Integration of transport, health and environmental concerns in urban and spatial planning – new area of THE PEP activity

Dr. Vadim Donchenko, THE PEP Steering Committee Bureau Chair
Why is THE PEP?
What are the problems?

- Increase in TRANSPORT DEMAND and over-reliance on individual car use
- Effects on HUMAN HEALTH and ecosystems of transport-related air pollution
- CONGESTION and lack of green spaces due to unsustainable transport and urban planning
- Increase in non-communicable diseases (NCDs) due to lack of physical activity and sedentary lifestyles
SOME FACTS. COST OF CONGESTION

- total cost of congestion -$100bn per year in Europe
- or over 1,0% of GDP
- around 80% of all congestion is in urban areas

(Prof. A.May, ITS, Leeds University)
COST OF AIR POLLUTION: HEALTH IMPACTS OF ROAD TRANSPORT

- Cost to advanced economies plus China and India = $3,5 trillion per year:
  - OECD ~ $1,7 trillion
  - China ~ $1,4 trillion
  - India ~ $0.5 trillion
- In OECD countries ~ half from road transport
  (source – Michael Walsh, OECD)
SOME FACTS. EMISSION

Mobile sources are responsible for ~25% of global black carbon emission:

- mobile sources - 25%
- residential - 23%
- biomass - 41%
- industry - 11%

(source – Michael Walsh, OECD)
What is THE PEP?
THE PEP – UN ECE-WHO Pan-European Program on Transport, Health and the Environment

History:

- **1997**: Regional UN ECE Ministerial Conference on Transport and the Environment in Geneva
  - Vienna Declaration and Program of Joint Actions
  - Vienna UN ECE Agreement 1997 on uniform conditions of technical inspections
  - Amendments in UN ECE Vienna Convention 1968 on Road Traffic
  - Establishment of T&E Focal Points
- **1999**: 3d WHO Ministerial Conference on Environment and Health
  - WHO Charter on transport, environment and health
  - Steering Group and E&H Focal Points
- **2001**: 1st High-Level Meeting on THE merging Geneva and Vienna processes
- **2002**: Adoption of THE PEP at 2d High-Level Meeting on THE
- **2009 и 2014**: 3d and 4th High-Level Meetings in Amsterdam and Paris
- **2019**: 5th High-Level Meeting on THE in Vienna
THE PEP Goals

The Transport, Health and Environment Pan-European Programme (THE PEP) aims to develop and promote sustainable and healthy transport patterns at the pan-European level. Four THE PEP Goals were adopted in 2009 in Amsterdam:

• **Priority Goal 1:** Contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

• **Priority Goal 2:** Manage sustainable mobility and promote a more efficient transport system

• **Priority Goal 3:** Reduce emissions of transport-related greenhouse gases, air pollutants and noise

• **Priority Goal 4:** Promote policies and actions conducive to healthy and safe modes of transport
What are THE PEP solutions?

INTEGRATED Policy approach
3 sectors on an equal footing:

Communication
Collaboration
Cooperation

PUBLIC TRANSPORT
systems that are
safe, clean, convenient, accessible, affordable & efficient

INFRASTRUCTURE, signs & signaling for safe & healthy active mobility like walking & cycling

Mobility management schemes for work, school, leisure + eco-driving techniques + new technologies
THE PEP implementation and monitoring mechanisms

• National Transport, Health and Environment Action Plans (NTHEAPs)
• THE PEP Relay Race (staffette)
• THE PEP Partnerships
4th High-level Meeting
Transport, Health and Environment
14 - 16 april 2014 - Paris-La Défense

City in motion: people first!

www.thepep.org
WHAT WAS DECLARED IN PARIS?

• 4 THE PEP Goals were confirmed
• new 5th Goal was declared — “Integration of transport, health and environmental concerns in urban and spatial planning”
• new Partnership on Goal 5 was initiated by Russia and France
• new THE PEP mechanism was proposed – “THE PEP Academy”
Why we need to speak also about urban planning?
I. Urbanization and rapid growth of urban population and urban territories lead to significant growth in transport demand

We need to link this demand with capacity of transport system and ensure its compliance with high standards of transport services quality (and, generally, quality of life!) by mobility management instruments
II. Development of transport infrastructure and ensuring of new capacity of transport transit systems may lead to generation of a new (additional) transport demand (in particular, by rise of territories attraction for housing)

We need effective legal instruments to regulate housing and especially activity of developers
How “induced mobility» appears

- Road building
- Increase of road network capacity
- Improvement of traffic conditions
- Rise of car use attractiveness
- Increase in a number of car trips (induced mobility)
- Road network congestion
- Rise of car use attractiveness

Rise of car use attractiveness at increased road network capacity and improved traffic conditions, leading to increased road network congestion and further increase in car use attractiveness.
III. Different town-planning concepts need different models of transport services of territories (dense high-rise housing development, low-rise housing development and so on)
IV. Urban and transport planning have to be integrated based upon sustainability principles

“Sustainable urban mobility planning”:
• focus on people
• objectives: accessibility and quality of life as well as sustainability, economic viability, social equity, health and environmental quality
• balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes (pedestrians, cyclists, PT, urban rail)
• integrated set of actions to achieve cost-effective solutions
• cross-sectoral planning document (land use and spatial planning, transportation, social services, health, environment and so on)
• development by interdisciplinary planning team
## DIFFERENCE IN TRADITIONAL AND SUSTAINABLE TRANSPORT PLANNING

<table>
<thead>
<tr>
<th>Traditional transport planning</th>
<th>Sustainable transport planning</th>
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<tbody>
<tr>
<td><strong>History</strong></td>
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<tr>
<td>Appear in 30-40 years of XX as a part of urban planning</td>
<td>Appear in 70 years of XX as a result of motorization growth</td>
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<td><strong>Goal</strong></td>
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<td>Meeting of transport demand</td>
<td>Management of transport demand formation and realization</td>
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<td><strong>Particular features</strong></td>
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<td>1. Orientation on private cars and PT</td>
<td>1. Orientation on PT, e-mobility and non-motorized travel; reduction in use of private cars</td>
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<td>2. Ensuring of transport demand which is generated by town-planning solutions</td>
<td>2. Part of concept “cities comfortable for life” (which don’t generate additional transport demand)</td>
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<td>3. Development of transport infrastructure depending from transport demand generation</td>
<td>3. Absence of orientation on the permanent development of transport infrastructure</td>
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<td>4. Safety and environmental safety– as criteria for planning results estimation</td>
<td>4. Integration of safety, environmental safety and transportation quality criteria in planning decision-making process</td>
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Partnership on the integration of transport, health and environment concerns in spatial and urban planning (established in 2014 at 4th HLM)

Objective: Ensure international co-operation and interaction to help countries in developing more sustainable transport and health-oriented urban mobility policies

Scope and purposes:

- Organization of scientific cooperation on the problems
- Joint organization of training in the field of sustainable transport planning (THE PEP Academy)
- Joint development of methodical recommendations, normative guidelines and exchanges on experiences and best practices for city administrations, urban and transport planners
- Joint organization of international conferences and seminars
Partnership on the integration of transport, health and environment concerns in spatial and urban planning

**Partners:** the Russian Federation, France, Polis Network (European cities and regions working together to develop innovative technologies and policies for local transport)

**Some elements of Work Plan:**

- organize international conferences/seminars during 2015-2019
- organization of MD training courses on sustainable urban transport (2014-2019)
- development of Manual on sustainable transport and mobility planning (2019)
- Identifying case studies in the field of sustainable transport and urban planning
Partnership on the integration of transport, health and environment concerns in spatial and urban planning (continuation)

Some elements of Work Plan:

- Providing examples for publication where national policy has been successfully implemented
- Building knowledge and raising awareness among policy-makers
Manual on the best practice and solutions in the field of sustainable transport and urban planning

• Initiative of the Russian Federation supported by THE PEP Bureau and a number of countries (Austria, Norway, Switzerland, France) and Polis Network

• Corresponds with THE PEP Secretariat proposal for a publication on case studies and good practices on integrating transport and land-use planning in cities

• Will be presented at 5th HLM in Vienna as one from THE PEP key output
Manual on the best practice and solutions in the field of sustainable transport and urban planning

• Manual has to present practical guide for decision-makers with description of methodology of decision-making and development of sustainable urban and transport plans

• Manual has to be illustrated by examples of the best practice from different countries of ECE Region

• Manual has to indicate also mistakes and failures which took place in the field of development and implementation of sustainable transport and urban planning approaches
Manual on the best practice and solutions in the field of sustainable transport and urban planning

Possible chapters of the Manual:

- Society, economy, urbanization and transport
- Quality of transport services/urban transport work as an important element of ensuring of quality of life and quality of urban economy functioning
- Ensuring of sustainable urban mobility
- Approaches to decision-making in the field of town-planning, transport, environment and health
Manual on the best practice and solutions in the field of sustainable transport and urban planning

Possible chapters of the Manual (continuation):

- Methodology of development of complex urban strategies/plans in the field of ensuring of urban transport systems sustainability
- Modeling and forecast of strategy/plan realization results
- Supply of transport services/capacity in sustainable urban transport systems
THANK YOU FOR YOUR ATTENTION!