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(Item 11 (c) (iii) of the provisional agenda)

**URBAN TRANSPORT PATTERNS AND LAND-USE PLANNING:
MEASURES TO ASSIST CONSUMER CHOICES**

Progress report by the secretariat

The issue

1. There is strong evidence that the prevailing means of transport shape land-use patterns. New transport infrastructure affects future demand for travel and land. The creation of new transport networks around cities stimulates the decentralization of services and retail trade and has a considerable impact on suburban land use. In their turn, land-use practices influence travel modes and demand. Higher densities can reduce the separation of a city's functions and activities and stimulate public transport demand; certain threshold densities are required for viable public transport systems. Other factors, such as income, car ownership and the degree of public transport development, also determine travel behaviour.

2. There is a growing recognition in many countries of the need to consider the environmental implications of land-use and transport patterns in an integrated manner when drafting and implementing policies to facilitate consumer choices in support of sustainable development. Examples of this approach could constitute an important source of information for all countries and serve as the basis for decision-making guidelines for the member States of the United Nations Economic Commission for Europe.

3. Integrating land-use and local transport policies, strategies and plans means more than just making sure that they complement each other, although that is also important. It means integrating action across all policy areas and at all levels of decision-making. Land-use and local transport policies are linked to policies on health, education, economy, environment and social welfare, as well as national and regional policies. Both public and private sector interests have to be taken into account. Local authorities have a key role to play, but national governments should set up a supportive framework for local initiatives encouraging citizens towards sustainable consumption patterns.

The project

4. As a follow-up to the joint Workshop on Encouraging Local Initiatives Towards Sustainable Consumption Patterns, held in Vienna in February 1998, the Committees on Environmental Policy and on Human Settlements, at their respective sessions in September 1999, decided to develop jointly a project on urban transport patterns and land-use planning.

5. The primary focus of the project is on the intersection between national and local policies and consumer behaviour. This requires a close look at the promotion and effectiveness of policies and legislation, economic and other decision-making instruments, and the availability and accessibility of information to assist consumer choices.

Project implementation

6. It was decided that a joint steering group would be established to implement the project. The steering group, to be composed of experts from central and local governments, the private sector, the academic community and NGOs, should develop its detailed work programme and report on its progress to both Committees at their annual sessions in September 2000.

7. The Governments of Denmark, Greece, Italy and the United Kingdom, the European Conference of Ministers of Transport (ECMT), the city councils of Helsinki (Finland) and Lyons (France), the Car Free Cities Network, the International Association of Public Transport (UITP), the International Society of City and Regional Planners, the Universities of Lyons and Manchester (United Kingdom), and the World Resources Institute (WRI) designated experts for the Steering Group.

8. At the invitation of the City of Lyons, the first meeting of the Steering Group took place in Lyons on 4-5 May 2000. Mr. David Banister from the Bartlett School of Planning, University College London (United Kingdom) was elected Chairman.

9. Before developing its work plan, the Steering Group exchanged information on recent and ongoing national and international initiatives of relevance to the ECE project. An inventory of major international initiatives is annexed to this note (annex II). The University of Manchester volunteered to establish a Web site for the project and to link it with the relevant

international and national Web sites.

10. The Steering Group agreed that its activities should focus on the preparation of **guidelines to governments on a strategic approach to integrating urban transport management with land-use planning and environmental policies**. The guidelines (practical recommendations of some 10 pages) would be intended for use by both central and local governments. However, first a number of case studies would be prepared, drawing on the national and local experience of ECE member States.

11. The case studies would examine:

- The driving forces behind prevailing traffic patterns, including economic, demographic, environmental, labour and social policies, spatial and technological developments, and urban lifestyles;
- Land-use and development strategies which help central and local governments, jointly or in cooperation, to mitigate excessive demand for urban transport, to widen travellers' choices and to shift demand towards environmentally sound transport modes;
- Organizational and institutional issues to promote the integration of urban transport, land-use planning and environmental policies;
- Information, communication and participation requirements and opportunities to support integration;
- The role of targets and indicators for sustainable urban transport.

12. The Steering Group decided that the development of the guidelines would involve the organization of an international workshop to examine practical experience, at national, regional and local levels, with the promotion of environmentally sound local transport integrated with sustainable land-use planning. At the invitation of the City of Lyons, the workshop would be held in this city in the second quarter of 2001 (two and a half working days). It would consider discussion papers and selected city case studies. Preliminary arrangements for the workshop are presented in annex I.

13. The Steering Group would hold its second meeting in Geneva on 1-2 February 2001 to discuss draft papers for the workshop, including elements for the guidelines.

14. The results of the workshop, including preliminary draft guidelines, would then be presented to the ECE Committees on Human Settlements and on Environmental Policies in September 2001. The Steering Group will finalize the draft guidelines by the end of 2001 for submission to a joint meeting of the Bureaux of the two ECE Committees in early 2002 and thereafter, if agreed, to the fifth Ministerial Conference "Environment for Europe" (September 2002, Kiev).

15. The Steering Group agreed that its composition should be more representative of all ECE member States, and particular emphasis was placed on the need for it to include experts from countries in transition, from

North America and from the European Commission. It was decided that future meetings as well as the case studies would be more inclusive.

16. The Steering Group expressed its gratitude to *l'Agence d'urbanisme pour le développement de l'agglomération lyonnaise* for the excellent facilities that it had provided and for its hospitality.

17. The Committee may wish to:

- (a) Take note of the progress made in the project implementation;
- (b) Invite Governments, particularly Governments of countries in transition, to designate experts for the Steering Group and to inform the secretariat by 16 October 2000 accordingly.

Annex I

**PRELIMINARY ARRANGEMENTS FOR THE WORKSHOP ON
URBAN TRANSPORT PATTERNS AND LAND-USE PLANNING**

(2nd quarter 2001, Lyons, France)

1. The Workshop's objectives are:

(a) To review trends in mobility and city development at the regional and city levels among ECE member States;

(b) To investigate policy instruments and institutional issues in the implementation of sustainable transport systems, with a focus on land-use measures;

(c) To examine the role of information, communication and participation in involving all decision makers and the public;

(d) To examine ways and means of promoting targets and indicators of sustainable urban transport.

2. Papers will be commissioned on each of these topics to review the main issues for debate and to illustrate best practices in selected cities in the ECE countries. Case studies from cities in both developed market economies and countries in transition will be presented to an invited audience of senior officials from central governments (Ministries of Environment and Physical Planning) and city councils, representatives of international organizations, the academic community, the private sector and NGOs.

3. The Workshop's sessions and contributions could be as follows:

A. Introductory session: Vision of sustainable urban transport

4. Discussion papers to be invited from:

- Organisation for Economic Co-operation and Development(OECD)/ECMT (Mrs. Mary Crass*);
- European Commission (Mr. Keith Keen - Mr. David Banister*);
- Car Free Cities Network (Ms. Annukka Lindroos*);
- UITP (Mr. Roger Torode*);
- WRI (Ms. Elena Petkova*/Ms. Crescencia Maurer*).

B. Trends in mobility and city development at the European and city levels

5. Prevailing traffic patterns and trends in urban and adjacent areas. The driving forces behind these patterns and trends, including economic, demographic, environmental, labour and social policies, spatial development, technological and cultural/lifestyles trends in urban areas. Interface between urban development and transport-demand requirements, and land-use planning.

(a) Review paper by Mr. Jeff Turner (Manchester University);

(b) Case studies on:

- Helsinki (Ms. Annukka Lindroos, City of Helsinki)

- New city development in Denmark (Mr. Finn Tofte*, Ministry of Environment and Energy);
- Greece (Mr. Antony Parapanissios, Ministry for the Environment, Physical Planning and Public Works);
- Lyons (Mr. Dominique Mignot, Laboratoire d'Economie des Transports, Lyons);
- Cities in transition economies and North America (Mr. Mikhail Kokine*, ECE).

C. Policy instruments and institutional mechanisms to integrate urban transport management with land-use planning and environmental policies

6. Car-free development zones, design of new development (density, location), development of public transport nodes, mixed-use development (local network, distribution and production), urban concentration policies, corridor development and access management (pedestrianization, traffic calming and control, and reallocation of road space to public transport and people). Implications of these strategies and policies for the environment and quality of life, particularly with regard to safety, security, human health, air quality, and to making cities liveable.

7. Organizational/institutional issues to promote the integration of urban transport, land-use planning and environmental policies. Practicalities of making transport an explicit requirement in decisions on land allocation (e.g. through local levies), obliging all new developments to have a statement of transport impacts and accessibility effects, encouraging developers to contribute to improving the quality and availability of transport as part of the development, introducing a requirement for a statement on sustainability implications of new developments, and of integrating responsibilities of different implementation bodies.

(a) Review paper by Mr. David Banister (The Bartlett School of Planning);

(b) Case studies on:

- City mobility plans in France (Mrs. Béatrice Vessilier, Centre d'études et de recherche sur les transports et l'urbanisme, Lyons);
- The national planning policy in the Netherlands (Mr. Jan Vogelij*, International Society of City and Regional Planners);
- Cities in transition economies and North America (Mr. Mikhail Kokine*, ECE).

D. Information, communication and participation

8. Information, communication and participation requirements and opportunities to support the integration of urban transport management with land-use planning and environmental policies. The involvement of interest groups, design and implementation of effective tools (campaigns, media) to encourage public support for solutions that are economically, environmentally and socially friendly, dissemination of success stories, active involvement

of the general public into decision-making on transport-related issues, cultural and ethical aspects.

(a) Review paper by Mr. Peter Jones, United Kingdom (Mr. David Banister*);

(b) Case studies on:

- Lyons (Ms. Silvia Rosalès-Montano*, l'Agence d'urbanisme pour le développement de l'agglomération lyonnaise);
- A city from the Car Free Cities Network (Ms. Annukka Lindroos*);
- Rome (Mr. Massimo Cozzone*, National Environment Protection Agency, Italy);
- Cities in transition economies and North America (Mr. Mikhail Kokine*, ECE).

E. Targets and indicators for sustainable urban transport

9. Targets that could be used for public information and involvement, to call for action and to measure progress. Targets that address human health, environmental protection, accessibility, modal split, land use and energy consumption, and which could be linked to targets for overall urban development, employment, business promotion, housing, education etc. and to national environmental and transport development goals. Those indicators that help evaluate the performance of transport and land use, and their environmental impact will be highlighted.

(a) Review paper by Mr. Roger Torode (UITP);

(b) Presentation by ECE (Mrs. Brinda Wachs);

(c) Case studies on:

- Italy (Mr. Massimo Cozzone*, National Environment Protection Agency, Italy);
- Bremen (Ms. Annukka Lindroos*);
- Barcelona (Mr. Antony Parapanissios*);
- Cities in transition economies and North America (Mr. Mikhail Kokine*, ECE).

F. Concluding session: Discussion of elements for the guidelines

10. A draft statement will be prepared by the Steering Group on the basis of Workshop documentation, and circulated prior to the Workshop.

* Contact person on the subject.

Annex II

MAJOR INTERNATIONAL INITIATIVES OF RELEVANCE TO THE ECE PROJECT

1. Within the European Union:
 - (a) The Sustainable Cities Project, consisting of:
 - i. The Sustainable Cities Report aimed at accruing knowledge about the development of sustainable cities through the Policy Report and Good Practice Guidance
 - ii. The European Sustainable Cities & Towns Campaign
http://europa.eu.int/comm/environment/urban/home_en.htm
 - (b) LIFE (Financial Instrument for the Environment) demonstration projects on urban policy and mobility
http://europa.eu.int/comm/life/cgi/life_frame.pl?prog=ENV
 - (c) Research and Development Projects:
 - (i) DANTE - Designs to avoid the need to travel in Europe
<http://www.cordis.lu/transport/src/dante.htm>
 - (ii) LEDA - Legal/regulatory measures to influence the use of the transport system.
<http://europa.eu.int/comm/transport/extra/profiles/leda.html>
 - (iii) OPTIMA - Optimisation of Policies for Transport Integration in Metropolitan Areas
<http://www.its.leeds.ac.uk/projects/optima/>
 - (iv) SESAME - Derivation of the relationship between land use, behaviour patterns and travel demand for political and investment decisions <http://www.arttic.com/projects/sesame/>
 - (v) SPECTRA - Sustainability, Development and Spatial Planning
<http://www.uwe.ac.uk/fbe/spectra/start.htm>
 - (vi) TRANSLAND - Integration of transport and land-use planning
<http://www.inro.tno.nl/transland/>
 - (d) COST (European Co-operation in the field of Scientific and Technical Research) projects:
 - (i) 332: Innovative methods of coordination between transport actions and regional and local planning
<http://www.belspo.be/cost/>
 - (ii) 342: Parking policy measures and their effects on mobility and the economy <http://www.belspo.be/cost/>
 - (e) POLIS (European Cities and Regions Networking for New Transport Solutions) - an association of European cities and regions working together on transport and environmental problems using innovative transport solutions.
<http://www.edc.eu.int/polis/>
 - (f) The Car Free Cities Network established in 1994 by Eurocities, the association of European metropolitan cities. The Network includes some 70 member cities which committed themselves to developing, exchanging and putting in place techniques and management methods for the reduction of the

volume of urban traffic by actively encouraging the use of more environmentally friendly modes of transport than the car
<http://www.edc.eu.int/polis/>

(g) The European Local Transport Information Service (ELTIS) jointly funded by the European Commission and the International Association of Public Transport (UITP). <http://www.eltis.org/en/about.htm>

2. The Task Force on Sustainable Urban Transport Indicators under the ECE Inland Transport Committee. <http://www.unece.org/trans/main/wp6/wp6.html>

3. The ECMT-OECD Project on Sustainable Urban Travel involving a series of workshops, a survey of cities and a series of national urban travel policy reviews. <http://193.51.65.78/cem/UrbTrav/index.htm>

4. Urban Statistics: Millennium Cities - project of the International Association of Public Transport (UITP). <http://www.uitp.com/>