

**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**

THE PEP Transport, Health
and Environment
Pan-European Programme

UNITED
NATIONS 
ECONOMIC COMMISSION FOR EUROPE

 World Health
Organization
REGIONAL OFFICE FOR
Europe

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”

Transport ↔ Environment ↔ Health

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

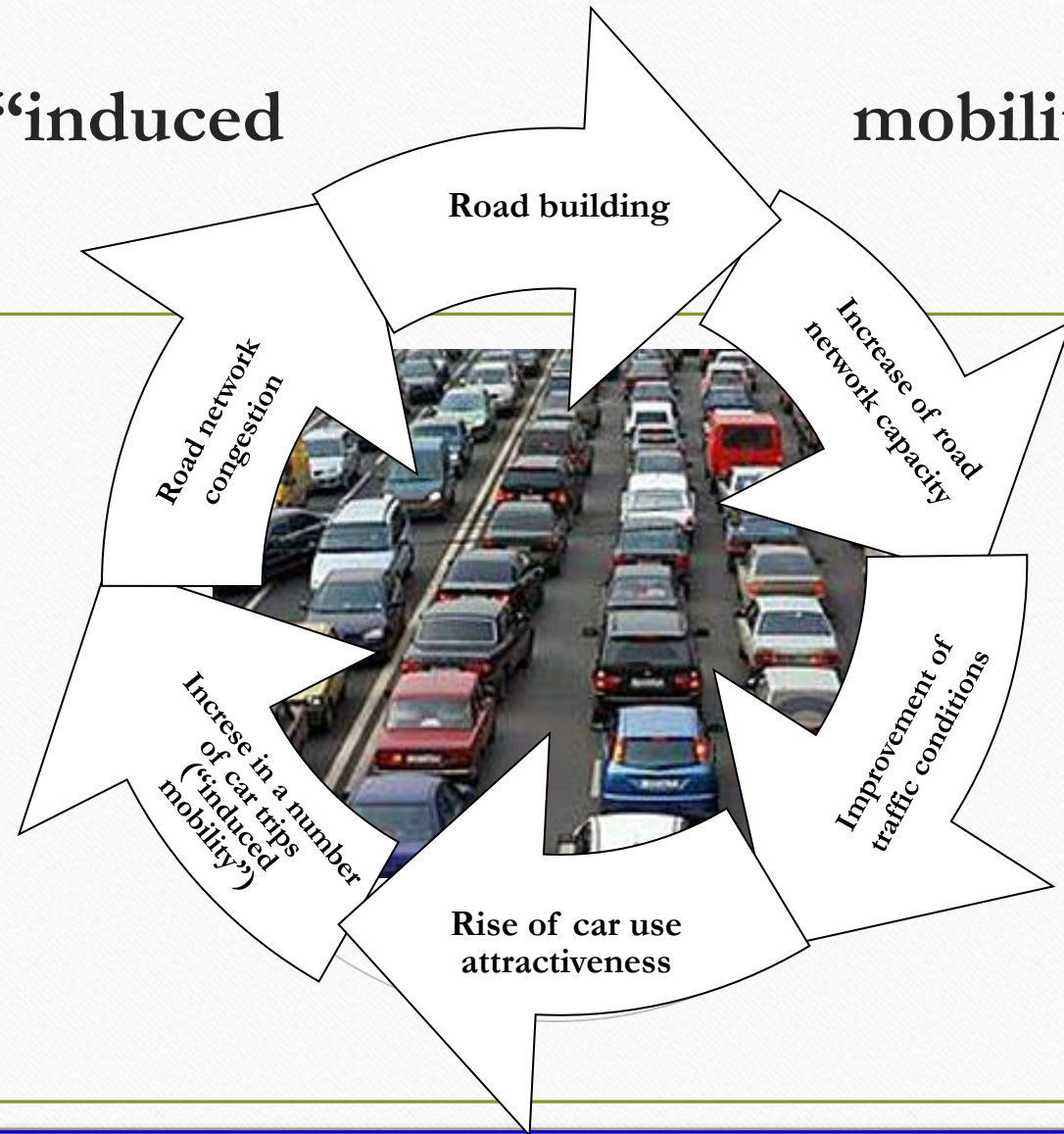
II. Development of transport infrastructure and ensuring of new capacity of transport transit systems may lead to generation of a new (additional) transport demand (in particular, by rise of territories attraction for housing)



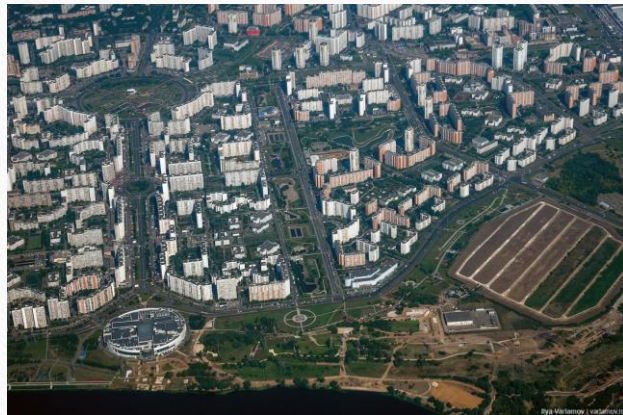
We need effective legal instruments to regulate housing and especially activity of developers

How “induced

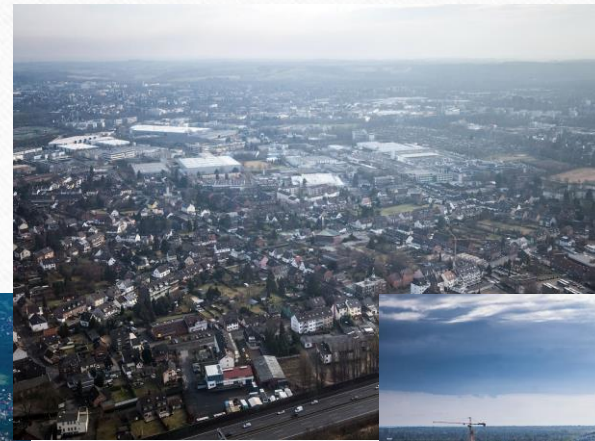
mobility» appears



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)



Moscow



Dusseldorf



Copenhagen

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

Traditional transport planning	Sustainable transport planning
<i>History</i>	
Appear in 30-40 years of XX as a part of urban planning	Appear in 70 years of XX as a result of motorization growth
<i>Goal</i>	
Meeting of transport demand	Management of transport demand formation and realization
<i>Particular features</i>	
<ol style="list-style-type: none"> 1. Orientation on private cars and PT 2. Ensuring of transport demand which is generated by town-planning solutions 3. Development of transport infrastructure depending from transport demand generation 4. Safety and environmental safety– as criteria for planning results estimation 	<ol style="list-style-type: none"> 1. Orientation on PT, e-mobility and non-motorized travel; reduction in use of private cars 2. Part of concept “cities comfortable for life” (which don`t generate additional transport demand) 3. Absence of orientation on the permanent development of transport infrastructure 4. Integration of safety, environmental safety and transportation quality criteria in planning decision-making process

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

SUSTAINABLE URBAN TRANSPORT

THANK YOU FOR YOUR ATTENTION !