



Registered Charity No. CC36909

<b>Policy title: Health &amp; Wellbeing Through Cycling</b>			
First Produced:	20/08/2008	Authorisation:	CAN Committee
Current Version:	15/09/2014		
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Applies From:	Immediately	Availability:	Public

### **CAN Policy:**

All sectors of local and central government, private sector organisations and community groups should encourage, promote and provide for cycling because of its contribution to enhanced health and wellbeing.

## 1 Introduction

### 1.1 Purpose

This External CAN Policy aims to support cycling advocacy by providing a detailed explanation of cycling as a determinant of improved health and wellbeing.

### 1.2 Scope and application

This Policy is for public release and for use by advocacy groups. The Policy aims to influence both governmental and non-governmental decision makers to support cycling within their organisations and to promote the benefits of cycling to stakeholders. The Policy also aims encourage cycling by the general public.

### 1.2 Definitions

**1.2.1 Health and wellbeing** – a state of complete physical, mental and social wellbeing, and not merely the absence of disease or infirmity (from the Preamble to the Constitution of the World Health Organisation, 1948).

**1.2.2 Cycling advocacy** – an activity that aims to influence decision makers to support cycling to the benefit of the community.

## 2 Rationale

2.1 Physical activity contributes substantially to a person's health and wellbeing, and to the wider community through improved public health and community building (Anon 2010; Cohen et al. 2014).

- 2.2 Increased levels of cycling have been shown in multiple studies to decrease the incidence of many contemporary health problems such as obesity, Type 2 diabetes, cancer and cardiovascular disease (Pucher et al. 2010; Rissel & Watkins 2014).
- 2.3 Increased levels of cycling increase the risk of harm from traffic accidents, but this increased risk is much smaller than the collective benefits to the population as a whole (Rojas-Rueda et al. 2013).
- 2.4 Mental health and wellbeing is also increased by cycling. For example, people who cycle to work report much lower stress levels than those who drive (Rissel et al. 2014).
- 2.5 The individual health and wellbeing benefits of cycling benefit the wider community economically (Deenihan & Caulfield 2014).

### 3 Related CAN Policies - NA

#### 4. Literature cited:

Anon 2010: "Wider health and wellbeing impacts of transport planning", Environment Canterbury/Canterbury District Health Board/Christchurch City Council, Christchurch. 59p.  
Available from:

<http://ecan.govt.nz/publications/General/HIA%20Literature%20Review%20June%202010.pdf>

Cohen JM, Boniface S, Watkins S 2014: "Health implications of transport planning, development and operations". Journal of Transport & Health 1:63-72. Abstract available from:

<http://www.sciencedirect.com/science/article/pii/S2214140513000169>

Pucher J, Buehler R, Bassett DR, Dannenberg AL 2010: "Walking and cycling to health: a comparative analysis of city, state and international data". American Journal of Public Health 100:1986-1992. Available from <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2937005/>

Rissel C, Petrunoff N, Wen LM, Crane M 2014: "Travel to work and self-reported stress: findings from a workplace survey in south-west Sydney, Australia". Journal of Transport & Health 1:50-53.

Available from <http://www.sciencedirect.com/science/article/pii/S221414051300008X>

Rissel C, Watkins G 2014: "Impact on cycling behaviour and weight loss of a national cycling skills program (AustCycle) in Australia 2010-2013". Journal of Transport and Health 1:134-140. Available from <http://www.sciencedirect.com/science/article/pii/S2214140514000188>

Rojas-Rueda D, de Nazelle A, Taino M, Nieuwenhuilens M 2011: "The health risks and benefits of cycling in urban environments compared with car use: health impact assessment study". British Medical Journal 343, d4521. Available from <http://www.bmj.com/content/343/bmj.d4521>

#### 5. Notes and History

5.1 Policy originally drafted as the CAN Health & Fitness Policy (20/08/2008).

5.2 Reviewed and updated by the CAN Committee in September 2014.