

**Economic Commission for Europe****World Health Organization
Regional Office for Europe****High-level Meeting on Transport, Health
and Environment****Fifth session**

Online, Geneva, 17 May 2021

Item 7 of the provisional agenda

Presentation of the Vienna declaration**“Building forward better by transforming to
new, clean, safe, healthy and inclusive mobility
and transport”****Mobility during and after an epidemic in the short-medium
term****Recommendations for Green and Health Sustainable Transport –
“Building forward better”****Note by the Task force on the development of green and healthy
sustainable transport principles, chaired by Austria***Summary*

At an extraordinary meeting of the Transport, Health and Environment Pan-European Programme (online, 22 April 2020) member States agreed to develop principles for green and healthy sustainable transport. The principles were to consider the experiences of the coronavirus disease (COVID-19) pandemic that could shape the (urban and suburban) passenger transport sector to be more resilient, efficient, greener, healthier and more sustainable. The principles would be linked to the achievement of the Sustainable Development Goals.

A task force comprising representatives of member States, international experts and researchers was established to develop the draft principles. The task force met online, on a monthly basis from the first meeting on 29 May 2020.

The Bureau of the Steering Committee of Transport, Health and Environment Pan-European Programme (THE PEP) (online, 29 June 2020) reviewed the work of the task force. It also requested the secretariat to present the draft principles as official document for the Eighteenth session of THE PEP Steering Committee.

The Steering Committee, at its eighteenth session (online, 25–27 November 2020), mandated the secretariat to finalize the document for submission to the online preparatory meeting to the Fifth High-level Meeting on Transport, Health and Environment (online, 25



January 2021). It also agreed to include the main recommendations, contained in chapter III of the document, as annex II to the draft declaration of the Fifth High-level Meeting.^a

The January preparatory meeting agreed on the text of annex II to the draft declaration. It also agreed to change the title of annex II to reflect the content of the text. The revised title of annex II was to be “Recommendations on Green and Healthy Sustainable Transport – Building Forward Better”.^b

The present document was submitted by the task force to the secretariat.

^a See ECE/AC.21/SC/2020/2–EUPCR2016697/5.3/2, para. 50

^b See Report of the Meeting, para. 16 (a) and (b), available at https://thepep.unece.org/sites/default/files/2021-02/Minutes%20Preparatory%20meeting%2025%20Jan%20for%20web%20_0.pdf

I. Introduction

1. At the meeting of Bureau of the Steering Committee of the Transport Health and Environment Pan-European Programme (THE PEP) in April 2020, member States discussed at length the COVID-19 situation and the impact that it was having on the transport environment in their countries and the need to take action. Participants agreed to establish a THE PEP Task Force on: “The Development of Green and Healthy Sustainable Transport Recommendations” to facilitate the return to a new normal with sustainable transport solutions at heart of decision making to ensure a green and healthy future for all.
2. The objective of the Task Force was to make a synthesis of the “main lessons” learned from the Covid-19 crisis and to propose a set of recommendations in order to support countries in making the transition to green and healthy sustainable transport through the development of principles related to sustainability and resilience, taking into account the feedback and the sharing experiences of COVID crisis.
3. The Task Force was composed of over 50 experts from national Ministries, International Organizations, City Authorities, Inter-governmental and non-governmental organizations, Academia and industry experts. The Task Force was chaired by the Chair of THE PEP Steering Committee, Mr. Robert Thaler – Austria.
4. The Task Force met virtually as a group over 8 monthly meetings and, based on an agreed term of reference:
 - (a) Exchanged experiences and best practice from national actions to counter the effects of COVID-19.
 - (b) Established a framework under which the Task Force would function.
 - (c) Developed common views on what the key themes for discussion in the recommendations should be.
 - (d) Agreed a set of recommendations for the final document.
5. During this period, smaller drafting groups were set up to address the key themes fundamental to the development of the Recommendations.
6. The first draft of the Recommendations was discussed at the eighteenth meeting of the Steering Committee of THE PEP (online, 25–27 November 2020) and, following further consultations in a task force meeting (online, 12 January 2021), it was adopted at the preparatory meeting to the Fifth High-level Meeting on Transport, Health and Environment (online, 25 January 2021). Participants in the preparatory meeting also agreed to include the Recommendations as annex II to the draft declaration. They also agreed to change the title of annex II to the draft declaration to reflect the content of the text. The revised title of annex II was to be “Recommendations on Green and Healthy Sustainable Transport – Building Forward Better”.

II. Recommendations on Green and Healthy Sustainable Transport – Building Forward Better

7. Reflecting the analysis of the current situation and in addressing concerns raised during the COVID-19 pandemic situation, the following recommendations have been developed, while considering the underlying framework of the “Avoid–Shift–Improve” approach. These recommendations are framed to focus firmly on the needs of the users for whom transport and mobility systems are designed and built, to ensure the accessibility to major population centres and suburban and rural areas. The recommendations have been developed within the context of the objectives of THE PEP¹, the Vienna Declaration of the

¹ UNECE and WHO Regional Office for Europe, “Transport Health and Environment Pan-European Programme: From Paris 2014 to Vienna 2019” (United Nations, Geneva, October 2015). Available at <https://thepep.unece.org/node/87>, 2015

Fifth High-level Meeting on Transport, Health and Environment, the Paris Climate Agreement and the SDGs.

1. Recommendation 1: Implementing sustainable urban and transport planning solutions (“Avoid”):

8. Introduce modern principles of and tools for spatial and urban planning in the urban, suburban and rural environments, ensuring accessibility to other people, goods, services and the main points of interest, while minimizing the generation of demand for transport and optimizing investments in infrastructure and services, including through:

(a) Ensuring an optimal density in urban development and promoting mixed-use urban areas and buildings, combined with appropriate green and healthy transport capacity, by integrating spatial and transport planning.

(b) Implementing urban planning initiatives to improve people’s quality of life by providing safe access to goods and services and to “green” and “blue” areas within the “15-minute” neighbourhood, applying the principles of a short-distance city.

(c) Ensuring that spatial and urban planning guidelines and policies primarily focus on the accessibility needs of the entire population, including vulnerable users, in particular children and youth, as well as senior citizens and persons with reduced mobility.

(d) Ensuring the assessment of the impacts of major construction projects on transport and mobility, as well as on the economy, environment and health.

(e) Introducing new urban assessment methodologies that map access to “green”, “blue” and quiet places as well as data on GDP and public health in order to inform future planning decisions.

(f) Orienting urban development towards high-capacity green, safe, healthy and high-quality public transport systems.

(g) Creating “green” corridors that combine the advantages of environmental corridors with opportunities for active mobility.

(h) Developing engagement and communication programmes to involve people, engage users and generate public support, particularly during the planning phase, to help ensure public buy-in for the solutions proposed.

(i) Implementing the recommendations of the UNECE and THE PEP Handbook on Sustainable Urban Mobility and Spatial Planning² in line with the goal of THE PEP to integrate transport, health and environmental objectives into urban and spatial planning policies.

2. Recommendation 2: Putting effective, high-quality and safe public transport at the centre of mobility (“Shift” and “Improve”)

(a) Prioritize the development of public transport. The provision and use of high quality and attractive public transport services should be an integral part of wider planning for recovery, resilience and sustainable urban mobility, in line with the goal of THE PEP to integrate transport, health and environmental objectives into urban and spatial planning policies.

(b) Plan public transport services around passenger needs and expectations to ensure a system that is attractive to users and that integrates services, ticketing and modes to provide a reliable, affordable, easily accessible, safe and comprehensive door-to-door network. At the same time, ensure that these services provide an environmentally-friendly solution to mass mobility, for example, through the use of electric public transport fleets and the provision of appropriate, dedicated public transport infrastructure.

² UNECE, “A Handbook on Sustainable Urban Mobility and Spatial Planning” (United Nations, Geneva, October 2020). Available at <https://thepep.unece.org/node/815>, 2020

(c) Support public transport services with public information campaigns that reverse the current negative language and highlight the benefits of public transport for its users and society (with a particular focus on the positive safety elements of public transport in the current and post-COVID-19 pandemic era) to entice passengers back to such services. A fundamental part of this support should be easy access to timely, personalized journey information and integrated ticketing.

(d) Ensure that public transport service providers can rely on the assurance of multi-annual funding arrangements, notably in the context of COVID-19 pandemic recovery plans.

(e) Enable public authorities to explore new sources of funding for public transport such as green bonds, public-private partnerships, land development levies and revenue from incentives introduced to encourage modal shift, etc. Furthermore, funding decisions should be based on the full range of full cost-benefit and impact assessments that also consider land value capture.

3. Recommendation 3: Capitalizing on micromobility (“Shift” and “Improve”)

(a) Establish legal certainty with regard to micromobility for service providers and users, with effective enforcement of safety standards (building on, for example, the international standards developed by the industry for pedal-assist electric bicycles), and clarity regarding the use of micromobility vehicles. Disseminate this information through large-scale public information campaigns.

(b) Carry out comprehensive assessments of the large-scale implementation of electric micromobility solutions to better understand the impacts on:

(i) Pollutant emissions and material use (both in terms of end-use emissions, for which tools such as urban transport roadmaps can be used, and in terms of emissions and material use in the life cycle of the solutions).

(ii) Health (for example, in terms of physical (in-)activity and safety of users).

(iii) Modal shift, with a focus on the means of transport replaced by micromobility vehicles.

(iv) Congestion of street and road networks (for example, in terms of modal shift and traffic generation effects).

(c) Promote micromobility including related sharing solutions, in particular for the first and last mile, for example, through infrastructure investments, cooperation schemes between local authorities and mobility providers or financial incentives, based on robust data on the health and environmental benefits of this type of mobility and considering the safety implications for other users. Micromobility needs to be supported by better infrastructure (both digital and technical) to encourage sharing solutions, such as bicycle and electric scooter sharing systems, and pre-empt issues that might emerge in relation to charging and parking.

(d) Collect, manage and make best use of data collected in order to:

(i) Identify gaps in the transportation network.

(ii) Monitor equitable service standards.

(iii) Offer multi-modal real-time transport information.

(iv) Evaluate respective policies.

(e) When establishing, expanding and promoting micromobility solutions, take into account social inclusion and equity issues such as low-income affordability or digital impoverishment, and the needs of disadvantaged groups.

4. Recommendation 4: Introduce effective mobility management (“Shift”)

(a) Prepare national mobility management strategies, to be developed in coordination with other member States under THE PEP. These strategies should provide

guidance and support aimed at offering sustainable mobility choices and options at the national, sub-national and local levels, involve also the private sector and cover both passenger and freight initiatives. These strategies should focus on the following key elements:

- (i) Strengthening the efficient and smart management of mobility needs and transport demand to ensure inclusive access to mobility and the efficient use of multifunctional infrastructure and transport systems.
 - (ii) Implementing measures to make public transport and active mobility the preferred option particularly in cities, including by implementing effective parking policies and other fiscal, regulatory and physical measures that incentivize people to switch away from using private cars.
 - (iii) Making the best possible use of the potential of new transport technologies and zero-emission vehicles by combining them with climate-friendly mobility services and logistics, in particular to ensure the quality and safety of public transport services.
 - (iv) Embedding digitization and mobility, smartly and cost-efficiently, as service approaches, and incorporating automated vehicles into the mobility system, while ensuring transparent data-sharing practices, the incorporation of the user's perspective and adaptation to the post-pandemic situation.
 - (v) Identifying targeted incentives and developing support programmes aimed at multimodal, clean, safe and inclusive mobility management and planning for cities, regions, companies, tourism, schools and youth, by placing the needs of the user at the centre of potential solutions.
 - (vi) Supporting awareness-raising, sustainable mobility planning and land-use policies to counteract urban sprawl, and providing incentives for modal shift and environment- and climate-friendly connectivity and accessibility in cities and regions.
- (b) Building on the national strategies, facilitating the development of sustainable regional and urban plans for mobility management and mobility planning, including through the introduction of Sustainable Urban Mobility Plans (SUMP) or similar planning tools, the exchange of good practice in this area and the identification of common frameworks, based on which individual authorities can customize their systems.
- (c) Promoting the development of urban logistics hubs outside the city centres in combination with the implementation of CO₂-neutral delivery and city logistics.

5. Recommendation 5: Innovate to make transport green and healthy (“Improve”)

9. Innovation is the key means by which current modes of travel can be improved to create more sustainable transport networks, services and mobility options. Promote more secure, safer and greener travel, by increasing active travel, introducing more integrated networks and reducing harmful emissions through technological advances in engineering, and the digital enhancement of transport services and efficient infrastructure by taking the following actions:

- (a) Further develop the digitalization of society and transport through the expansion of integrated mobility-as-a-service platforms, combining modes of transport with potential consumer, State and business interests.
- (b) Replace internal combustion engine vehicles with zero-emission ones, supported by the investment in the necessary infrastructure, encouraging active mobility and maximizing the positive health effects of emission reductions and physical activity.
- (c) Implement “Vision Zero”³ by improving road safety, taking into account the possibilities created by digitalization, such as the communication between vehicles and

³ <http://www.welivevisionzero.com/vision-zero/>

between vehicles and their environment, to ensure appropriate driving and compliance with speed limits to significantly reduce the number of road crash injuries and deaths.

(d) Support the evolution of monitoring and enforcement systems. Improved digitization of networks and travel patterns generates anonymized data, while protecting privacy and greater knowledge to provide more responsive, efficient and adaptable management of public and private modes of transport.

(e) Ensuring the adoption of flexible, responsive, integrated, affordable and fair pricing, ticketing and revenue management systems that facilitate equity in access to transport.

6. Recommendation 6: Encourage active mobility (“Shift”)

10. During the pandemic, the role of cycling and walking became even more important as they emerged as viable mobility options for essential trips, while supporting physical distancing and relieving the burden on public transport. To support safe cycling and walking as means of making cities more liveable and resilient, the countries of the pan-European region are encouraged to act according to the following principles:

(a) Build strong and long-term political consensus, including on investment strategies and fiscal measures to promote active mobility, and ensure coordination and cooperation across all levels of Government and other key stakeholders.

(b) Accelerate the implementation of the Pan-European Master Plan for Cycling Promotion (Annex III to the Vienna Declaration) and develop and implement an equivalent plan for walking.

(c) Address the following three pillars to promote active mobility:

(i) Improve infrastructure by, for example, adapting street design and amending traffic regulations and ensure adequate financing to facilitate the creation of safe infrastructure and spaces for cyclists and pedestrians, while also ensuring attractive multimodal solutions with public transport.

(ii) Raise awareness and skills by, for example, communicating the benefits of cycling and walking, and encourage children's training in safe walking and cycling, including by developing appropriate manuals.

(iii) Improve governance and accountability by, for example, ensuring clear attribution of responsibility, resources and accountability for walking and cycling to specific authorities at the national and/or local levels, and create “knowledge hubs” to facilitate the exchange of good practices among all relevant stakeholders.

(d) Link decisions on infrastructure development in emergency conditions with long-term goals formulated in relevant strategic documents (national transport, cycling, active mobility and health plans) and integrate cycling and walking into emergency, recovery and resilience plans when they deal with transportation measures.

(e) Change urban planning, land-use and transportation policies, building on the principle of the fair allocation of public space and ensuring that people and essential services and goods are accessible, safely and healthily, by walking and cycling.

7. Recommendation 7: Leave no one behind (“Improve”)

11. Whilst keeping in mind the overall long-term goal of achieving SDG targets 11.2, 11.3, 11.7 and 11.a, the following measures should be taken into consideration when rebuilding the transport system in a fair and inclusive way:

(a) Collect data to assess the level of transport inequalities and reduce transport poverty.

(b) Plan:

(i) Transport networks to avoid creating disadvantaged neighbourhoods and transport-isolated areas.

- (ii) New developments by keeping in mind accessibility and public transport.
 - (iii) New developments and transport infrastructures so that various actors, especially grassroots and community initiatives, are involved, in order to understand and address social disparities in communities affected by poor transport services.
 - (iv) Public transport with vulnerable groups in mind.
 - (c) Focus on:
 - (i) Future transport investments in multifunctional infrastructure for sustainable development, paying particular attention to developments in deprived areas and areas with low levels of transit accessibility.
 - (ii) Implementation of urban planning initiatives aimed at improving the quality of life of people (socially, economically, environmentally, medically and through transport) by providing efficient access to essential services and goods.
 - (iii) Making public transport, transport infrastructure and related services more accessible with vulnerable groups in mind, for instance by implementing guiding systems for persons with visual impairments and barrier-free stations or adapting trains and buses for persons with reduced mobility.
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