**Comparing active transport legislation in Auckland, Canberra, Cardiff and Chicago**

Walking, cycling and micro mobility have been identified as key to decreasing transport emissions and improving wellbeing. Reliance on single occupancy vehicles for daily transport has improved access for many people but is also linked to increasing physical inactivity and is the largest source of greenhouse gas emissions in our urban centres. There is extensive research on what ways best promote active transport in the fields of urban design, transport safety and behaviour sciences. However, the link between legislation and the promotion of active transport behaviour at the international level has yet to be investigated.

Using methods based on public health law research, a legal mapping study has been undertaken that compares the legislation that promotes active travel between four cities in separate nations. Through the legal method of systematic content analysis, the respective city, state and national legislation of the four cities of Auckland, Canberra, Cardiff and Chicago were collected, and an analysis was undertaken with an adapted RAMPARTs framework and the PASTA conceptual framework of active travel behaviour.

Results show a significant variation between cities and nations on what is legislated on funding, awareness, standards, authorisations, prohibitions and exemptions in law that promote active transport. Each city and nation had a unique way of promoting active transport through the law. Yet, New Zealand was found to have significantly fewer comprehensive laws over all areas promoting cycling. These findings have implications for understanding New Zealand and Auckland's current gaps in active transport legislation and how learnings from other nations' examples of legislation can be used to achieve current emission goals and improve wellbeing within Auckland and New Zealand.