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**Steering Committee of the Transport, Health and
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Geneva, 16–17 November 2011

Item 7 (b) of the provisional agenda

Implementing the Amsterdam Declaration:

THE PEP relay race (staffette)¹

**Transport, Health and Environment Pan-European
Programme relay race (staffette)****Report of the advance mission for the workshop “Working together for
sustainable and healthy urban transport” (Kyiv, 8–9 June 2011)****Introduction**

1. A workshop to promote sustainable and healthy transport was held in Kyiv on 8 and 9 June 2011 under the Transport, Health and Environment Pan-European Programme. Three Ukrainian ministries, those responsible for transport, health and the environment, and the city of Kyiv headed up the organization of the workshop.
2. The Directorate-General for Infrastructure, Transport and the Sea, which represented France at THE PEP, suggested to the organizers that France and Ukraine should form a closer partnership to prepare for the workshop.
3. The partnership focused on carrying out an assessment of urban travel, covering in particular the city’s transport management (including every mode) and bicycle and pedestrian signs.
4. The Centre d’études techniques de l’équipement (CETE) de l’Est (Infrastructure Technical Research Centre, eastern region) and the Centre d’études sur les réseaux, les

¹ Transport, Health and Environment Pan-European Programme.

transports, l'urbanisme et les constructions publiques (CERTU) (Network, Transport, Town Planning and Public Works Research Centre), under the auspices of the Directorate, were assigned to carry out the assessment mission.

5. The mission involved:

(a) Identifying the major issues facing Kyiv based on on-site interviews and observations;

(b) Making simple recommendations to optimize urban transport management in the medium and short term.

6. The report presents in a thematic manner a basic analysis of the situation and areas to be explored for possible improvements, illustrated by sample information sheets prepared by CERTU for local authorities in France.

7. The key themes identified are as follows:

(a) The need for comprehensive transport management in line with urban development;

(b) Parking management: An imperative;

(c) Transport and air pollution: Assessing the full magnitude of the issue;

(d) Increasing awareness of urban mobility options: How and why?;

(e) Public transport: Restoring its proper place in the city;

(f) Needs of pedestrians;

(g) Needs of cyclists.

I. Need for comprehensive transport management in line with urban development

A. Findings from the observations and meetings

(a) Transport management is segmented by mode at the municipal and ministerial levels;

(b) There is apparently no cross-cutting approach to transport problems;

(c) No reference was made to multimodality or inter-modality by those interviewed during the mission;

(d) The question arose of what kind of medium- and long-term transport planning was required in Kyiv;

(e) The question also arose of how urban planning projects fit in with the rapid development of a city undergoing considerable growth.

B. Avenues worth exploring

1. In the short term

(a) Establish groups for exchange of information between different services at the Kyiv municipal and ministerial levels on the various transport (all modes) and town-planning projects;

(b) Promote cross-cutting projects involving different areas of expertise in the field of transport. For example, involve specialists in pedestrian, cycling and public-transport planning in a road project.

2. In the medium and long term

Establish a comprehensive multimodal transport management strategy in Kyiv by involving all local actors and decision makers, which would allow for priorities to be set and for the various financial resources to be allocated accordingly.

C. Relevant references

- “Les Plans de Déplacements Urbains”, (“Urban travel plans”, a CERTU information sheet), edited by Martine Meunier-Chabert, 2004

II. Parking management: An imperative

A. Findings from the observations and meetings

(a) Much of the downtown parking is on the street or on sidewalks;

(b) Paid street-side parking is with on-site meters;

(c) On some roads (in the downtown and suburbs) the sidewalks are very wide and for the most part are taken up by parked cars;



(d) Parking manoeuvres (access to, and pulling in and out of spaces) are carried out on sidewalks where people walk;

(e) Bicycle parking is available only in private spaces; there are no bicycle stands or shelters on city streets and at metro stations;

(f) No information was provided about the parking management system: where the parking fee proceeds go or how much it costs to have on-site meters;

(g) Lack of a system of impoundments or fines for illegally parked vehicles or those blocking traffic.

B. Avenues worth exploring

1. In the short term

- (a) Establish a system to monitor compliance with parking regulations in the city;
- (b) Create dedicated parking areas for bicycles, if necessary with a secure environment, at the main public transport stations and at major employment centres.

2. In the medium and long term

Develop a comprehensive vehicle parking management strategy adapting supply (parking spaces and rates) to meet the needs of residents, workers and customers and create car parks so that street-side parking can be reduced and space can be reallocated for non-motorized modes of transport.

C. Relevant references

- “Vingt ans de politiques de stationnement public dans les villes centres des agglomérations françaises” (“Twenty years of public parking policies in the city centres of French urban areas”), CERTU, *Le point sur* collection, No. 11, 2009
- “L’offre privée de stationnement liée au logement. Évaluation et intégration dans les politiques de stationnement public” (“The private supply of residential parking: An assessment, and how it is addressed by public parking policies”) CERTU, CETE Nord-Picardie, *Note de synthèse* collection, 2008
- “Le stationnement des vélos dans les espaces privés” (“Bicycle parking in private spaces”), CERTU, *Interface urbanisme déplacements*

III. Transport and air pollution: Assessing the full magnitude of the issue

A. Findings from the observations and meetings

(a) Significant impact of transport on the air quality in Kyiv, as it accounts for some 70 per cent of air pollution;

(b) The problem is closely linked to both the number of vehicles on the road and fuel quality;

(c) There is a large and ageing minibus fleet;

(d) There are no large-scale air pollution measurement efforts in Kyiv;



- (e) Data on the number of public and private transport vehicles is scarce or non-existent;
- (f) It is unclear how many of all the vehicles on the road are utility (goods) vehicles, and to what extent they contribute to air pollution;
- (g) The public is not informed when pollution levels peak.

B. Avenues worth exploring

1. In the short term

- (a) Establish a system to measure air pollution in the city;
- (b) Encourage all measures aimed at reducing the use of private motorized vehicles;
- (c) When pollution levels peak, inform the public (by radio, etc.) of measures to be taken: reduce the use of cars and protect children and older persons.

2. In the medium and long term

- (a) Adopt vehicle and fuel quality standards;
- (b) Ensure that standards can be applied by establishing an effective vehicle and fuel inspection system.

C. Relevant references

- “Distances de déplacements et effet de serre. Où sont les enjeux en milieu urbain?” (“Travel distances and the greenhouse effect. What is at stake in urban areas?”), CERTU, *Faits et Chiffres* collection, No. 4, 2008.
- “Agir contre l’effet de serre, la pollution de l’air et le bruit dans les plans de déplacements urbains – Approches et méthodes” (“Taking action against the greenhouse effect and air and noise pollution in urban transport plans: Approaches and methods”) (2 vols.), CERTU–ADEME, 2008.

IV. Increasing awareness of urban mobility options: How and why?

A. Findings from the observations and meetings

- (a) Data on Kyiv urban area commuting patterns is scarce or unavailable;
- (b) It is unclear what modal share can be attributed to public transport;
- (c) There is apparently a heavy use of taxis, but it is not clear for what purposes and which gaps are filled by taxi use (low car ownership, insufficient public transport, etc.).

B. Avenues worth exploring

1. In the short term

- (a) Take stock of the issue of awareness of the transport system and its use;

- (b) Raise awareness among elected officials and decision makers;
- (c) Launch simple counting campaigns (on roads and in public transport).

2. In the medium and long term

Conduct ambitious campaigns to quantify the issues relating to commuting in Kyiv.

C. Relevant references

- “Mobilités et transports: Les recueils de données sur la mobilité urbaine” (“Mobility and transport: Data compendiums on urban mobility”), CERTU, *Note de synthèse* collection, 2008
- “Une veille pour suivre l’évolution des comportements et recueillir les attentes des habitants” (“Monitoring the public’s behaviour and expectations”), CERTU, *Politique de la ville et déplacements* collection, 2005

V. Public transport: Restoring its proper place in the city

A. Findings from the observations and meetings: Clear advantages

(a) An existing, well-developed and highly utilized network;

(b) A wide range of public transport options: trams, metros, trolleybuses, buses and minibuses;

(c) Extensive coverage of the urban area;

(d) Moderate pricing.



B. A few shortcomings

(a) No network maps apart from the metro. No indication of where public transport stops are located;

(b) No set timetables (except for the metro);

(c) Lack of dedicated lanes (off limits to other modes of transport) on the roads, even for tramways, resulting in congestion and traffic jams;

(d) Lack of a flat rate (the rate varies according to vehicle);

(e) Haphazard intermodal connections.

C. Avenues worth exploring

1. In the short term

- (a) Analyse the area’s coverage by various types of public transport;

- (b) Inform urban residents about available public transport to promote a shift in modes of transport;
- (c) Launch discussions on the pricing system;
- (d) Launch discussions on the role of minibuses in the overall public transport network in terms of servicing and also in the context of governance.

2. In the medium and long term

(a) Set priorities (identify the main lines of communication besides the metro) and blanket the urban area with a public transport network by making use of the advantages of the existing network and making optimal use of vehicles;

(b) Carry out road work to improve the level of service (dedicated lanes, right of way at crossroads, clearly identified stops, etc.).

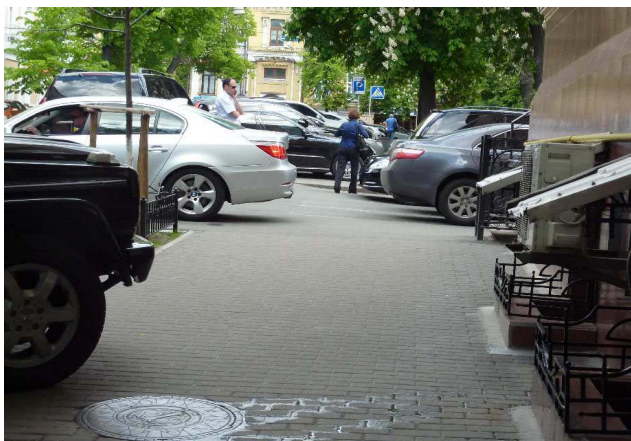
D. Relevant references

- “Tramway et bus à haut niveau de service en France: domaines de pertinence en zone urbaine” (“Tramways and buses providing high-level service in France: Related pertinent fields in urban areas”), CERTU, *Le point sur* collection, No. 12, 2009
- “Planification urbaine et tramway en France” (“Urban planning and tramways in France”), CERTU, *Le point sur* collection, No. 9, 2009
- “Panorama des transports collectifs urbains dans les agglomérations de plus de 250,000 habitants. Situation 2008 et évolutions — Hors Île de France” (Overview of urban public transport in urban areas with populations over 250,000 — Situation in 2008 and developments outside the Île de France region”), CERTU, 2010

VI. Needs of pedestrians

A. Findings from the observations and meetings

No information on pedestrians’ needs was furnished at the various meetings of the mission in May 2011. The following reflections stem from observations made during our stay in Kyiv, specifically when getting around by public transport or on foot; they therefore cannot give a comprehensive overview.



- (a) The sidewalks are generally well laid out and of sufficient dimensions;
- (b) There are a large number of pedestrians;

- (c) Underpasses have been built at the crossings of roads with heavy traffic, sometimes with shopping arcades;
- (d) Pedestrian crossings are numerous and complemented by very visible signs and signals, which motorists seem to heed closely;
- (e) Although crossing signals have pedestrian countdown displays, green lights for pedestrians do not always last very long; observance by pedestrians is apparently good;
- (f) Traffic signs are suspended, which means there are fewer signposts on the sidewalks;
- (g) Pedestrian/cyclist bridges and pathways (for strolls) in parks are used by many people;
- (h) The sidewalks are heavily overrun by parked private vehicles; a further increase in such parking would quickly make the situation intolerable in terms of the quality and safety of the walkways;
- (i) While able-bodied pedestrians are catered for, nothing has been done for persons with limited mobility and older persons, except for access ramps for the underpass stairways;
- (j) Notices and signs, including in the metro, are in Cyrillic characters, which many visitors are unable to read, and street signs are often lacking;
- (k) Signs for venues or activities are lacking and even locals find it difficult to get their bearings and must ask for help in finding meeting places.

B. Avenues worth exploring

- (a) Keep pathways free of obstacles (improve parking management);
- (b) Introduce sidewalk curb ramps when road work is carried out;
- (c) Improve signage:
 - Street signs
 - City maps (and public service plans)
 - Directions in metro stations

C. Relevant references

- “Encombrement des trottoirs” (“Obstruction on sidewalks”), CERTU, *Savoirs de base en sécurité routière* (Basic road safety) information sheet, No. 28, August 2010, “Les piétons au coeur de l’aménagement de l’espace public urbain” (“Placing pedestrians at the centre of urban public place planning”), CERTU, Fiche *Savoirs de base en sécurité routière* (Basic road safety) information sheet, No. 2, November 2010
- “The ‘Code de la rue’ (Street Use Code) programme in France – Initial results”, October 2008

VII. Needs of cyclists

A. Findings from the observations and meetings

The issue of cycling was addressed during our meeting with KCA (the Kyiv Cyclists' Association).

B. Some facts worth noting

(a) Lack of bicycle paths or traffic rules to promote safe cycling;

(b) Total absence of bicycle parking (on the street, at homes, at centres of activity and at public transport facilities);

(c) Risk of theft;

(d) Few cyclists in traffic (mostly on mountain bikes), despite the fact that the weather was quite good during our stay in Kyiv;



(e) Lack of dedicated bus lanes (which might also be used by cyclists);

(f) Surfaces sometimes uncomfortable for cycling (cobblestones);

(g) Regulations prohibiting young people less than 14 years of age from riding bicycles on public roads, which leaves people strongly disinclined to using a bicycle or developing a “bicycle reflex”;

(h) The traffic is generally so heavy that even when it appears to lighten, it still deters people from trying cycling;

(i) Areas with steep inclines, which discourage cyclists.

C. Avenues worth exploring

(a) Create bicycle parking places:

(i) On roads (without obstructing pedestrians);

(ii) At recreational, academic and commercial centres and offices, etc.;

(iii) At metro stations and tram stops, especially outside the downtown area;

(iv) In new blocks of flats (mandatory);

(v) In neighbourhoods with large blocks of flats (bicycle shelters, secure storage spaces, etc.).

- (b) Consider priority street lanes, a speed limit reduction plan and a cycling master plan;
- (c) Make use of wide pathways, allowing low-speed cyclists to ride on them;
- (d) Make use of wide avenues by introducing bus/cycling lanes;
- (e) Introduce direct and wide dedicated pedestrian/bicycle lanes in new neighbourhoods on a systematic basis;
- (f) Develop traffic regulations for young cyclists;
- (g) Create a pilot neighbourhood equipped with bicycle parking facilities.

D. Relevant references

- “Vélos et transports publics – Partage de la voirie” (“Bicycles and public transport: sharing the road”, CERTU, *Fiche Vélo* (Cycling information sheet), No. 9, August 2010
 - “The ‘Code de la rue’ (Street Use Code) programme in France – Initial results”, October 2008
 - “Les schémas cyclables” (“Cycling plans”), CERTU, *Fiche Vélo* (Cycling information sheet), No. 1, August 2009
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