



Government of Ukraine



City of Kyiv

THE PEP WORKSHOP

Working together for sustainable and healthy urban transport

8-9 June 2011, Kyiv, Ukraine



<http://www.thepep.org>

Action points for policy makers

The Workshop took note and underlined that international, national and municipal actors should work collaboratively¹ to:

- Establish a supportive policy and legal framework for sustainable urban transport**
 - Develop a national policy framework for sustainable urban transport that supports and influences national, regional and municipal goals for land-use, transport, health and the environment.**

The policy framework should be “internally coherent” within the transport sector, i.e. integration of transport investment, traffic and parking management as well as demand management policies. It must also be “externally coherent”, i.e. integration of transport policies with those of other sectors, particularly health, environment and land use planning. Experiences made and good practices of other European countries and cities should be used as benchmarks.
 - Identify links between national transport planning and municipal policies for urban mobility and land use.**

¹ Action points for policy makers take into account « Key messages for Ministers » which were approved by the ECMT Ministers of Transport at their Council in Lisbon in 2001.

Develop, in a participatory and transparent process, a legal and regulatory framework that provides guidelines for Government action on all levels. The objective is to arrive at policies that are mutually supportive and provide for planning and investment decisions at the appropriate level. This should also include indicators for the involvement of the private sector in public transport services, including rules for competition and procurement as well as service and quality obligations;

- **Accept walking and cycling in urban areas as an integral part of transport and urban development planning on equal level with public transport and private car traffic.**

Walking and cycling contributes to public health and individual fitness. It leads to a reduction of traffic accidents and congestion, lowers urban noise and air pollution and contributes to less greenhouse gas emissions. Safe, comfortable and accessible pedestrian and cycling infrastructures, also for children and the elderly, that are well connected and accessible to public transport services also make city centers livable and attractive ;

- **Integrate air quality, greenhouse gas, noise and other health and environment targets into transport and land-use policy.**

Adopt technical standards for vehicles and fuels and rigorously monitor their implementation in public and private vehicle fleets. The global UNECE technical standards for vehicles and their periodical controls that are mandatory in many countries could be used.

2. Improve institutional co-ordination and co-operation towards integration

- **Vertical and horizontal cooperation among all sectors and levels of Government is essential to realize the objectives for sustainability.**

Co-ordination among transport, health and environment actors horizontally on all levels of Government is necessary to ensure integration of policy objectives and strategies. Vertical co-ordination among levels of Government enables national-level objectives for sustainable development to be effectively communicated to and implemented by regional and local governments.

- **National governments should provide institutional frameworks and incentives to encourage cities to include the objective of reducing emissions into their local transportation decisions.**

Priorities and objectives defined on municipal and regional levels can also be communicated from the “bottom-up”, i.e. city-level to ensure that national policies adequately account for priorities at lower levels.

- **Responsibilities must be commensurate with resources for implementation.**

When decision-making responsibility for urban transport is transferred from national Governments to regional and municipal levels, a corresponding responsibility over the sources of financing must be transparent and delegated as well. This will enable municipal and regional authorities to assume full responsibility and accountability for implementation of sustainable mobility solutions.

3. Encourage effective public participation, partnerships and communication

- **Involve public and other stakeholders early in the strategic design process and provide for their active involvement throughout implementation and monitoring.**

Provide visible incentives in the form of funds, awards and other forms of recognition for actions taken by stakeholders;

- **Undertake regular and systematic user surveys on urban, particularly public transport systems.**

Representative and regular user surveys allow for identification of critical elements and for corrective measures;

- **Recognize the important role of non-governmental (NGOs) and civil society organizations (CSOs).**

NGOs and CSOs are able to provide professional and complementary expertise, could assist in planning and implementation of sustainable urban transport services as well as in education, public participatory and community outreach campaigns;

- **Inform and communicate with transport users.**

Public perception is critical for the success of sustainable urban transport policies. Citizens must understand and accept the policy objectives before behavioral change occurs. Effective communication and awareness raising campaigns are particularly important in winning public support for transport demand management policies.

- **Encourage technological and behaviour changes towards sustainable urban mobility, including eco-driving and mobility management to reduce the ecological footprint and increase the efficient use of transport**

4. Rationalize financing and investment in urban mobility

- **Ensure that the pricing and fiscal structure sends the right messages to promote sustainable urban transport across all sectors.**

Direct revenue flows from pricing measures, investment and other types of funding should be clearly earmarked so that opportunities for policy implementation are enhanced. Directing revenues from pricing measures to local and regional levels can enhance political support for and facilitate implementation of “unpopular” pricing initiatives.

- **Funding decisions should be in line with environment and health targets.**

Infrastructure investment decisions should fully take into consideration these objectives and of mobility management.

5. Improve data collection, monitoring and research

- **Improve data collection procedures, particularly on urban travel, emissions and health impact of transport.**

Overall data are also necessary to enable establishment of spatial plans covering all activities which are taking place on the territory.

- **Carry out consistent monitoring of urban activities and their link to environment and health objectives.**

Communicate results of this monitoring to elected officials and the public to promote accountability and transparency in decision-making.

6. 6. Make use of and contribute to the international framework provided by THE PEP

- **Continue to make use of the Transport, Health and Environment Pan-European Programme (THE PEP).**

Utilize THE PEP implementation mechanisms, such as THE PEP Partnership and THE PEP Relay Race (“Stafette”) as a platform for international cooperation towards sustainable and healthy urban transport.

- **Apply the principles and mechanisms contained in THE PEP Guidance Brochures.**

THE PEP Guidance on Supportive Institutional Conditions for Policy Integration of Transport, Health and Environment and on National Transport, Health and Environment Action Plan (NTHEAP) provide best practices towards environment and health-friendly transport development.

- **Utilize the data and information on the Internet-based THE PEP Clearing House.** THE PEP Clearing House is an information platform that provides good and bad practices as well as pertinent research and survey results.

- **Make use of THE PEP tools.**

THE PEP tools, such as THE PEP Toolbox, the Health Economic Assessment Tools (HEAT) for cycling and walking and the Action Points for Policymakers, Industry and Civil Society prepared under THE PEP workshops are available free of charge and often in English and Russian.

- **Pass the baton of THE PEP Relay Race (“staffette) to the next host country.**

THE PEP relay race through the pan-European region will continue. It started at Amsterdam (January 2009), followed by Prague (September 2009), Skopje (June 2010), Batumi (September 2010) and Kiev (June 2010).

THE PEP relay race will effectively contribute to the implementation of the four priority goals of the Amsterdam Declaration and will make THE Link among all pan-European countries in sharing best practice and promoting policies for sustainable and healthy urban transport policies as well as cleaner and greener urban livelihoods.

Decision on the host countries/cities for the 2012 THE PEP workshops will be taken by THE PEP Steering Committee at Geneva in November 2011.

