



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/AC.21/2004/4  
EUR/04/5045236/4  
22 January 2004

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

**WORLD HEALTH ORGANIZATION**

Regional Office for Europe

**HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH**

**THE PEP Steering Committee**

(Second session, 29 and 30 March 2004,  
agenda item 4.A (ii))

**SUSTAINABLE AND HEALTHY URBAN TRANSPORT AND LAND-USE PLANNING**

Report by the UNECE and WHO/Europe secretariats

**I. INTRODUCTION**

1. The present document has been prepared by the UNECE and WHO/Europe secretariats in consultation with the delegation of Cyprus for consideration by THE PEP Steering Committee at its second session (29-30 March 2004).

2. It contains the report on the workshop on “Sustainable and Healthy Urban Transport and Planning” that was held in Nicosia, Cyprus on 16-18 November 2003, in accordance with the decision of THE PEP Steering Committee<sup>1</sup>, to review and discuss good practices and lessons learned on integrating environment and health considerations into urban transport and land-use planning through case-studies. The workshop built notably on the work carried out under the follow-up to the UNECE “Workshop on Encouraging Local Initiatives Towards Sustainable Consumption Patterns” (Vienna, February 1998) and contributed to the implementation of the key priorities for further action as

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<sup>1</sup> Summary report of the first session of the Steering Committee ECE/AC.21/2003/6 - EUR/03/5040828/6.

contained in THE PEP Work Plan<sup>2</sup>. It takes stock of major international initiatives of relevance, notably the WHO publication “Healthy Urban Planning – A WHO guide to planning for people”, as well as the OECD-ECMT project on “Implementing Urban Travel Policies” and its follow-up action.

3. An account is given of the issues that were considered at the workshop and of the key points that arose from the discussions. On the basis of the outcome of the workshop, and taking into account the recommendations of the Bureau, proposals for follow-up action in the field of integrated urban transport and land-use planning are also put forward, for consideration and approval of the Steering Committee.

## **II. WORKSHOP ON SUSTAINABLE AND HEALTHY URBAN TRANSPORT AND PLANNING (16 - 18 November 2003, Nicosia, Cyprus)**

4. The workshop on sustainable and healthy urban transport and planning was organized by the Department of Town Planning and Housing of the Ministry of Interior of Cyprus in consultation with the UNECE and WHO/Europe secretariats. The European Conference of Ministers of Transport (ECMT), the WHO’s Healthy Cities Network and the UNECE Human Settlements Committee were closely consulted in drafting the workshop programme.

5. The workshop brought together some forty experts on transport, environment, health and land use planning representing local and central governments as well as the academic community and private sector in Bulgaria, Czech Republic, Cyprus, Finland, France, Germany, Hungary, Italy, the Netherlands, Norway, Republic of Moldova, Romania, Russian Federation, Slovakia, United Kingdom and Uzbekistan. The participating organizations and city networks included ECMT, European Commission (EC), International Association of Public Transport (UITP), Regional Environmental Centre for Central and Eastern Europe (REC), Access - Eurocities for a New Mobility Culture as well as the Healthy Cities Network.

6. Discussion papers were prepared for each agenda item to introduce the key issues at stake and to stimulate discussion. Moreover, given the emphasis of the workshop on the exchange of experiences on good practices, lessons learned and challenges faced by the countries of the region in sustainable and healthy urban transport policies and planning, three to four city or country case studies were presented per item. The discussion papers, the abstracts of the case studies as well as the presentations made at the workshop have been made available on THE PEP website<sup>3</sup>.

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<sup>2</sup> Document ECE/AC.21/2002/9 - EUR/02/5040828/9 adopted by the 2<sup>nd</sup> High-level Meeting on 5 July 2002.

<sup>3</sup> [http://unece.unog.ch/the-pep/en/workplan/urban/urban\\_docs.htm](http://unece.unog.ch/the-pep/en/workplan/urban/urban_docs.htm)

7. The workshop was preceded by a study tour on the island of Cyprus on Sunday, 16 November 2003. It gave the participants the opportunity to become acquainted, besides the local scenery and history, with the problems of, and approaches to, urban development and transport planning in Cyprus and enabled them to discuss relevant issues with planners and representatives of local authorities.

**A. Introductory session**

8. The workshop participants were welcomed by Mr. Andreas Christou, the Minister of the Interior of Cyprus and Mr. Michael Zampelas, the Mayor of Nicosia, as well as by Mr. Yiannos Papadopoulos, Director of the Department of Town Planning and Housing of the Ministry of the Interior. Opening statements were also made by Ms. Christina von Schweinichen, Deputy Director of the UNECE Environment and Human Settlements Division, and Ms. Francesca Racioppi, Technical Officer, Accidents, Transport and Health Division of the WHO's Regional Office for Europe.

9. Mr. Roger Torode from the UITP, and Mr. Hugh Barton from the Healthy Cities Research Centre in Bristol, provided a brief review of the current transport and land-use planning patterns and trends as well as the driving forces behind them and considered the implications of these trends for the environment and quality of life. It was recognized that unintegrated, institutionally separated policies and decisions on transport, environment, health and urban land-use planning have in many cases led to unhealthy, unsustainable urban areas, where local facilities, office retails and leisure parks are few and far between, inaccessible by foot and necessitating longer and longer car trips. It was therefore considered important to increasingly switch the focus from transport to movement, and to focus on its effects on human health and well-being.

10. The importance of redirecting further funds from road infrastructure to public transport development was emphasized. Public transport should be prioritized, owing to its potential to (a) reduce traffic levels, emissions, noise, energy use and accidents; (b) take up less space and reduce speed (with lower speed further reducing emissions and accidents); (c) encourage walking and cycling; (d) be electrically powered, and renewable; and (e) use less land, thereby reducing urban sprawl.

11. The environment and health challenges faced by the countries in transition were seen as particularly noteworthy due to the rapid growth of road transport and lack of resources required to take mitigating action. In his presentation, Mr. Ion Shalaru showed alarming statistics from Chisinau, the capital of the Republic of Moldova, where traffic related air pollution and noise constitute an increasing health problem, due notably to the threefold increase in the number of cars in the past decade.

**B. Implementing measures for sustainable and healthy urban transport and planning, with an emphasis on promoting public transport, walking and cycling**

12. The participants discussed the various measures that have been taken for achieving urban transport and patterns of urban development that best contribute to sustainable and healthy living conditions in urban areas. The measures discussed included: integrated urban planning, policy instruments and demand management techniques, pricing and fiscal measures, and raising awareness on health and environmental impacts of urban traffic.

**(a) Integrated urban planning that reduce the need for mobility and allow for the development of sustainable and healthy alternatives to road transport**

13. In his presentation, Mr. Michael Kyriakides from the Department of Town Planning and Housing of the Cypriot Ministry of the Interior stressed the need for greater efforts to manage travel behaviour through land use policy, and to fill in the gaps that still exist in the understanding of their interrelationship. He called for a vision of urban areas based on public consultation, accompanied by public support of public urban transport promoting less dependence on automobiles and opportunities for walking, cycling and public transport. Transport and land use planning should be part of both the problem and the solution for making cities more sustainable in ways that are fair, efficient and affordable for all. Planners should promote a more holistic approach and seek to bridge the gap between theory and the practice. Among the main difficulties in turning this vision into reality, a lack of integration between the sectors and across the different levels of government was particularly highlighted.

14. Mr. Marco Zanussi presented the experience of the Municipality of Sandes in Norway in promoting the use of cycling among its inhabitants through planning and building of cycle paths, and parking stands for bicycles, information campaigns, including on safety, and the availability of cost-free city bikes. The project was supported by a national plan encouraging local action and funds allocated to regional and local authorities. The resulting relatively limited increase in cycling led to the conclusion that making available information and infrastructure for cycling is not sufficient but needs to be complemented with measures that aim to reduce the use of private cars (pricing the use of cars and restricting parking) and to promote public transport.

15. The Nicosia Master Plan case study was presented by Ms. Agni Petridou, the head of a bi-communal team for the restoration of the historical city centre that is divided into Turkish and Cypriot parts. The case study showed, in particular, how urban planning can serve to improve communication and integration between communities.

16. The case of Alba Iulia in Romania, presented by Ms. Dana Bodnaras, highlighted the link between opportunities for creating pedestrian areas and the rehabilitation of historical heritage in the city centres.

17. In Genoa, a combination of measures, including restriction of access to the central area, park and road pricing strategies, strengthening and improvement of public transport services, and the institution of a new integrated transport planning and control system, has led to a drastic reduction of private transport use in the central city area (50% during peak hours), as well as to the improvement of environmental indicators. Mr. Alberto Santel from the Genoa City Council drew attention to the increase of the two wheels transport (mopeds and motorcycles) in Genoa as a result of the access restriction measures, requiring further corrective measures. He pointed out that pollution from two wheels constitutes an important element in the total pollution surveyed in the urban centre, and should therefore not be considered as a solution to congestion in the urban centres.

18. On the basis of the discussions held, it was concluded that national enabling policy or legislative frameworks, support from politicians at the local level and/or capacity to mobilize resources for action (in some cases from international donors), as well as active participation of the community were key aspects for successful local action in integrated urban planning. Synergies with the goals of other sectors had also proved useful. Finally, the importance of active involvement of the Ministers of Education in promoting awareness and changes in lifestyles was emphasized.

(b) Policy instruments and demand management techniques for inducing more sustainable and healthy urban transport patterns

19. Mr. Michel Chapuis from the European Commission, DG Research, introduced the item emphasizing the role of research in fostering implementation of new policies and measures that are conducive to better transport management. The main objective of the EU's Cluster on Land Use and Transport Research (LUTR) has been to develop planning tools and assessment methodologies that are affordable, effective and accessible. The focus at the EU level has also been in providing guidance to local authorities in making the right choice among the various tools available. Clarifying the long-term impact of the tools, the possible synergies with other measures and the transferability of the tools is seen as essential.

20. Mr. Yuliy Kunin from the Russian State Scientific Institute of Motor Transport (NIAT) reported on the transport-related challenges faced by the city of Moscow with its 10-13 million inhabitants. Public transport is still a major component of urban transport in Moscow, but privately owned cars are increasing at a rate of 7.5% per year (now 240 cars/1000 inhabitants). An overloading of the transport system is to be expected. Already now, "rush hour" is daylong, with very low average

speed in the city. Cars are estimated to contribute to 65% of air pollution, trucks to 25% and buses to 10%. Moscow's public transport system, which is one of the biggest in the world, is considered to be one of the preconditions of the city's functioning. Currently, however, it suffers from a severe problem of overloading with an insufficiently developed underground network and with no other rapid alternatives. The public transport fleet and infrastructure are of poor quality and in the process of further deterioration. The public transport system suffers also from a shortage of skilled personnel and from a lack of co-ordination between municipal and private companies. Ticket fees cover only some 60% of the costs of public transport. Improving fare collection efficiency is important due to a generalized practice of free riding. Local governments should be committed to improving public transport, e.g. through introducing Monorail and light railway, more environmentally friendly vehicles, additional routes for public transport, smart cards for tariff collection, etc.

21. Transport-related air pollution is also a major concern in Chisinau, Republic of Moldova. Ms. Valentina Stratulat from the Ministry of the Environment pointed out that the recently adopted national programme containing 30 actions to reduce air pollution from vehicles needs international support and financial resources so as not to remain a mere declaration of intent.

22. Mr. Jörg Thiemann-Linden, Consultant in Town and Transport Planning from Germany, presented three examples of effective low-cost public transport measures with possible opportunities of transferability. In Gdynia, Poland, institutional reform dividing the former municipal public transport company into three competing operators has improved the effectiveness and the quality of the services offered. In Prague, Czech Republic, an integrated system with one network, timetable and ticket was gradually built to serve more than 250 municipalities. In Minden-Herford, Germany suburban and rural public transport were reshaped based on demand responsive "Taxi buses".

23. The success criteria for effective policy measures and demand management techniques towards more sustainable and healthy transport and planning that emerged from the discussions include: (a) an integrated approach between transport, environment, health and other relevant sectors; (b) national supportive policy; (c) monitoring; (d) use of economic assessment and environmental and health impact assessments in decision-making; (e) greater funding; and (e) public participation in decision-making.

(c) Pricing and fiscal incentives for sustainable and healthy urban transport and planning

24. Mr. Andrea Ricci from the ISIS presented his discussion paper on the issues at stake. He highlighted that the pricing policy instrument is expected to have impacts simultaneously on (a) transport performance; (b) environment and health indicators; and (c) the economy and society as a whole. Pricing is a more appropriate tool to achieve these purposes, as opposed to traditional levies, which are not targeted (i.e. lacking specific objectives), nor differentiated (depending on the use made

of the vehicles), thereby sending wrong pricing signals. Pricing alone cannot achieve the ultimate objective of ensuring the sustainability of urban mobility. Pricing schemes should therefore be “packaged” with other measures to enhance their respective effectiveness, e.g. parking measures, and regulation of noise and accidents.

25. Setting the appropriate prices was referred to as the most difficult step, implying firstly the need to evaluate transport costs, including also external ones, i.e. the damage to the environment and health, and secondly the maintenance costs of infrastructure etc., with a great variability between different urban contexts. In the actual setting of prices, economic theory needs to be confronted with practical constraints, notably with the acceptability of the measure by the public. Available experiments in pricing measures show inter alia that (a) acceptance of the pricing measures is often higher ex post than ex ante (once in place and proven effective); (b) revenue usage is critical (the returns should be earmarked visibly for improvements in the sustainability of transport); (c) equity issues need to be dealt with; (d) the institutional frameworks need to be revised; (e) transferability and generalization of the measures are still very challenging (because of local differences); (f) pricing measures perform consistently better than other measures, especially if they are accompanied by good communication campaigns; and (g) the sustainability of modern cities is a matter for immediate intervention and one that should be analyzed in the perspective of long term scenarios, making clear that integration of transport policy with land-use in urban areas should become mandatory.

26. Mr. Ben Still, from the United Kingdom Department for Transport presented the London Congestion charges scheme that were introduced in February 2003 with the principal aims to reduce congestion and improve the quality of public transport. The objectives of health and environmental improvements of the measure have not yet been made explicit. As a result of the measure, congestion has been reduced by 30% from the previous year and the number of cars in the inner circle has diminished by 50,000. 20-30% of car drivers have been diverted around the zone, 50-60% have switched to using public transport, up to 10% have changed destination, and 10–15% have switched to using other modes of transportation (mopeds, bicycles etc.). Information on environmental and health impacts of the measure will be available in Spring 2004.

27. The initial outcomes of the London congestion charges show that urban pricing can be highly effective, even if the results at this stage are still below expectations in terms of cash flow, and the environmental and health impacts have yet to be estimated. The London experience demonstrates the importance of a number of preconditions behind the measure; political commitment; effective research, clear objectives and a wider strategy; consultation, clear procurement, use-proven technology, contingency plans, public information and the need for monitoring and understanding of the impacts, including those on trade and businesses.

28. Ms. Christiane Alibert from the Ministry of Ecology and Sustainable Development of France presented the toll experiences carried out in the French urban and interurban motorways in Marseille, Paris and Toulouse, involving three types of charges: road infrastructure charge, the regulation charge for congested roads and the environmental charge. The difficulties met in the acceptability of the measures by road users were due to insufficient information and communication. The French example illustrates the extent to which the final outcome of the intervention is influenced by the acceptability achieved, and underlines the importance of consultation with users and communication ex-ante, in order to “sell” the measure.

29. Mr. Anvar Shabanov, from the Uzbek State Committee for Nature Protection explained that transport emissions exceed those of all other sectors in Uzbekistan. Measures undertaken and planned to improve the situation include also fiscal ones, such as a project to differentiate between the age of vehicles, as well as the adoption of a new law for restricted access to Tashkent and to other main towns.

(d) Raising awareness on health and environmental impacts of urban traffic

30. Ms. Karen Vancluysen, representing Access Eurocities for a New Mobility Culture, highlighted the importance of developing strategies to change mobility behaviour in collaboration with, rather than for, citizens, and involving all parts of the community in finding the most appropriate solutions to suit local circumstances. European Mobility Week was presented as an awareness raising initiative targeted at the European citizen and addressing the damages that the current urban mobility trends generate on the local environment. The initiative builds on the success of the ‘In town without my car!’ initiative being held on 22 September. Accessibility was one of the key themes of the 2003 European Mobility Week.

31. Ms. Leah Janss Lafond, from the WHO/Europe’s Healthy Cities and Urban Governance Programme, presented Health Impact Assessment (HIA) as a means for raising awareness of and making explicit the effects on health of transport and land-use planning, as well as of other sectors. HIA as a tool can facilitate the development of integrated planning approaches by providing a mechanism to bring sectors together to discuss health impacts and interventions to eliminate or minimize negative impacts and maximize positive ones. It supports integrated planning and decision-making by providing evidence-based recommendations on proposed policies, programmes and projects, increasing interalia the attractiveness of investing in public transport, walking and cycling.

32. Ms. Anni Rimpiläinen from the Finnish Ministry of the Environment illustrated the use of impact assessment in transport-planning processes in Finland. The national Land Use and Building Act also requires the consideration of environmental, social and cultural impacts, and community economics. Emphasis was put on the benefits of the multidisciplinary and intersectoral approach used.

33. Mr. Jiri Bendl from the Ministry of the Environment of Czech Republic presented the development of the National Cycling Strategy, which has involved the undertaking of strategic environmental impact assessment (SEA), as well as the organization of public hearings. It is now required that all projects are assessed for cycling paths opportunities. While cycling was historically well entrenched in the country, it has become dangerous and now represents a bottleneck for re-introduction.

34. Ms. Larissa A. Mylnikov from the Russian Ministry of Health showed alarming figures of deaths caused by traffic accidents, that were particularly high in the Moscow suburbs, with some 25% of victims being children. High speed on highways, lack of medical assistance after accidents, low quality of roads and infrastructure, lack of pedestrian crossroads, and the use of residential roads by trucks were mentioned among the main causes of death. The need to work out communication strategies and organizational steps to improve cross-sectoral collaboration, and the involvement of relevant Ministers to improve the situation, were emphasized.

35. Mr. Gejza Legen from the Slovak Association of Healthy Cities highlighted the importance of motivating, involving and encouraging local administrators and other major decision makers. Evidence based facts were to be used to build awareness among local administrators. Much of the information is already available and can be easily used, e.g., data on impacts, trends, distributional effects, and synergies with other initiatives. It is important also to be aware and learn from other experiences, e.g. through twinning projects, and exchange of good practices among cities.

36. In the summary of the discussions, the following issues were particularly highlighted:

- The need for focused information for the various levels of awareness of different audiences and stakeholders (politicians, citizens, practitioners);
- The role of HIA, EIA, SEA, and other assessments to enhance public participation and streamline integration;
- Creating partnerships and collaborating with other sectors;
- Clarifying means to apply impact assessment in different contexts to promote cross-sectoral action.

**C. Institutional co-ordination and co-operation through legislative frameworks, institutional arrangements, and communication and participation requirements**

37. Ms. Mary Crass from the ECMT presented the work carried out in the context of the OECD-ECMT Strategy on Urban Travel and Sustainable Development and its follow-up. In the course of the project, the following barriers to implementing integrated policy packages for sustainable urban travel

have been identified: (a) poor policy integration and co-ordination; (b) inefficient and counterproductive institutional roles and procedures, including incomplete and excessive decentralization of responsibility for urban transport; (c) unsupportive legal or regulatory frameworks (e.g., local authorities not being allowed to raise local revenues); (d) weakness in pricing/fiscal measures; and (e) poor data quality and quantity.

38. It was considered necessary to establish an adequate institutional framework and arrangements to enable development and implementation of comprehensive, integrated plans for urban travel involving different levels of government. No single institutional model exists, but integrated solutions will be different depending on the governmental system in place (centralized, federal, formerly centrally planned, etc.). Both horizontal integration i.e. across the relevant sectors, including also finance and economy, and vertical integration, i.e., involving national, regional and local levels, are needed. The subsidiarity is not equivalent to non-involvement of central governments, as national governments can on the contrary provide a supportive and co-ordinated policy and legal framework for integrated urban travel policy development and implementation at the regional and local levels, as well as improve data collection, monitoring and research. The decentralization should neither be incomplete or excessive; transfer of authority to the local level must be followed by the allocation of resources, and often requires a reform to fiscal and regulatory structures.

39. Decisions on transport and planning should undergo integrated assessments, which are more effective than isolated economic, environmental, social and health appraisals. Effective integrated appraisal procedures must be developed in co-operation among the Ministries responsible for transport, planning the environment, infrastructure, regional development, health, etc., and should involve consultation with stakeholders and the general public for the legitimacy of the assessments and the durability of their results. Ex-post evaluations are important for verifying the results of, and ultimately improving future assessments.

40. Mr. Dominic Stead, representing the OTB Research Institute for Housing, Mobility and Urban Studies at the Delft University of Technology in the Netherlands, presented experiences and lessons in policy integration and institutional arrangements in local authorities in Denmark (Copenhagen), England (Cambridgeshire and Peterborough) and Germany (Freiburg). In spite of the increasing attention and wide support being given to the issue of policy integration, the concept remains unclear for many policy makers, and precise understanding on its achievement or monitoring still appears quite limited. Mr. Stead defined the term “policy integration” as policy coordination plus joint working that involves attempts to create synergies between policies and the use of same goals to formulate policies.

41. Evidence from the case studies suggests that in the United Kingdom, impact assessment techniques (sustainability appraisal, transport assessments, and air quality management) are considered

particularly important for ensuring consistency between policies and ensuring that environmental considerations are adequately taken into account in transport and planning policies. In terms of education and training, officers within local authorities were found to be generally more cross-disciplinary and have more specialized skills than in the past, which is often advantageous in terms of policy integration. Movement of staff between different parts of the organization can also be beneficial for internal links and networks within the policy-making organization, providing a good opportunity for open discussions and debate. In terms of policy integration and institutional arrangements, the joint teams working on strategic planning were generally considered more effective in terms of time, resources and expertise. Preconditions of effective policy integration include also (a) political support for adequate resources and the approval of policy; (b) shared budgets and responsibilities; (c) shared goals; (d) formal procedures set out by local or national government to formulate integrated policy; and (e) strongly motivated individuals and extensive networks.

42. To provide feedback to the Cyprus workshop, Ms. Francesca Racioppi from the WHO/Europe summarized the discussions on integrating healthier local transport with sustainable urban planning held during the Healthy Cities Conference “The Power of Local Action” (Belfast, October 2003). In line with the previous conclusions, the Belfast Conference participants highlighted the need for consistency in policy objectives, enabling integrated national policy frameworks, regional strategies and cities’ municipal development plans backed-up by appropriate resources. It was considered important to limit urban sprawl moving towards higher density dwellings and to improve the assessment of the effectiveness of interventions promoting shifts towards walking, cycling and public transport.

43. Ms. Grazyna Krzywkowska from the Regional Environmental Center (REC) presented trends and challenges of public transport in Sofia (Bulgaria), Tallinn (Estonia) and Warsaw (Poland), characterized on the one hand by booming private motorization (growing at ca. 2% per year per city – now more than 25%) and on the other hand by deteriorating public transport fleet and infrastructure. There has been a significant reduction of state subsidies to support public transport, and a shift of urban transport responsibility from central government to municipalities, which in most cases did not have enough institutional capacity and financial resources to improve the situation.

44. Ms. Helena Kazmarova from the National Institute of Public Health of the Czech Republic highlighted the importance of legislation as a tool to promote integration, with a number of laws, e.g. the Act on Land Planning and Construction Codes, which contains the legal requirement to involve public health authorities in decision-making on land use.

45. In her presentation, Ms. Jeni Staykova, from the Bulgarian Ministry of Health, illustrated the need for integrated decision making on transport infrastructure by highlighting the negative health impacts on urban dwellers in the vicinity of the airports in Bourgas, Varna and Sofia.

**D. Working groups discussions**

46. After the plenary session, the participants were divided into two groups to reflect on the discussions held during the workshop and to exchange their views on ways to (a) clarify the inter-relation between national and local levels; (b) achieve integration; and (c) improve the consistency of commitments and related resources. For each issue, they were invited to identify gaps and barriers to action and to propose ways of filling the gaps.

47. On the basis of the working group discussions, the following key issues to be strived at or further improved for moving sustainable and healthy urban transport and planning were identified:

- Strengthening the sub-regional approach as opposed to countries acting individually;
- Developing national strategies and/or legislation containing commonly agreed goals and priorities for sustainable and healthy transport, and planning to guide allocation of responsibilities and financing at all levels of government;
- Political and structural reforms to clarify the responsibilities and inter-relations of the sectors;
- Guidance on good practices on institutional arrangements for policy integration;
- Improving the dissemination of existing knowledge, through better management of information and communication, and making use of the media;
- Increasing public participation, ensuring public acceptance;
- Education and training to build capacity of administrations, to foster better working relations between sectors and to influence lifestyles of citizens;
- Common appraisal framework and use of integrated assessments of transport and planning policies;
- Internalization of external costs of transport e.g. through ecological tax reforms;
- Monitoring with use of a selection of indicators to assess impacts of policies and programmes.

**III. PROPOSALS FOR FOLLOW-UP ACTION**

48. THE PEP Steering Committee is invited to provide guidance on the possible follow-up activities to the Cyprus workshop on sustainable and healthy urban transport and planning. It may wish to consider the following proposals that emerged from the discussions held at the workshop.

**A. Disseminating information and good practices through THE PEP Clearing House**

49. Promoting integration of environmental and health aspects into transport policy through information and capacity building is one of the key priorities under THE PEP<sup>4</sup>. The importance of sharing experience and the wide dissemination of information that is focused and easily accessible was also highlighted in Cyprus. As requested by the participants, the discussion papers and case studies that were presented and discussed at the workshop have been posted on THE PEP website.

50. It is suggested, moreover, that THE PEP Focal Points and other representatives of the member States and relevant organizations identify further good practices and lessons learned at the local, national and regional levels on promoting sustainable and health urban transport and planning, as well as relevant policy, legal and scientific documents, with the view to making these documents available on THE PEP Clearing House, which is proposed to be established and administered by the UNECE and WHO/Europe secretariats. Once the Clearing House becomes operational, the information provided can be organized and stored in a structured manner that will make it easily accessible and retrievable with the aid of structured search mechanisms.

51. The information should be sent in English or in Russian. To the extent possible, the documentation would be translated and made available in both languages<sup>5</sup>. The editing of the original language should be taken care of by the provider of the information.

52. In accordance with the above, in case of a favourable decision of the Steering Committee, the relevant information may be submitted and distributed through THE PEP Clearing House by means of a form to be prepared for that purpose and made available at the following address:

<http://www.the-pep.org>.

**B. Further focus on the countries of East Europe, Caucasus and Central Asia (EECCA) and South-East Europe; organization of a sub-regional workshop in cooperation with the ECMT**

53. The case studies presented at the workshop highlighted the extent of the environmental and health problems related to urban transport and planning that the countries of East Europe, Caucasus and Central Asia (EECCA) and South-East Europe are currently facing. In the future, the situation in these countries is expected to aggravate with the trends and patterns of urban transport and planning

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<sup>4</sup> See THE PEP Work Plan, ECE/AC.21/2002/9-EUR/02/5040828/9, Activity A.iii

<sup>5</sup> For the proposed language policy and resource requirements for translation within the Clearing House, see document ECE/AC.21/2004/3 - EUR/04/5045236/3, paras. 30-33 and 50.

characterized by the particularly rapid growth of private road transport and with the previously dominated public transport losing ground. In relative terms, more action towards sustainable and healthy transport has been taken in Western Europe as compared to the “transition countries” where the economic, financial and political barriers make it very difficult to catch up. It is proposed, therefore, that further attention be paid specifically on the issues of the EECCA and South-East European countries.

54. At its first meeting, held on 31 October 2003, the Bureau of THE PEP Steering Committee supported the possibility of organizing a follow-up workshop specifically addressing the needs of this sub region<sup>6</sup> hosted by a country in transition.

55. In this respect, the Bureau encouraged the secretariat to identify areas of collaboration and partnership with the ECMT, which is planning to organize a workshop on Sustainable Urban Transport in Moscow next autumn, as a follow-up to the project on Implementing Sustainable Urban Travel Policies. This project, carried out between 1998-2001 in cooperation with OECD, was structured around a series of thematic workshops, a survey of cities and a series of national policy reviews on urban travel. The findings of the project were presented to Ministers at their Council in Lisbon in May 2001<sup>7</sup>. The priorities for follow-up agreed by the Ministers included testing, disseminating and promoting the findings in specific groups of countries. To this end, a first workshop was organized in Washington DC on 5-7 November 2003, and is expected to be followed by a workshop in Moscow in autumn 2004 as well as later on in Asia, Northern/Western Europe or North Africa<sup>8</sup>. Another follow-up activity requested by the Lisbon Ministerial Council was the development of a Guide to Good Practices proposing guidelines for National Governments on how to establish a supportive policy and institutional framework and establish positive incentives for sustainable travel in urban areas.

56. Following the recommendations of the Bureau, which are in line with the mandate from the second High-level Meeting on Transport, Environment and Health (5 July 2002) to implement THE PEP Work Plan in co-operation with other international organizations taking into account the work that has been undertaken so far<sup>9</sup>, and owing to the compatibility of the ECMT work and the priorities under THE PEP as regards this sub-region, it is suggested to join forces for the organization of the workshop. Pending decisions of the Steering Committee and the relevant ECMT bodies in this regard, preliminary discussions have already been undertaken between the ECMT and THE PEP secretariats as well as the host authorities in the Russian Federation.

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<sup>6</sup> Summary report of the first meeting of the Bureau, ECE ECE/AC.21/2004/2 - EUR/03/5045236/2.

<sup>7</sup> CEMT/CM(2001)12/FINAL.

<sup>8</sup> CEMT/CS/URB(2001)8/REV2.

<sup>9</sup> Declaration adopted at the 2<sup>nd</sup> High-level Meeting, ECE ECE/AC.21/2002/8 - EUR/02/5040828/8, para 7.

57. The integration of environment and health concerns into urban transport and planning is at the heart of the concept of sustainable transport, and presupposes bringing together relevant expertise from all the sectors concerned and involving the relevant authorities at different levels of government, as well as other stakeholders, notably the public. THE PEP programme provides an overarching framework covering the transport, health and environment sectors, supplemented for the purposes of the Cyprus workshop by land use planners. A multisectoral and cooperative approach involving member Governments of the ECMT, UNECE and WHO as well as the relevant organizations is considered to positively influence the visibility and accountability of action undertaken to promote the common goals.

58. The cooperation between THE PEP and the ECMT should imply sharing of organizational aspects in relation to the workshop and agreeing on a common agenda in cooperation with the host authorities to ensure that it is fully in line with the aims and priorities of both programmes. The background documents and case studies would be widely disseminated to all the focal points and made available through THE PEP Clearing House and other related websites as needed.

59. The outcomes of the sub-regional workshop are expected to be fed into the Guide to Good Practices, the preparation of which has been mandated by the ECMT Lisbon Ministerial Council. In more general terms, THE PEP Bureau also recommended that possibilities for providing substantive input into this work should be explored.

**C. Guidelines on institutional arrangements and mechanisms for integrated policy- and decision-making**

60. During the workshop, it was highlighted that, in spite of the consensus on the importance of policy integration, relatively little information has been made available on how to achieve it in practice, in particular as regards relevant institutional arrangements and mechanisms within central and local governments. The need for such guidance was also expressly stated by the EECCA countries.

61. The secretariats have drafted a proposal on providing further guidance in this field for the consideration of the Steering Committee. As the proposed activity is of a general nature exceeding the urban transport and planning context in scope, it has been included in a separate document, ECE/AC.21/2004/11 - EUR/04/5045236/11.

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