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Original Article

PUBLIC POLICIES FOR ACTIVE MOBILITY IN BRAZIL: A DOCUMENTARY ANALYSIS OF THE FEDERAL GOVERNMENT

POLÍTICAS PÚBLICAS DE MOBILIDADE ATIVA NO BRASIL: UMA ANÁLISE DOCUMENTAL DA ESFERA DO GOVERNO FEDERAL

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RESUMO
O objetivo do estudo foi analisar os instrumentos de políticas públicas de estímulo à mobilidade ativa (MA) no âmbito das iniciativas do Governo Federal no Brasil. Uma análise documental levantou os instrumentos de políticas públicas (IPP) de estímulo à MA em âmbito Federal até o ano de 2021, no endereço eletrônico do Governo Federal. Estatística descritiva quantificou os IPP e a análise de conteúdo examinou os dados textuais. Apenas nove dos 23 Ministérios possuem algum IPP voltada a MA, sendo que o Ministério da Saúde não contempla nenhum. Ao todo 67 IPP foram identificados, desde a promulgação da Constituição Federal em 1988. As categorias de análise de transporte, desenho urbano, e acessibilidade são as que apresentam mais políticas públicas voltadas a MA. Pouca atenção, foi dada nas categorias de educação, de sustentabilidade e de segurança. As políticas de estímulo à MA são executadas por meio de diferentes IPP, que nem sempre estão em sinergia, nem mesmo integram simultaneamente distintos Ministérios. A adoção de uma governança integrada e participativa, incluindo o Ministério da Saúde, pode aprimorar os instrumentos existentes, tornando-os mais propositivos, com prazos concretos, metas e definições orçamentarias claras e um direcionamento de responsabilização.
Palavras-chave: Atividade física. Política intersetorial. Cidades. Desenvolvimento sustentável.

ABSTRACT
The aim of study was to examine the public policies instruments public to promote active mobility (AM) within the framework of the Brazilian federal government's initiatives. An in-depth document analysis examined the public policies instruments (PPI) to promote AM at the federal level until 2021, using the federal government's website as the main source. Descriptive statistics were used to quantify the PPI, while the content analysis examined the textual data. Of the 23 ministries, only nine had public policies instruments specifically focused on active mobility, with the Ministry of Health showing limited engagement in this area. A total of 67 PPI were unearthed since the federal constitution came into force in 1988. The main categories examined, namely as transport, urban planning and accessibility, had the highest number of public policies dealing with AM. In contrast, little attention was paid to the categories of education, sustainability and safety. The policies measures to promote AM are implemented through different PPI that are not consistently coordinated and often do not involve several ministries at the same time. The introduction of an integrated and participatory governance model that includes the Ministry of Health has the potential to improve existing instruments by providing them with greater proactivity, set deadlines, explicit targets, goals, clear budget allocations and a clearly defined path of accountability.
Keywords: Physical activity. Intersectoral policies. Cities. Sustainable development

Background

As cities have grown in recent decades, their impact has become the focus of public policy discussions [1]. The way in which urban areas are planned and managed has a direct impact on the way citizens live. Through sustainable infrastructure, it is possible to provide access to jobs, opportunities and resources and mitigate the effects of urban stressors that affect people's dailylives[2]. Government policies play a fundamental role in enabling the natural dynamics of cities, increasing health potential, reducing traffic, pollution, road insecurity, chronic non-communicable diseases and physical inactivity[3].

Especially in low- and middle-income countries, mobility is one of the main challenges facing cities, and motorized transport bears a significant share of the responsibility[4]. Partly because people have to travel great distances every day, because the places of residence, work, leisure and access to goods and services are separated from each other. Or because of the undesirable but foreseeable consequences of the preference for motorized transport, such as the demand for more urban space, the expropriation of green spaces, the unprofitability of local businesses and the loss of property values[5]. Active mobility certainly contributes significantly to changing this scenario due to its countless benefits for the health of cities and people. For example, traffic in cities is reduced by 16.2% to 50% when measures are taken to promote active mobility[6], and the risk of cardiovascular disease, diabetes and high blood pressure in the population is also reduced[7].

It seems, then, that the authorities have great potential to mediate or avoid real urban problems through isonomic government policies that embrace various processes of active mobility. However, one of the greatest challenges of the 21st century is to propose interventions in cities, as this depends on understanding the problem, the administration's understanding of the relevance of the issue, the definition of clear objectives and feasible strategies, decision-making, implementation and, finally, monitoring the progress of the public policies applied[8].

Adequate implementation of government policies also depends on tools that show a way to use it. Cities in the United States, Canada and Brazil have used vehicle movement and land use planning laws, master plans, transportation plans and the federal urban mobility program to organize urban transportation systems and influence the active mobility of the population[9]. However, these mechanisms should not work in isolation, nor should they be the first attitude, while fiscal incentives, information campaigns, investment in infrastructure, public-private partnerships and economic freedom have a great weight in the spontaneous life of society[10]. With these aspects, mobility integration models become feasible and give people the opportunity to move around the city on foot, by bike or by public transportation to reach their various daily destinations[11].

The World Health Organization and the United Nations agree on the need for integrated governance that combines policies instruments from different sectors to make cities safer, more compact, more resilient and sustainable, and to transform people's mobility, which has a positive impact on health[3,12]. These actions complement the efforts made in recent years to discuss physical activity as a health-promoting public policy[13], combining transport and human development[14].

In Brazil, public policies are mainly shaped by the Union, which governs the entire territory uniformly and aligns the states and municipalities with the objectives of the central government[15]. However, due to the sectoral structure, most public policies are characterized by inconsistency, overlapping measures and excessive interventions[16].

Faced with the fact that the expected effectiveness of sectoral policies was not being achieved, intersectorality began to be valued in order to integrate agendas with common objectives[17]. In relation to urban planning and federal government mobility, there is evidence of intersectoral and interagency articulation through various public policies instruments such as the *Caderno da Política de Saneamento Ambiental*, the *Código Brasileiro de Trânsito* (Law No. 9503/1997), the *Plano Diretor Participativo*, *Plano de Mobilidade por Bicicleta*, and the *Política Nacional de Mobilidade Urbana Sustentável* (Law No. 12587/2012). On the other hand, there is a lack of evidence of the existence of specific or aggregated public policies related to active mobility.

Nevertheless, it is not clear in the literature whether there is integration between the different ministries in the formulation and implementation of these policies at the federal level or how it develops. This detail can contribute to a better understanding of the legal structures and the functioning mechanisms of the political system in order to identify challenges and

possible strategies to promote active mobility[18] on the national territory. Therefore, the objective of this study was to analyze, based on a document review, the instruments of public policies to promote active mobility within the initiatives of the Brazilian federal government.

Methods

A documentary, exploratory research of a qualitative and quantitative nature was conducted, which surveyed the public policies instruments (PPI) to promote active mobility. The MA was understood as the use of walking and cycling as a means of commuting individually and/or in conjunction with the use of public transportation[19] at the federal level in Brazil until 2021. Brazil is the most populous country in Latin America, with 213,317,639 inhabitants spread across 5,570 municipalities in the 26 states and the Federal District[20]. It has a high human development index (0.766) and a per capita Gini index (0.524)[21].

The search for documents was carried out via the electronic address of the Federal Government (https://www.gov.br/pt-br/orgaos-do-Governo), which was structured on the basis of the 2019-2022 legislative period and includes 23 ministries that know: Attorney General of the Union; Agriculture, Livestock and Supply; Civil House; Citizenship; Sciences, Technology and Innovations; Communications; Office of the Comptroller General of the Union; Defense; Regional Development; Education; Economy; Infrastructure; Justice and Public Security; Environment; Mines and Energy; Women, Family and Human Rights; Ministry of Foreign Affairs; Health; Institutional Security Office of the Presidency of the Republic; General Secretariat of the Presidency of the Republic; Government Secretariat of the Presidency of the Republic; Labor and Social Security; and Tourism.

The identification of eligible instruments and data extraction were carried out in three stages. In the first phase, the instruments made available by the respective ministries on the subject of active mobility were recorded. The second phase involved the identification of PPI characterized by their potential ability to translate intentions into actions[8]. In this phase, we tried to find the following terms in the tools by using the function “find”: city; job; work; service; house; housing; housing density; lighting; safety; neighborhood; environment; urban design; school; combined land use; park; open space; green space; public area, recreational area; street; roadway, quiet area; sidewalk, pedestrian, cyclist; bike route, bike lane; Cycle route; crosswalk; traffic; speed; landscape; pollution; greenhouse effect; sustainability; quality of life; environment; noise; public transport; mobility; displacement; walking; bicycle traffic; parking; congestion; means of transport; active commuting; bus stop; accessibility; access; vehicle. These terms were taken from the dimensions and indicators of the built environment[3].

In the third phase, the full PPI that could promote active mobility by walking and/or cycling were read and included in the final analysis. PPI dealing with skateboards, roller skates and scooters were excluded from the study due to the low frequency of use in the Brazilian population[22].

To quantify the PPI by ministry, descriptive analyzes (relative and absolute frequency) were carried out using Excel 2010 software. To determine the proportionality of the instruments in each thematic category, the rule of 3 algorithm was applied. For example, 26 PPI were identified in the transport category, which corresponds to 100%. Of these, 21 were from the Ministry of Regional Development, three from the Ministry of Infrastructure, 1 (one) from the Ministry of Mines and Energy and 1 (one) from the Ministry of Women, Family and Human Rights, representing a total of 80.7%, 11.5%, 3.9% and 3.9% respectively.

Content analysis[23] was used for the textual data. In the first phase of the qualitative analysis, the content of the documents was systematized on the basis of a fluent reading and recording, which enabled an expanded view of the data set. The second phase consisted of the creation of coding processes, taking into account the text excerpts in data set units as well as

the classification and aggregation of information into categories a posteriori. Finally, in the last phase, the results were interpreted, which made it possible to understand in which categories of analysis active mobility has greater visibility and which instruments stood out as protagonists in this process.

Results

The survey identified 147 publications. After excluding those that were not considered PPI, 107 were read in full. Five new ones then emerged from the reference lists and were added to the set, making a total of 112 PPI available for content analysis. However, of these, 45 were excluded because they did not meet the inclusion criteria (instruments dealing with active mobility, be it walking and/or cycling), leaving 67 instruments for data extraction (Figure 1).

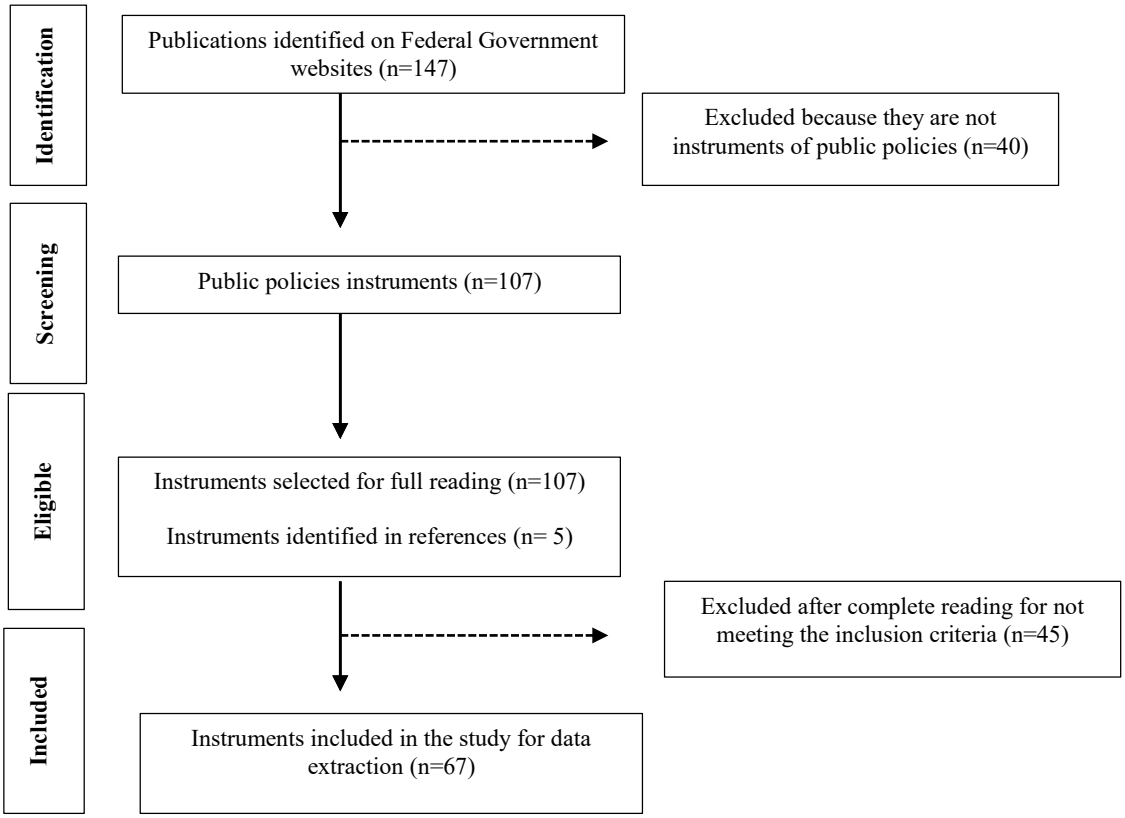


Figure 1: Selection process for public policies instruments to promote active mobility in Brazil until 2021.
Source: authors.

Table 1 shows the characteristics of the PPI to promote active mobility and the ministries responsible for its development, published between 1997 and 2021. It can be seen that active mobility was identified in the PPI of various ministries of the federal government, with an interministerial character attributed to this topic.

Instruments to promote active mobility were identified in nine Ministries of the Federal Government (Regional Development, Economy, Education, Infrastructure, Environment, Mine and Energy, Women, Family and Human Rights, Ministry of Foreign Affairs, and Science, Technology and Innovation), which illustrates the convergent nature of these documents in the field of active mobility. Among the ministries mentioned, the Ministry of Regional Development was characterized by the largest number of published instruments (77.6%),

mainly resolutions (38.8%). This ministry, previously called the Ministry of Cities, was created in January 2019 with the task of grouping several Brazilian public policies, including urban mobility, into a single ministry.

Table 1: Characteristics of public policies instruments for promoting active mobility, as identified by federal government ministries during the 2019-2022 legislative period (n=67).

Ministries	n	%
Regional development		
Resolution	26	38.8
Program	08	11.9
Law	05	7.4
Report	03	4.5
Decree	02	3.0
Parliamentary amendment	02	3.0
Plan	01	1.5
Master plan	01	1.5
Campaign	01	1.5
Letter	01	1.5
Manual	01	1.5
Initiative	01	1.5
Economy		
Program	01	1.5
Education		
Program	01	1.5
Infrastructure		
Law	04	5.9
Project	01	1.5
Environment		
Program	02	3.0
Mines and Energy		
Decree	01	1.5
Women, Family and Human Rights		
Law	01	1.5
Decree	01	1.5
Foreign Affairs		
Plan	01	1.5
Science, Technology and Innovations		
Forum	01	1.5
Ordinance	01	1.5

Source: authors.

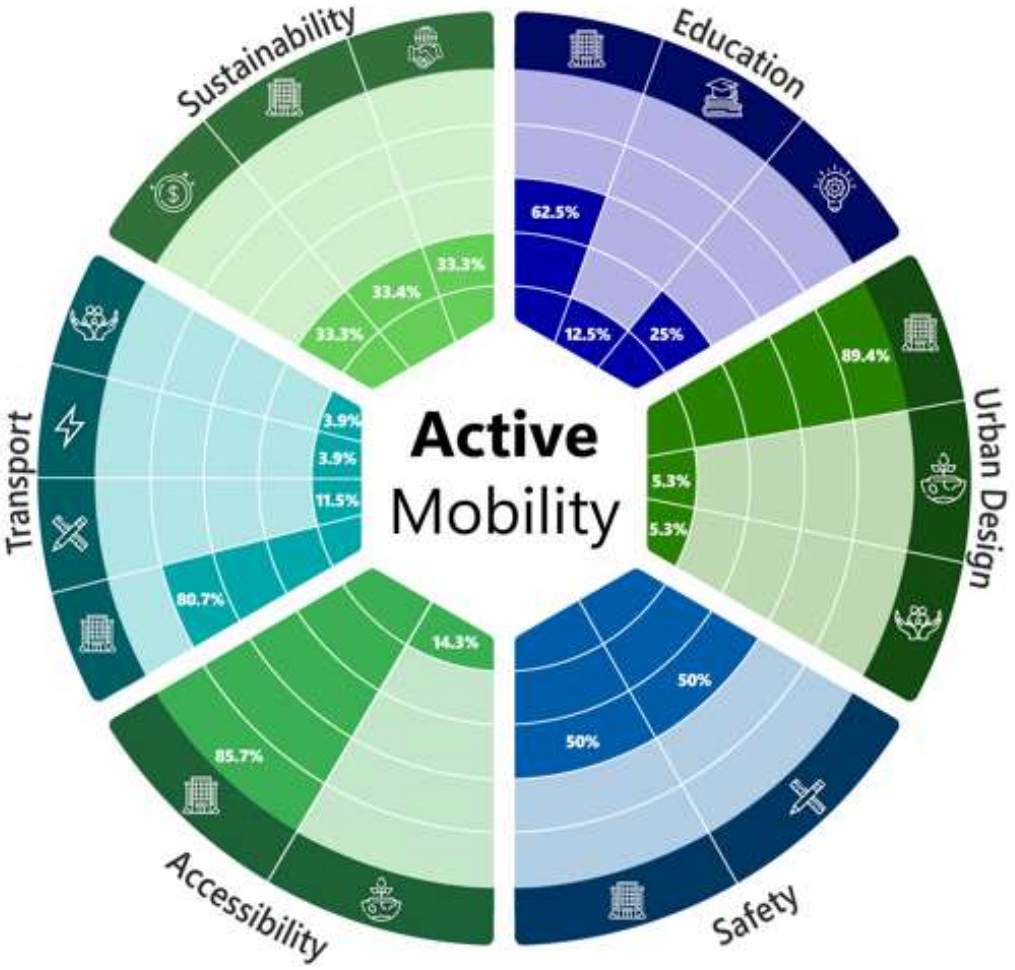
A close reading of the PPI made it possible to distinguish them according to categories of analysis based on common elements with greater frequency, namely: 1) accessibility; 2) education; 3) urban design; 4) safety; 5) sustainability; and 6) transportation. Chart 1 contains the conceptual definitions of these analysis categories.

Chart 1. Description of the analysis categories defined to summarize the public policies instruments to promote active mobility in Brazil.

Analysis category	Conceptual definition
Accessibility	It deals with the planning, organization and management of architectural and urban development projects aimed at ensuring universal access.
Education	It deals with aspects related to education in and for transport.
Urban design	It deals with planning guidelines for the full development of the city's social functions and urban property.
Safety	It addresses aspects related to urban furniture and the planning, organization and management of motorized and non-motorized vehicle traffic, including pedestrian traffic.
Sustainability	It deals with guidelines and strategies for the use of natural resources for the benefit of society without compromising resources for the future.
Transport	It deals with the planning, organization and management of the motorized and non-motorized transport system.

Source: authors

Figure 2 shows the 67 instruments for promoting active mobility according to the respective ministries, which are classified into the categories identified in this study. In the accessibility category, active mobility is mainly promoted by the Ministry of Regional Development (85.7%), followed by the Ministry of Environment (14.3%). In the urban design category, the Ministry of Regional Development has the highest share of instruments (89.4%), and the Ministries of Environment; and Women, Family and Human Rights each account for 5.3. The Ministry of Regional Development is also most strongly represented in the Education category (62.5%), followed by Science, Technology and Innovation (25%) and Education (12.5%). The security category is supported by the Ministries of Regional Development and Infrastructure in similar percentages, both with 50%. The sustainability category is a common theme in the instruments of the Ministry of Regional Development (33.4%), the Ministry of Economy (33.3%) and the Ministry of Foreign Affairs (33.3%). Finally, the transport category brings together a larger number of ministries: the Ministry of Regional Development (80.7%), the Ministry of Infrastructure (11.5%), the Ministry of Mines and Energy (3.9%) and the Ministry of Women, Family and Human Rights (3.9%), which includes instruments to promote active mobility (Figure 2).



Federal Government Ministries

Sciences, Technology and Innovations

Regional Development

Economy

Education

Mines and Energy

Environment

Foreign Affairs

Women, Family and Human Rights

Infrastructure

Figure 2. Categories of analysis of public policies instruments to promote active mobility, by Federal Government Ministries.

Source: authors.

Figure 3 shows a timeline of the main PPI for active mobility in Brazil, according to the Ministry and year of publication, respectively. In this context, the Federal Constitution, the

maximum law that deals with the restrictions and legal guidelines that govern Brazilian society, and guarantees, among other rights, that of "free movement within the national territory in times of peace [...]", addressed in its article 182[24] on urban development policy, electing *Plano Diretor* as a basic instrument for urban expansion.

With the publication of the *Estatuto da Cidade* (Law No.10.257/2001)[25] 12 years later, the guidelines, objectives and obligations for the creation of this *Plano Diretor* were established. During this period, the aforementioned instruments influenced the Código de Trânsito Brasileiro (Law No. 9.503/1997)[26], the *Programas Brasileiros de Acessibilidade* [27–30], the *Plano Diretor Participativo*[31] and the *Programa Caminho da Escola*[32], which had an impact on the mobility of pedestrians, cyclists and people with disabilitie.

The *Plano de Mobilidade por Bicicletas nas Cidades*[33] has awakened a new perspective in favor of the building of sustainable cities, and this idea is gaining even more prominence with the *Política Nacional de Mobilidade Urbana* (PNMU) (Law No. 12.587/2012)[34], which prioritizes non-motorized urban transport (modalities that depend on human propulsion), even in the guidelines for the formulation of urban mobility plans by municipalities. Based on the principles underlying the PNMU, such as universal accessibility, sustainability, equal access to public transport and the use of public space for commuting, technical booklets for urban mobility and energy efficiency projects have been published.

These documents address urban structures such as bicycle infrastructure, universal accessibility, road safety for the use of light rail and active mobility, the action financing program for urban mobility with a focus on public transport and active mobility through *Avançar Cidades* and the provision of an integrated, accessible, efficient and safe road system for goods and people through *Política Nacional de Transportes* and *Programa de Infraestrutura de Transporte e da Mobilidade Urbana – Pró-Transporte*. In addition, instruments have been created that aim to preserve and protect the environment by using low-carbon means of transport, as defined in the *Programa País do Brasil para o Fundo Verde*, introducing the bicycle as a means of transport through the *Programa Bicicleta Brasil*, mapping urban green spaces and ecosystem services defended in the *Carta Brasileiras para Cidades Inteligentes*, and establishing environmental zones through the *Programa Cidades + Verdes.*

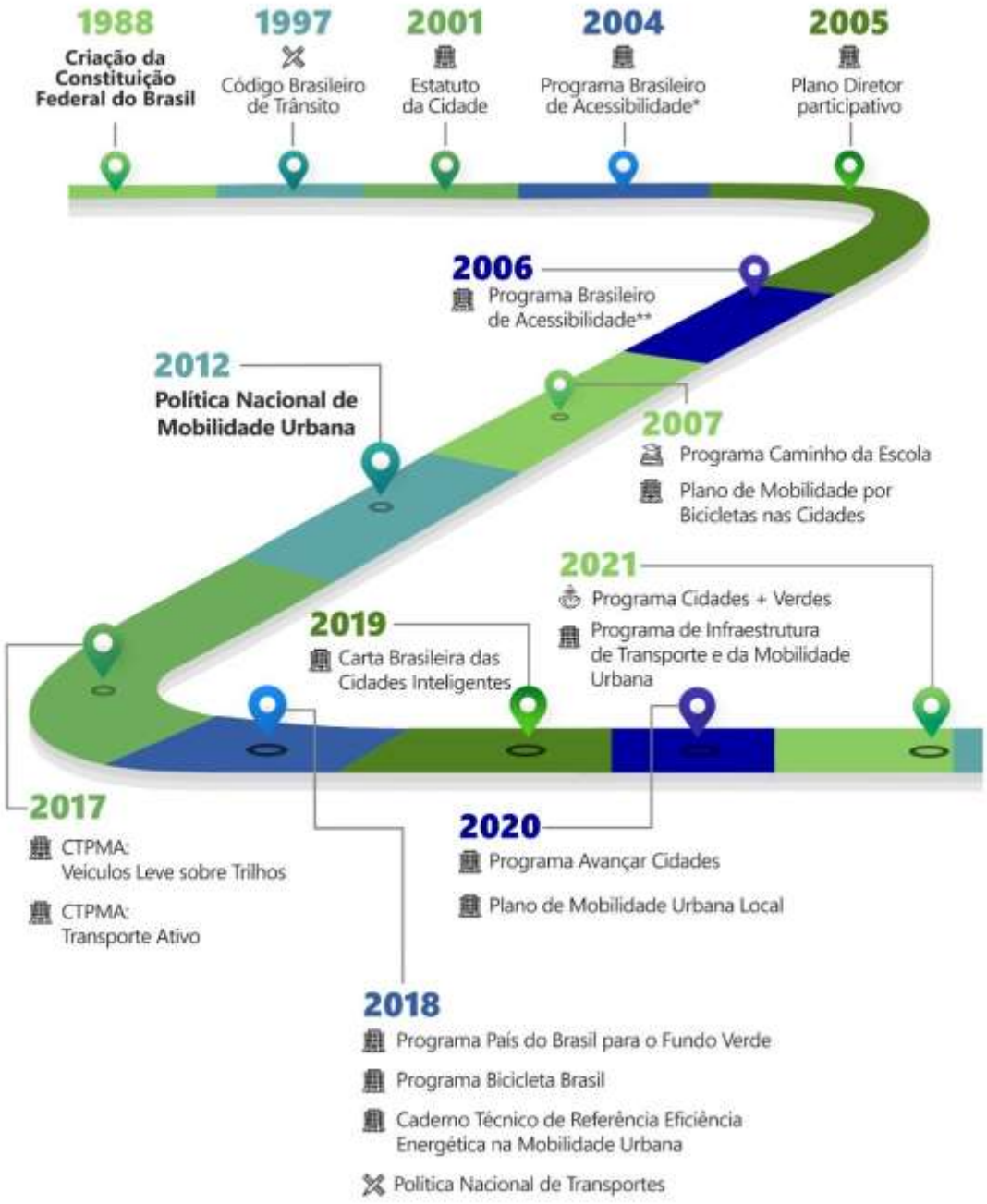


Figure 3: Timeline of the main instruments for promoting active mobility by the Brazilian federal government, organized by the 2019-2022 legislative period.
Note: *Focus on adequate care for people with disabilities and mobility impairments; in the implementation of Decree No. 5.296/04 - for the construction of a barrier-free city [27,28] **Focus on the implementation of barrier-free transportation systems and the construction of a barrier-free city [29,30]. CTPMA: *Caderno Técnico para projetos de Mobilidade Urbana.*
Source: authors

Discussion

The aim of this study was to analyze public policies to promote active mobility within the framework of the initiatives of the Brazilian federal government. Based on a documentary survey, it was found that the issue of active mobility is potentially a cross-ministerial agenda and can be implemented through various public policies instruments. However, of the 23 organized ministries as of the 2019-2022 legislative period, only nine have any instrument that includes the topic of active mobility in their agenda. Based on the country's recent timeframe since the promulgation of the 1988 Federal Constitution and the filling of several scientific knowledge gaps[3], it has been possible to highlight the importance of active mobility for the sustainability of cities, which offers better health conditions for citizens.

The results show that, similar to Canada and the United States, active mobility as a public policies is implemented through different instruments and is located in different ministries or equivalent institutions[9]. Furthermore, it was noted that during the researched period of Brazilian history, the topic of active mobility has been gaining ground on political agendas. Although they are presented in a fragmented way due to the excessive number and diversity of ministries in the different legislatures, the first movements to integrate them more can be seen, as evidenced by the convergence of agendas and the adoption of clearer and common objectives[17]. This is the case of the *Política Nacional de Mobilidade Urbana*, which is oriented towards the integration of urban development policy, housing, basic sanitation, planning and land use management[34].

Challenges and strategies for policies to promote active mobility

The categories of safety analysis, urban design and accessibility defined in this study are those that represent the most public policies for active mobility. Indeed, it is considered necessary to prioritize this issue, leading to improved access to stores and services and reduced congestion in conjunction with increased residential density and diversity of land use[35]. It is assumed that the design of these indicators will have a direct impact on the choice of transportation modes in the city. However, these measures must be efficient and effective while organically limiting motorized traffic, which has been steadily increasing in Brazil[36]. To achieve this, it is possible that the routes include possible regulatory incentives[37], but without exaggeration so as not to generate counterproductive effects. First, innovation models must be allowed to evolve organically and be tested for their effectiveness in meeting the real needs of citizens. The bikeshare system, for example, is a promising travel model that can unite the public and private sectors and provide the population with a micro-mobility mechanism in the city[38]. For this partnership to work smoothly, both parties must join forces to improve cycling infrastructure and promote awareness campaigns, signage and the designation of dedicated spaces for each mode, while offering an attractive service.

Long distances are perhaps one of the main problems of urban mobility, leading to the use of motorized transport. Commuting during rush hours makes traffic chaotic, resulting in approximately 31% of Brazilians spending more than an hour a day on their daily commutes[39]. The creation or transformation of cities into compact structures can be an alternative to this scenario. The 15-minute city models in Paris and Milan or the 20-minute city models in Melbourne are some of the ways to promote active mobility[40]. By reducing bureaucracy in cities, these models prioritize the ability to meet most daily needs within short distances from home, greater diversity of land use, integration with public transport and urban design that brings citizens closer to the environment with safety and comfort[35]. Although still below what is necessary, the benefits of these models are beginning to be considered in Brazilian government documents that prioritize active modes of transportation[34].

In the analysis categories of education, sustainability and safety, public measures to promote active mobility were less obvious. Studies show that the introduction of cyclists and pedestrians on the roads can lead to a reduction in traffic accidents in cities with a lower level of motorization or in cities with a high level of infrastructure where walking and cycling are possible in a safe environment. reduced risk[1]. From this point of view, the development of the *Plano de Mobilidade Urbana* by municipalities can ensure accessibility and safety and also benefit the sustainability of cities. To this end, priority routes near public transportation and schools must be included, as well as the creation of reduced speed zones, such as quiet streets and leisure streets on weekends[41]. Such measures are still only occasionally implemented in São Paulo, Rio de Janeiro, Brasília, Sorocaba and Porto Alegre[41]. In other Brazilian municipalities, especially smaller ones, there is a lack of more structured planning that promotes their intelligent and sustainable development[42].

The tools hardly emphasized the issue of urban sustainability and the lack of integrated governance within the Ministry of Health. Based on the instruments provided, not only a portrait of the current legislature emerges, but also a historical picture of the country. The results found could indicate that mobility is only linked to Ministries that are characteristic of the topic, such as Regional Development, Infrastructure or Environment, which favors a fragmented approach[1]. However, the involvement of the Ministry of Health can and should play a role in the joint elaboration of actions that promote walking and the use of bicycles as a means of transportation in the Brazilian population, as these are essential actions to achieve better health behaviors[3], in addition to contributing to the construction of sustainable cities[43]

From this point of view, documents such as the Physical Activity Guide for the Brazilian Population[44], developed by the Ministry of Health, can serve as a guide for the development or improvement of PPI to promote active mobility by integrating the different ministries in this action. This integration can lead, among other things, to the improvement of urban infrastructure, including quality street furniture, preserved sidewalks and bike lanes and appropriate signaling mechanisms, road safety and crime prevention, allowing people to move safely on foot or by bicycle, and the environment, promoting the preservation of green spaces, urban reforestation, the presence of parks and the reduction of air pollution. It is therefore clear that many of the issues addressed by the Ministry of Health are in synergy with other ministries, including the implementation of sustainable proposals that can mitigate the main urban problems related to active mobility[3].

Synergy in the areas of Governance as a mechanism to promote active mobility

In addition to integration between ministries, it is important that there is an interdisciplinary organization that promotes focused discussions between the different branches of government (federal, provincial, municipal), experts in each field and the participation of civil society[17]. Integration between the different actors also holds great potential for reflecting objective requirements in debates arising from practical experience and producing more robust instruments.

Looking back at public policies to promote mobility in Brazil, we can see that the country has made progress, starting with the Federal Constitution of 1988. Since then, the *Estatuto da Cidade*[25], the *Plano Diretor Participativo*[31] and the *Política Nacional de Mobilidade Urbana*[34] have introduced important guidelines to guide public administrators on how and what to prioritize in cities. Although these instruments have some effectiveness, there is a lack of concrete deadlines for achieving the targets and a direction for accountability for measures that fail or for which there is no adequate technical-scientific planning. There is no clear indication of the level of public funding that will be made available to implement the measures. In addition, due to the specific requirements that each city has, there is little or no

effective community participation in decision-making. This would indeed create a sense of belonging, attention and care for the environment in which we live, directly among those who will be affected by the public policies applied.

Around the world, there are a number of guidelines that help countries to take measures that combine health and active mobility. The European Plan for Sustainable Urban Mobility, for example, is the only European planning program to promote active mobility measures considered by the Ministry of Health, demonstrating a reduction in environmental risks and non-communicable diseases in France, Italy and the United Kingdom[45]. In Brazil, there has been significant progress with the adoption of the Convergent Agenda for Sustainable Mobility and Health, which provides cross-sectoral guidelines and guidance for public administrators on physical activity and air quality issues. In addition, the Global Action Plan for Physical Activity[12], which aims, among other things, to reduce physical inactivity by at least 15% by 2030, has been included in the Brazilian scenario, which also includes active mobility. However, walking has declined over the last decade[46], indicating that not only a specific agreement needs to be ratified, but that theories need to be translated into action by setting local priorities.

Some limitations should be mentioned in the present study. First, although pairwise attempts were made to reach all PPI to promote active mobility at the federal level, it is possible that some were not found in the search, which may be due to the updating of websites that may have occurred in the period following the readings. Second, only PPI from the federal administration were included, making it impossible to understand active mobility in its complexity at the state and local level. Finally, legislative changes over the years, which are common in a democratic system, may have affected the implementation of active mobility PPI, impacting the availability of documents in the search sources.

Conclusion

The Brazilian federal government's policy to promote active mobility is implemented through various instruments that are not always in synergy with each other, nor do they involve different ministries at the same time. The analysis of the 23 ministries that exist in the 2019-2022 legislative period revealed that only nine of them have any PPI that directly or indirectly includes active mobility. In addition, the Ministry of Health has not presented any PPI that addresses this issue. Of the categories examined in this study, transport, urban planning and accessibility are the ones with the most policies instruments to promote active mobility. In contrast, the categories of education, sustainability and safety receive little attention. Based on the instruments provided, this is not only a portrait of the legislative period studied, but also a historical picture of the country, considering the approach of the documents found and analyzed since the *sétima carta constitucional*.

For active mobility policies to be effective in Brazil, it is essential to establish a common agenda between ministries and coordinate proposals between levels of government. It is also important to promote a broader involvement of civil society and local communities in decision-making on active mobility through public consultations, discussion forums and collaborative partnerships. This will ensure that public policies reflect the real needs of citizens, who will be affected to some extent by any implementation in the city. In addition, improving the tools can be ensured by setting concrete deadlines, objective targets, clear budget definitions and accountability guidelines that are adhered to. The involvement of the Ministry of Health in this agenda is particularly important, as active mobility is directly linked to people's physical and mental health. This alignment can, among other benefits, reduce public health costs and promote a healthier and more sustainable urban environment, considering that walking in cities is a necessity and not a choice.

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