro

*Founder, Terrano Cycling Therapy
Bari, Italy*

Antonella is the founder of Terreno Cycling Therapy, a grassroots organisation that promotes the human infrastructure of cycling in Bari through group rides, training activities and thematic events dedicated to bicycle culture.

She leads Bari's local implementation of Cycle for Better Health, a global programme from BYCS and Cities for Better Health that supports cycling among children from disadvantaged communities.

Jasper Schipperijn

Mapping 15-minute cities for enhanced walking and cycling: The Healthy Neighbourhood Explorer

Markus Berensson

A world of unhealthy streets

Markus opened with a stark picture of the cost of car-dominated urban environments. Transport is responsible for one-third of greenhouse gases in C40 Cities, and road pollution is a leading source of air pollution globally.

Road traffic injuries are the leading cause of death for people between the ages of five and 29, with more than half of fatalities occurring among vulnerable road users, such as cyclists and pedestrians.¹²

Neighbourhood design directly shapes how people move. Land-use fragmentation, car dominance and urban sprawl can form barriers to active mobility.

The Healthy Neighbourhood Explorer

To help cities transform urban planning, C40 developed the Healthy Neighbourhood Explorer tool. The tool assesses a neighbourhood's liveability based on access to amenities, street connectivity and land use, to help city leaders identify gaps and opportunities for improvement.

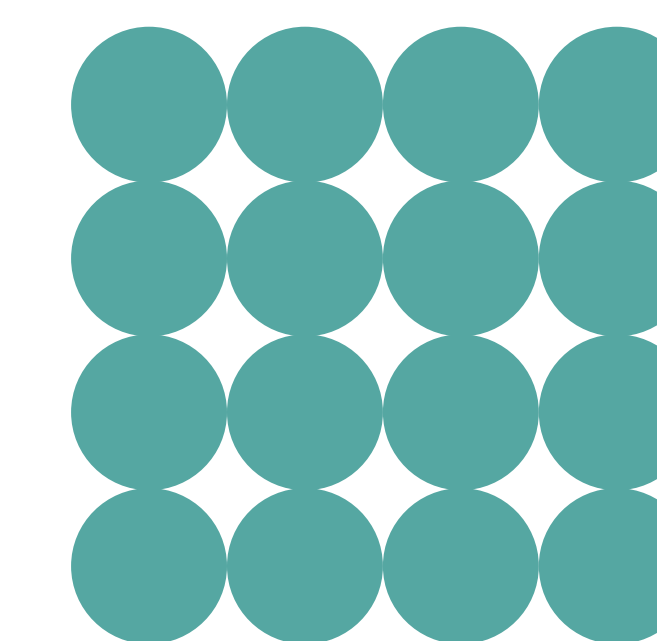
Users can simulate 26 different urban planning and design interventions, such as adding protected cycle lanes and expanding bike-share networks, to explore how these changes would impact health outcomes and environmental impact in the selected community.

KEY INSIGHT

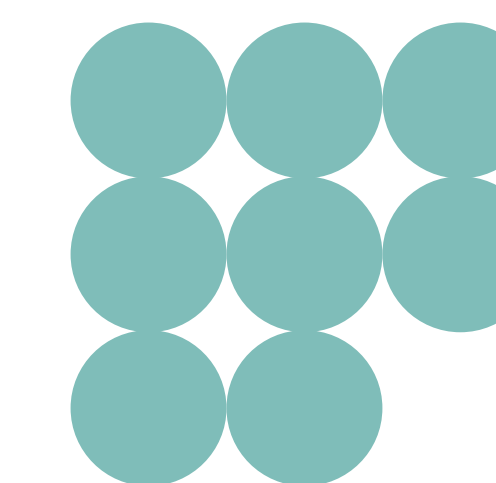
With the right tools and data, cities can make informed and impactful decisions and make cycling a practical, safe and inclusive choice for everyone.

SPEAKER QUESTIONS

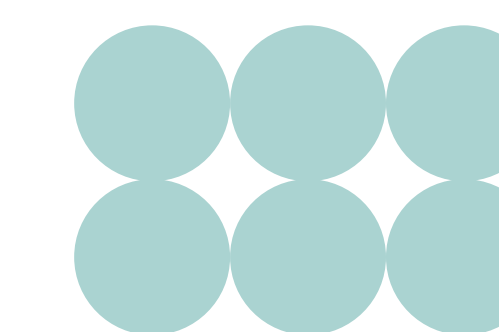
Which of the following stakeholders would you convince that your city is well suited to becoming a cycling city?



16 Residents



8 Community representatives



6 Politicians



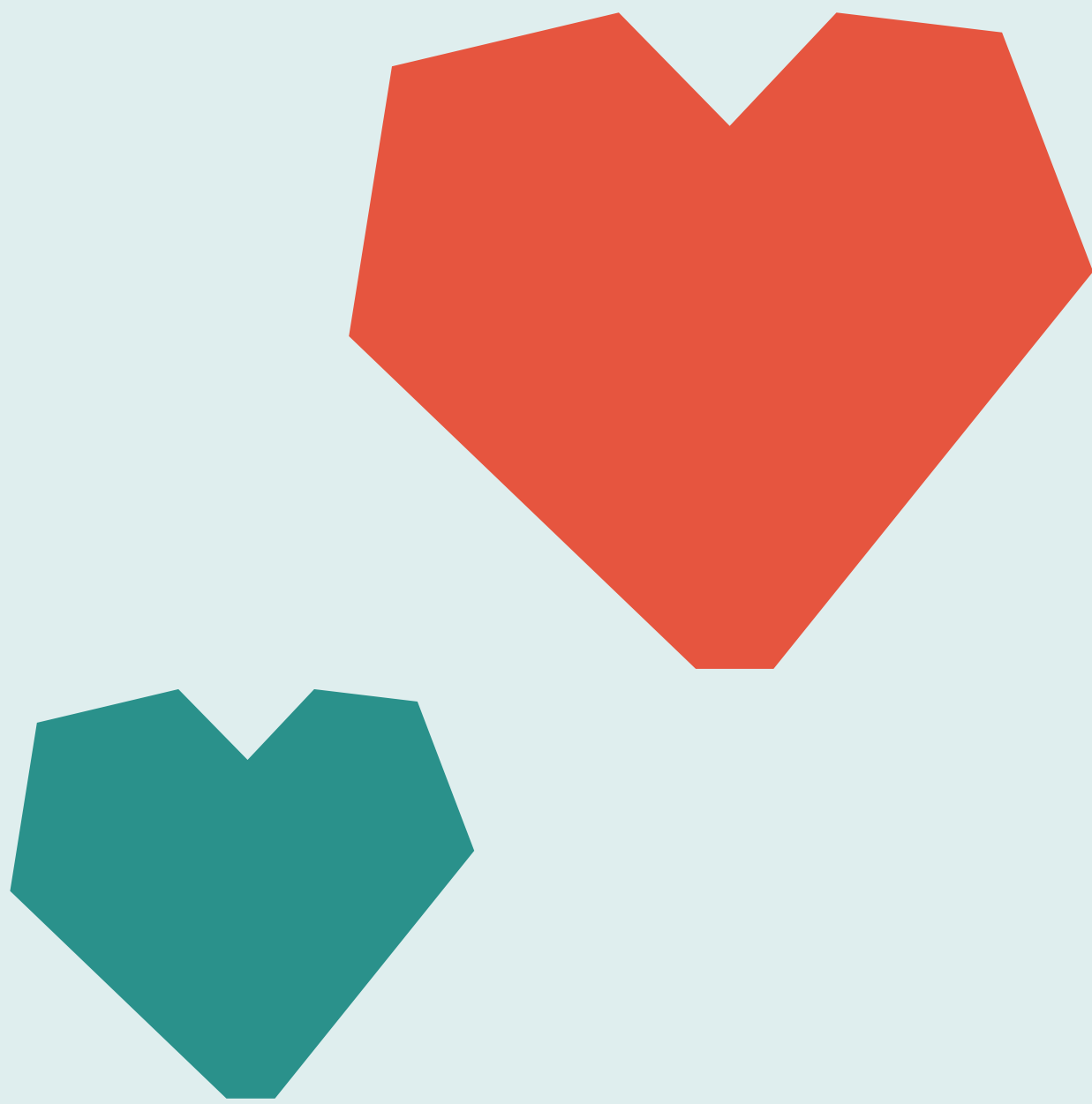
1 Technical staff in local government

"It was so valuable to hear presentations from multiple fields, including public health and urban design, and across sectors, including NGOs putting this work into practice, all with a common goal in mind. I also enjoyed discussing project ideas with other participants, and only wish we had more time to go deeper!"

Esther Walker, Research Leader, Outride Bike

Participant insights

Drawing on diverse experiences, workshop participants reflected on how to embed cycling into everyday city life. Their insights centred on who to engage, what drives meaningful change and where efforts can have the most significant effect.



DRIVERS OF IMPACT

Participants consistently emphasised that **no single intervention can deliver a cycling transformation**. Success depends on combining infrastructure, education, policy and public engagement in a coherent, city-wide approach.

Early education and skill building

Early education and skills development are essential. Participants championed programmes in kindergartens and primary schools to build confidence and independence from a young age, especially in safe, supportive environments such as parks or playgrounds.

Child-centred planning and regulation

To sustain change, cities must embed children’s needs into urban policy and design. Child-centred planning approaches were considered innovative and necessary, such as participatory design with children and safety regulations by age group, such as requiring safety education by the age of 12.

Policy and long-term commitment

Finally, participants underlined the importance of long-term commitment from policymakers and communities. Lasting change, they argued, depends on alignment across levels of government, stable funding and grassroots mobilisation.

Infrastructure and perceived safety

While safe, projected cycling networks are crucial, perceptions of safety are equally important. Measures such as traffic calming, clearer road hierarchies and more predictable interactions with cars were seen as critical to encouraging new riders. In many cities, the emphasis was not only on building new infrastructure but also on improving existing networks and closing dangerous gaps.

Evidence and communication

Effective programmes also depend on robust evidence and communication strategies. Data, surveys and personal stories were cited as essential tools for building public support, measuring outcomes and shaping design decisions. This was closely tied to the need for framing: successful cities present cycling not as a niche or idealistic choice but as a practical, time-saving and healthy mode of transport.

Participant insights

TARGET GROUP

Workshop participants identified a **broad set of target groups for cycling** initiatives, highlighting the need to tailor efforts across age, role and urban function.

Children

Children emerged as the central focus, seen not only as current city users but also as symbolic and practical drivers of change. Making cycling safe and enjoyable for children sets a high standard for infrastructure and signals inclusivity.

Families

Parents and families were equally emphasised as enablers, role models and decision-makers whose habits directly shape those of their children. Promoting cycling as a family routine was seen as a way to shift long-term behaviour at household level.

Daily travellers and economic actors

In terms of reaching adults, participants highlighted commuters, tourists and employers as high-impact groups. Commuters and tourists could benefit from cycling as a practical and healthy alternative to driving. Employers can be key enablers through incentives, facilities and workplace policies.

Education and support systems

In schools, teachers are considered key intermediaries for promoting safe cycling practices and embedding cycling into broader educational goals. Programmes based in kindergartens or primary schools were particularly valued for their long-term impact.

AREAS FOR INTERVENTION

When asked where cycling strategies could have the most impact, participants pointed to a **mix of geographical, social and infrastructural priorities**, suggesting that cycling’s potential is city wide but not evenly distributed.

Broad city-wide opportunities

Several cities reported that most neighbourhoods were ripe for cycling interventions. In places such as Nantes and Marrakesh, the groundwork for transformation, public interest, basic infrastructure and political will was already in place.

Areas of greatest need

Many highlighted areas of greatest need, such as neighbourhoods with poor health outcomes, limited transport access or lower socioeconomic indicators. In these places, cycling is not just a mobility solution but a tool for health equity, with the potential to improve access to jobs, services and community life.

Child-focused zones

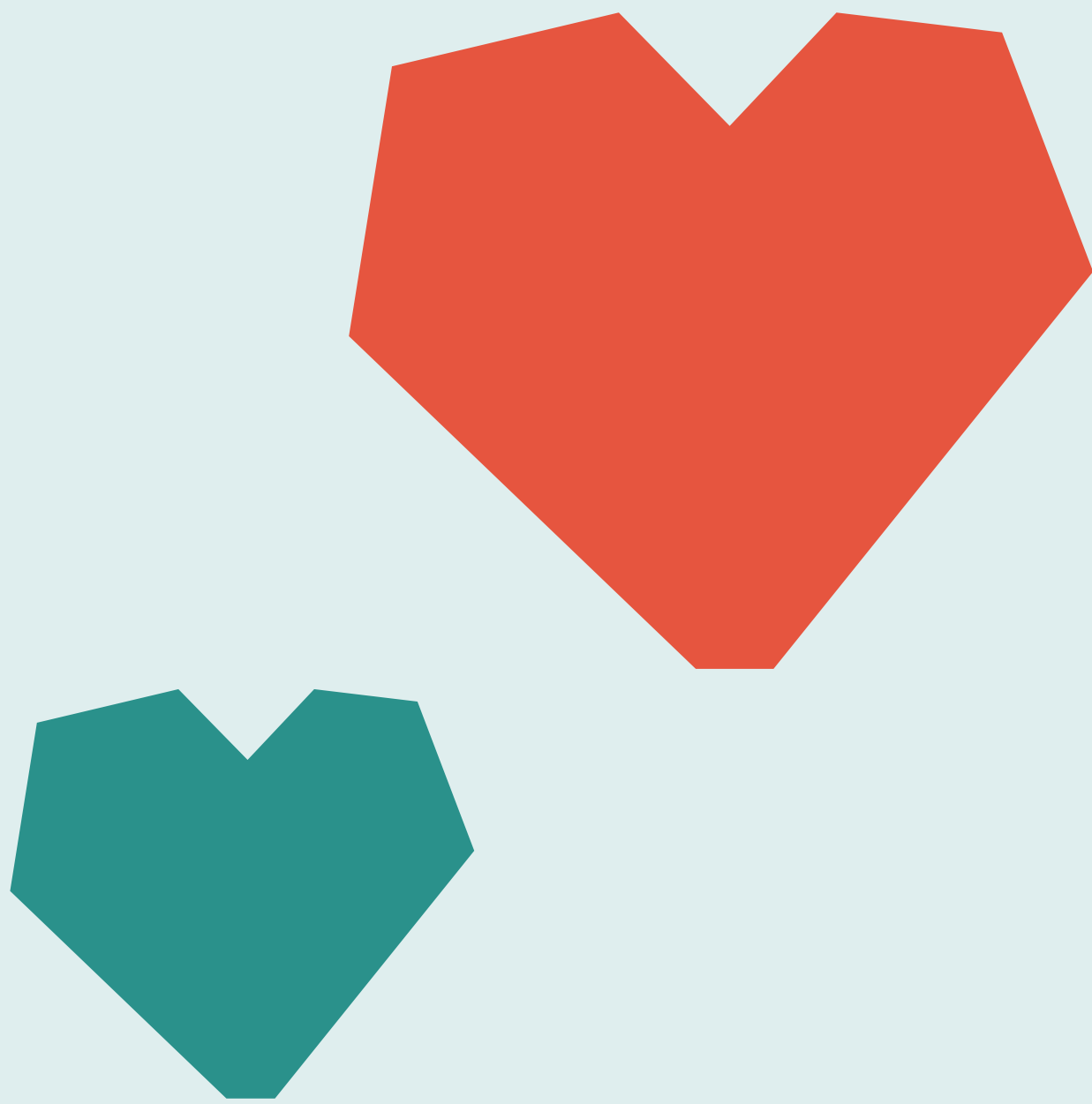
A third cluster of focus was child-centric zones, such as the areas surrounding schools and childcare centres. These were seen as ideal starting points for safe cycling environments, not just for students but also for broader community networks.

Strategic neighbourhoods for integrated action

Participants also advocated for focusing on strategic neighbourhoods, where multiple cycling and health interventions could align. These might be testbeds for holistic approaches, combining physical upgrades with social programmes and policy reform.

Connectivity and infrastructure gaps

Many pointed to connectivity gaps, where better infrastructure could unlock wider usage. Whether this involved a missing link in the network or a low-quality route deterring riders, closing these gaps was seen as a fast, high-impact move.



Part 2: Community strategies in action

From high level to eye level: An approach for more inclusive cycling

Louise Vogel Kielgast

Ingredients for a cycling city

Louise reinforced a key message: quality infrastructure is foundational to building cycling cities. It must be comfortable, consistent, coherent and connected to enable safe, seamless journeys. When segments are poorly designed or disconnected, they undermine confidence and make everyday cycling harder for those who would benefit most.

Designing for inclusion

Cities must look beyond infrastructure and understand lived experiences to design truly inclusive cycling strategies. Louise presented a range of human-centred methods Gehl uses to capture how people move, feel and navigate their neighbourhoods. From app-based mobility diaries to on-the-ground observations and participatory activities in public spaces,

designing for inclusion starts with listening at eye level.

Rather than relying solely on maps or network data, these methods uncover how different groups experience space, revealing who is left out and where barriers exist. This 'eye-level' approach helps planners better respond to real-world needs, particularly for those often overlooked in traditional processes.

Who is really impacted?

Using a case study from Copenhagen, Louise highlighted the mismatch between exposure and protection. Crowdsourced data revealed that people are most active in areas with the highest pollution, pointing to the need for city planning to prioritise environmental health.

KEY INSIGHT

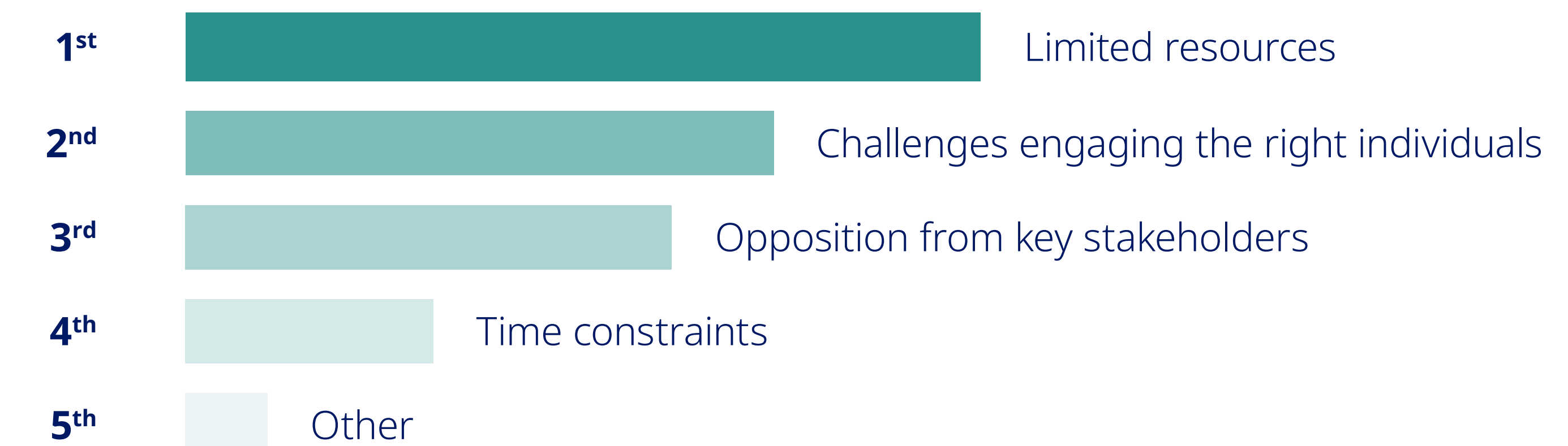
Infrastructure must go beyond function to build confidence, connection and care. Inclusive cycling design is about where people can go and where they want to go. Cities must move from high-level planning to eye-level understanding, to build systems to serve more people better.

SPEAKER QUESTIONS

What is the most effective way to demonstrate the value of community engagement, based on your experience?



What is the most common roadblock to achieving meaningful community engagement?



Boosting cycling uptake through a human infrastructure approach

Alex Baum

Rethinking the barriers to cycling

Alex challenged the dominant 'build it and they will come' approach to cycling policy, arguing that infrastructure alone is not enough, because many still face barriers such as limited awareness, lack of skills, bike access or safety concerns. To drive lasting change in urban mobility, he stressed the need to pair infrastructure with targeted behaviour change strategies.

The Human Infrastructure Framework

To close the gap, BYCS developed the Human Infrastructure Framework, which identifies four key non-physical drivers of cycling:

- **Awareness:** Recognising cycling as a viable daily transport mode and its broader benefits

- **Skills:** Knowing how to ride safely, navigate streets, maintain a bike and teach others
- **Access:** Having the right equipment, secure storage and opportunities for repair
- **Stimulation:** Building motivation and incentives to cycle, reducing reliance on cars

Applying behaviour change theory to increase cycling uptake

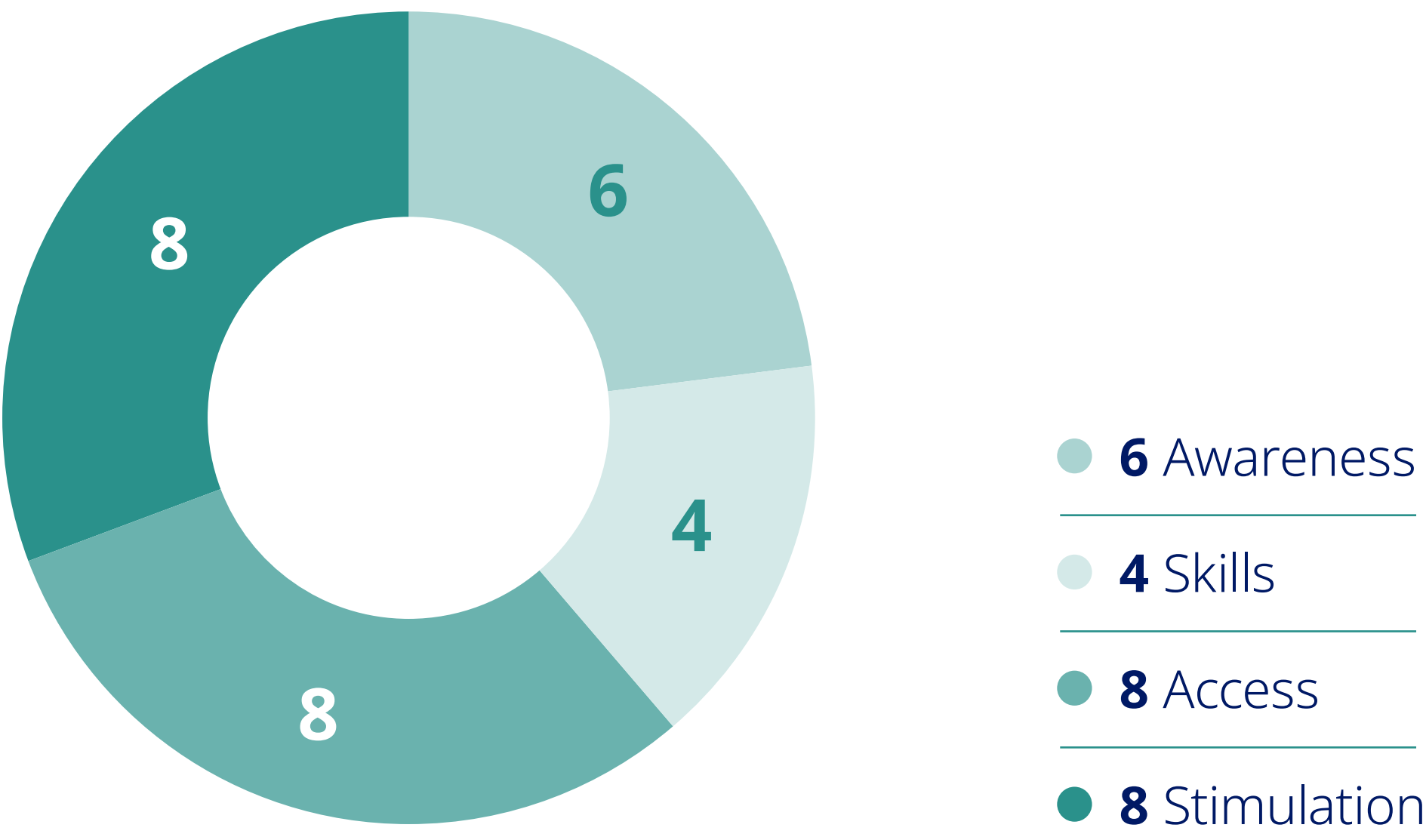
The framework is applied through a five-level progression model grounded in behaviour change theory. Each level reflects motivation, cycling frequency and comfort in different environments. BYCS focuses on early-stage riders, helping them gain confidence and independence through tailored support.

KEY INSIGHT

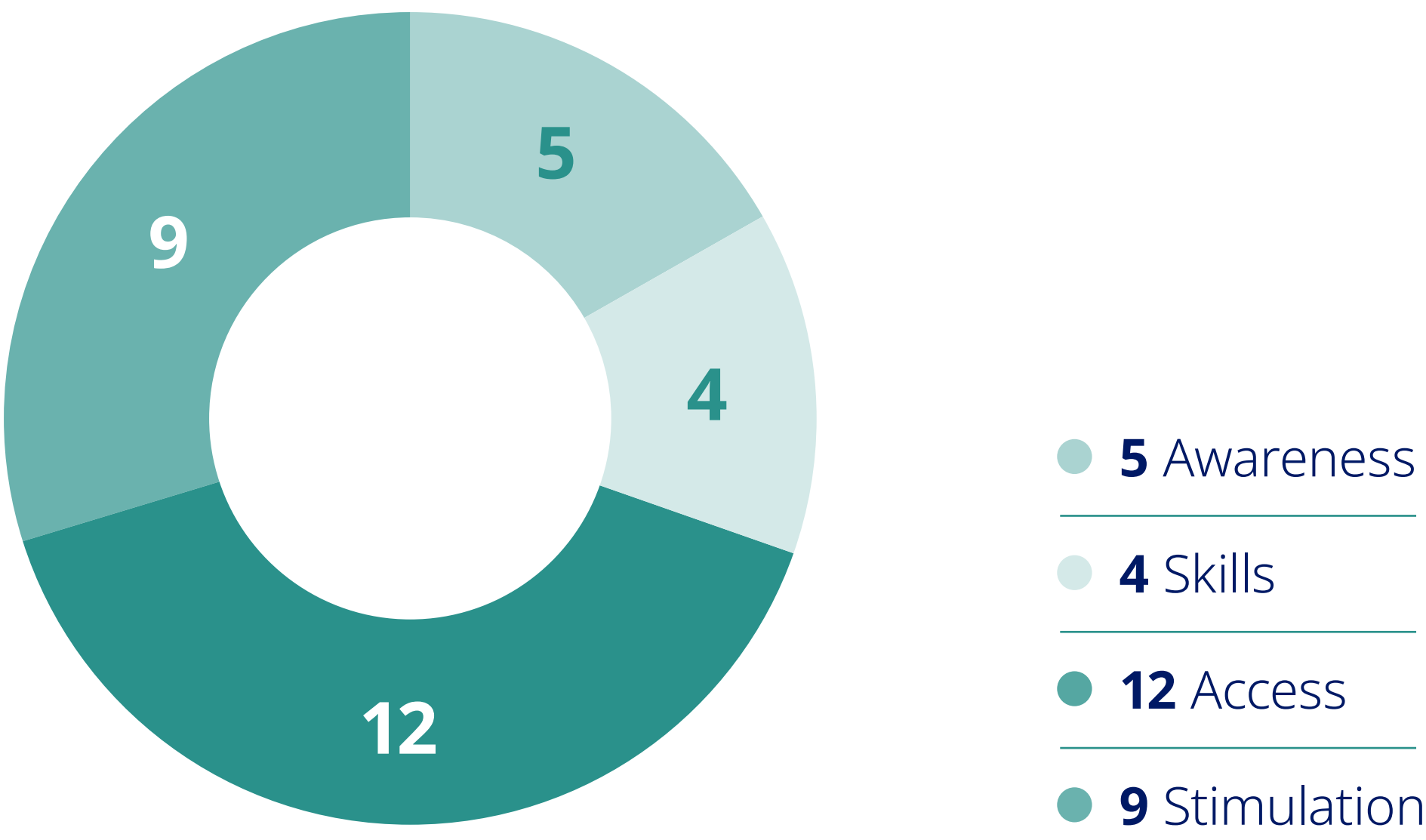
To scale cycling uptake, cities must invest not only in where people cycle but also in why they do. When awareness, skills, access and motivation align, cycling becomes possible.

SPEAKER QUESTIONS

For your primary target audience, what is the main barrier to cycling uptake related to human infrastructure?



Which human infrastructure component is the weakest in your ability to deliver impact?



Five keys to success for anchoring cycling uptake initiatives for children

Antonella Santoro

Building local synergies, one project at a time

Antonella opened with a strong message: local coordination is essential. Effective cycling initiatives are grounded in community knowledge. Project leads must understand their neighbourhood's needs and dynamics to translate top-down strategies into bottom-up action.

They should treat collaboration as an opportunity to build shared value and scale. Local actors, from schools to municipalities, are both implementers and co-creators.

Moving beyond one-off events

While short-term events can spark interest, children need regular, immersive experiences to build confidence and form habits. Immersive, regular programmes that integrate into daily life are more impactful and effective,

allowing initiatives to:

- track progress more intensively.
- strengthen collaboration.
- foster dialogue with families.

A city of many communities

Drawing on lessons from Cycle for Better Health in Bari, a community-led cycling initiative for children, Antonella stressed the importance of designing with empathy and local insight. The programme tailored solutions to diverse families, addressing practical needs such as bike storage, safe routes and access to space.

Built to scale, meant to last

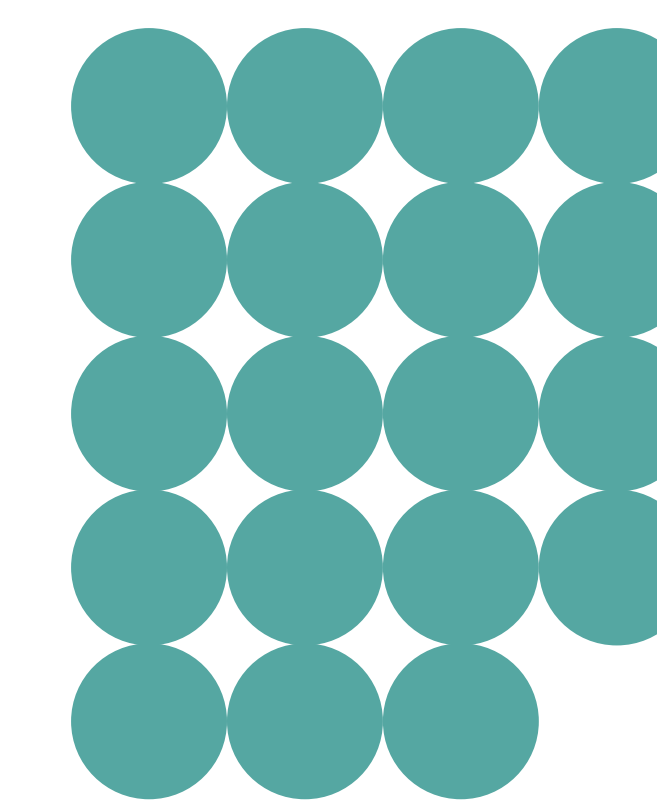
Antonella closed with reflections on legacy. The best programmes are not defined by their closing event, but by the everyday moments they inspire.

KEY INSIGHT

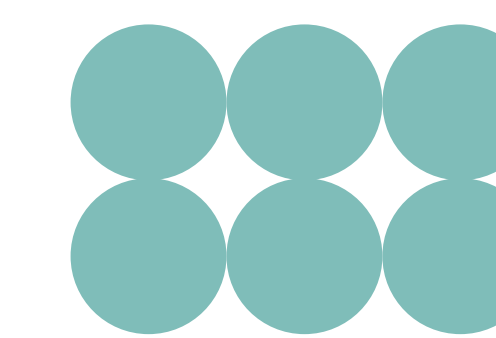
Cycling initiatives for children are most successful when they are consistent, community-driven programmes that respond to families' needs, build trust over time and make cycling a lasting part of children's routines.

SPEAKER QUESTIONS

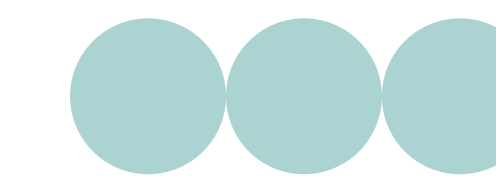
What is your city's main dilemma in promoting everyday cycling for children?



19 Urban design unfriendly to cycling



6 Family resistance or cultural habits



3 Inadequate resources for programme management



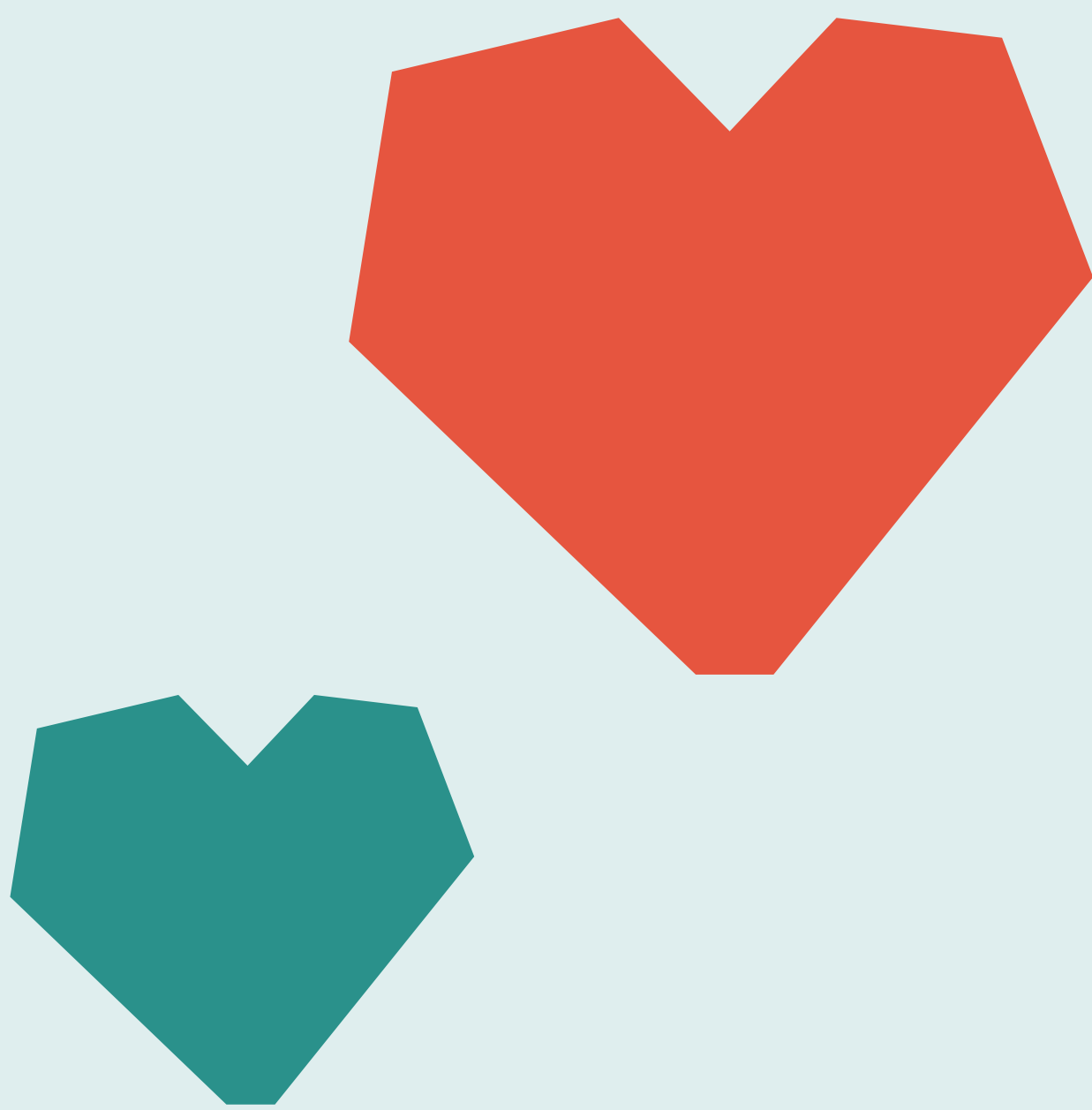
3 Poor stakeholder coordination



2 Limited political investment

Participant insights

Building on local knowledge and lived experience, participants explored what it takes to integrate cycling at neighbourhood level. Their reflections focused on who to involve, how to secure support and what helps community programmes last over time.



KEY ACTORS

Participants highlighted the importance of **involving those closest to residents' everyday lives**: youth, schools, local leaders, trusted institutions and service providers. These actors help build trust, shape behaviours and sustain community-level change.

Youth and families

Children, teenagers and their parents were seen as vital co-creators of cycling initiatives. Involving them directly in design and delivery ensures that programmes reflect real needs and gain lasting traction. Connecting young people with city staff was also seen as a valuable way to make planning more responsive and inclusive.

Local champions and community networks

Grassroots leaders, cycling advocates and neighbourhood groups are key in mobilising interest and ensuring local relevance. Participants emphasised supporting these actors through clear communication, shared decision-making and peer learning networks.

Private sector and service providers

Bike shops, small businesses and local service providers were seen as practical partners in delivery and advocacy. Their involvement brings economic incentives and a customer-facing presence that can help normalise cycling as part of daily life.

Schools and institutions

Schools were described as powerful entry points for behaviour change. Head teachers, teachers and parent associations can help embed cycling into school routines and link efforts to the broader community. Institutions such as libraries, religious centres and youth clubs were also recognised for their role in building credibility and outreach, especially among underserved populations.

Local government leaders

In schools, teachers are considered key intermediaries for promoting safe cycling practices and embedding cycling into broader educational goals. Programmes based in kindergartens or primary schools were particularly valued for their long-term impact.

Participant insights

FUNDING AND AWARENESS

Participants stressed that lasting cycling initiatives require **sustained financial support and a strategic approach to public awareness**. Unlocking resources means combining political will, creative partnerships and strong community engagement.

Public funding and institutional backing

Municipal investment was seen as a cornerstone for success. Participants advocated for reallocating city budgets to prioritise active mobility, tapping into maintenance and planning funds and applying political pressure where needed.

Community-driven funding models

Participants encouraged community-led fundraising, including crowdfunding, to build local ownership and visibility. Mixed funding models drawing on public, private and civic sources were considered a smart strategy for resilience and scale.

Cross-sector partnerships

Building stable alliances across sectors was considered essential. NGOs, embassies and inter-agency platforms offer valuable technical, political and financial support. Businesses, especially those rooted in the community, can act as sponsors or co-implementers, strengthening legitimacy and delivery.

Strategic communication and engagement

Raising awareness was viewed as equally important as funding. Schools, local media and event-based outreach can help normalise cycling in everyday life. Participants also noted the power of marketing campaigns to make cycling more relatable and aspirational.

LONG-TERM SUSTAINABILITY

To ensure lasting impact, participants emphasised the need to **embed cycling initiatives within the broader system, community practices and everyday life**. Their insights pointed to social infrastructure as the foundation for sustainable change.

Strategic alignment with city systems

Cycling initiatives are most effective when embedded within broader planning frameworks. Participants emphasised the importance of linking to sustainable urban mobility plans, school transport strategies and health initiatives, anchoring efforts in existing local networks and aligning goals with municipal policy and infrastructure agendas.

Local leadership and capacity

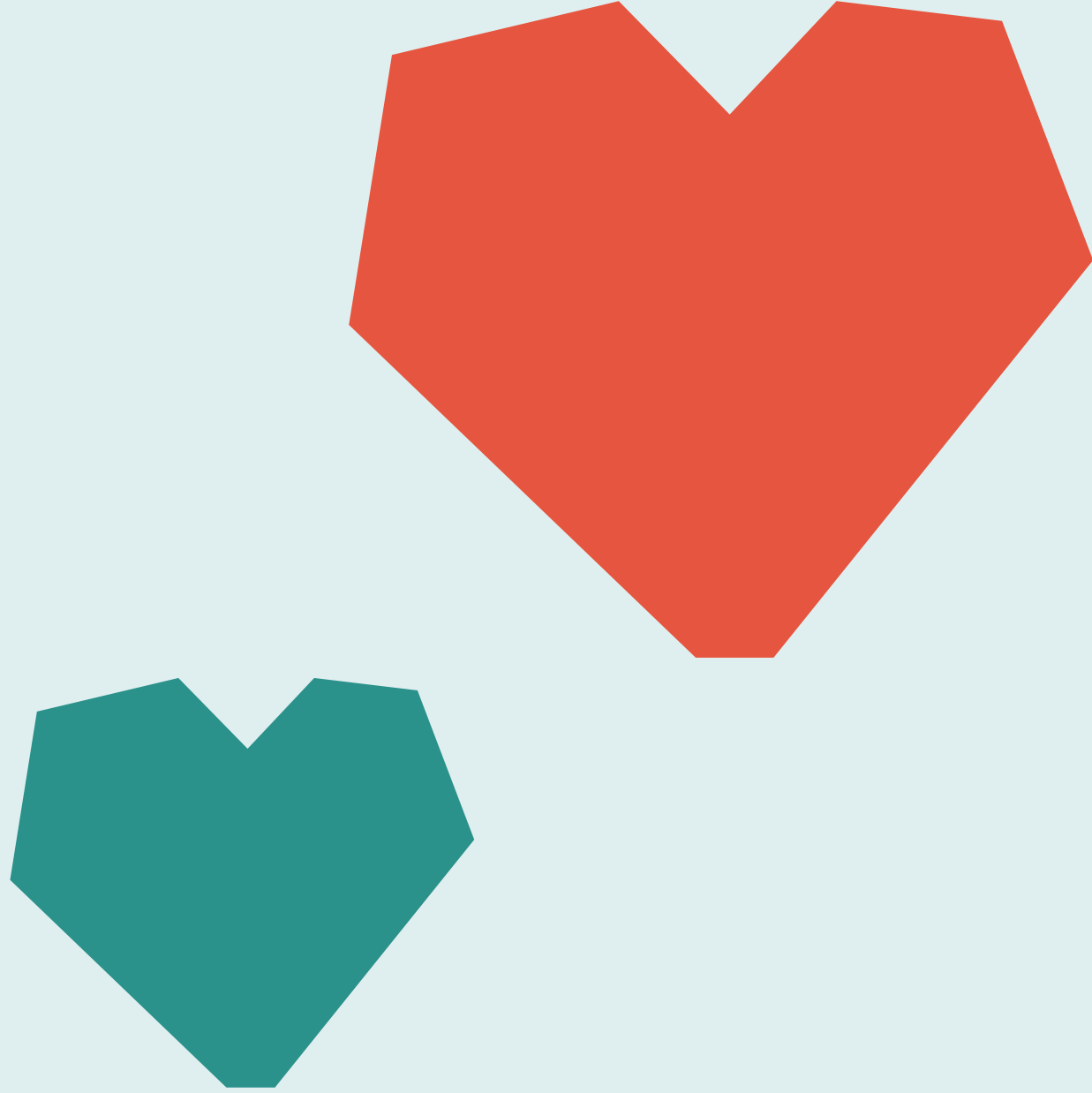
Strong local leadership at community level was seen as a cornerstone of sustainability. 'Train-the-trainer' models were highlighted as effective for equipping community leaders, educators and youth workers with the tools to lead change.

Active community engagement and communication

Sustained engagement also depends on how well people stay connected and informed. Local communication channels, such as newsletters or messaging groups, were seen as vital for coordination and outreach. Participants emphasised celebrating early wins and reinforcing a shared sense of purpose across stakeholders.

Consistent programming and everyday routines

Keeping cycling present in people's lives requires consistency. Participants advocated for regular events such as inter-school competitions, community rides and bike-to-work weeks, helping to establish new habits and foster social connections.



Contributing partners

Cities for Better Health

Cities for Better Health is a global public-private partnership programme committed to health promotion and addressing the systemic factors contributing to chronic diseases such as diabetes, obesity and cardiovascular disease. The programme drives impactful community-based action to promote healthy food consumption and physical activity among vulnerable communities and children.

[Learn more](#)

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University of Southern Denmark

The University of Southern Denmark is a leading research institution with strong expertise in public health, sports science and physical activity. Its interdisciplinary research encompasses health promotion, physical activity across the lifespan, and reducing health inequalities through evidence-based interventions and policy collaboration.

[Learn more](#)

SDU 
University of
Southern Denmark

C40

C40 is a global network of nearly 100 mayors of the world's leading cities that are united in action to confront the climate crisis. Mayors of C40 cities are committed to using an inclusive, science-based and collaborative approach to cut their fair share of emissions in half by 2030, help the world limit global heating to 1.5 °C, and build healthy, equitable and resilient communities.

[Learn more](#)



BYCS

BYCS is an Amsterdam-based global NGO supporting community-led urban change through cycling. With active projects on all five continents and a global network of civil society leaders supporting and being supported by our activities, BYCS takes a local approach to global impact to ensure grassroots participation and high-level change.

[Learn more](#)



Gehl

Gehl is a Copenhagen-based urban design and research consultancy dedicated to creating more equitable, healthy and people-centred cities. With a focus on human-scale design, Gehl works globally to turn urban visions into action by applying participatory methods and evidence-based strategies that promote active mobility, public life and social inclusion.

[Learn more](#)



Terreno Cycling Therapy

Terreno Cycling Therapy is an association based in Bari, Italy, dedicated to promoting cycling as a tool for inclusion, empowerment and public health. Focused on building the human infrastructure of cycling, Terreno creates safe, supportive spaces where people, especially women and children, can develop confidence and cycling skills.

[Learn more](#)



Resources



Cycling for healthier and more inclusive communities

A report of case studies from around the world showing how cycling is being made more accessible to vulnerable groups in cities.

[Learn more](#)

Insights report: Supporting cycling uptake for care journeys

A policy brief advocating for incorporating the mobility needs of caregivers and young children into cycling policies and urban planning.

[Learn more](#)

Guide & Toolkit: Increasing access to cycling mobilities of care

A step-by-step guide based on three global pilot programmes with practical tools for caregivers to cycle with children confidently.

[Learn more](#)

Outride’s research resource library

A non-exhaustive collection of research exploring the impacts of cycling and physical activity.

[Learn more](#)

Strengthening the human infrastructure of cycling: Soft strategies for inclusive intake

A report on combining bike infrastructure with awareness, partnerships and community support increases everyday cycling.

[Learn more](#)

International Mountain Bicycling Association (IMBA) Europe’s advocacy activities

An overview of IMBA Europe’s efforts to expand access to mountain biking in Europe.

[Learn more](#)

Mountain bike friendliness self-assessment

A tool to help cities, regions or local groups assess how supportive their environment is for mountain biking.

[Learn more](#)

Healthy Neighbourhood Explorer

An interactive tool for analysing neighbourhood-level environmental and health data to inform equitable urban planning and climate action.

[Learn more](#)

Resources



Mobility snapshots

A global initiative using community-led data to reveal unsafe intersections and advocate for interventions protecting cyclists and pedestrians.

[Learn more](#)

MegaBITS: Mobilising Europe’s green ambitions through bicycles and intelligent transport systems

A project leveraging digital technology to improve cycling safety, increase ridership and reduce CO₂ emissions in seven European cities.

[Learn more](#)

Bicycle May

A campaign encouraging active travel to school to foster healthy habits, reduce car traffic and make school areas more bike-friendly in Poland.

[Learn more](#)

More cycling, lower costs: The economic benefits of cycling

A webinar on how investing in cycling infrastructure boosts urban economies, creates jobs and supports climate and equity goals.

[Learn more](#)

SHIFT

A free bike-share programme in Yellowknife, Canada, encouraging residents to try cycling for daily commutes.

[Learn more](#)

Bike bus

A community-driven initiative supporting bike buses: groups of children cycling together along set routes to school.

[Learn more](#)

Healthy streets design check

A tool to help design healthier, safer streets by improving key features that encourage walking and cycling.

[Learn more](#)

TandEM women in cycling

A train-the-trainer programme empowering women to lead cycling initiatives, promote inclusivity and create safer cities across Europe.

[Learn more](#)

Mobiel 21

A coalition promoting safer, child-friendly streets across Belgium by prioritising children’s needs in mobility policies.

[Learn more](#)

Fahrradfreundlicher Arbeitgeber

A certification in Germany recognising employers who promote cycling through support and awards.

[Learn more](#)

School Street

A street initiative in Dublin, Ireland, that limits traffic during school hours to improve safety and encourage walking, cycling and scooting for students.

[Learn more](#)

Street for Kids webinar series

A webinar series sharing best practices on creating safer, healthier streets for children worldwide.

[Learn more](#)

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