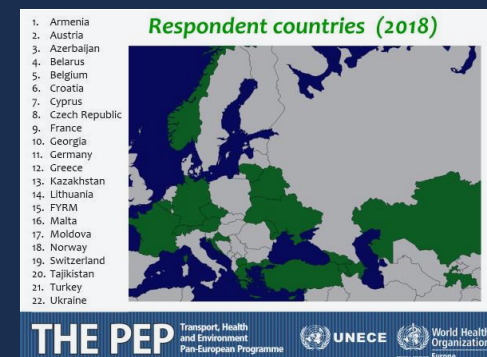
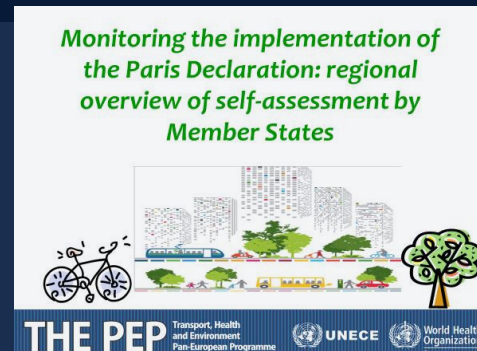


**Survey for the
implementation
of THE PEP**



Introduction

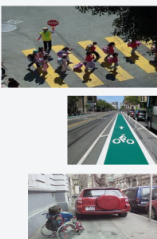
- THE PEP Survey: A tool for monitoring of progress made by Member States at the national level toward the attainment of THE PEP Priority Goals
- Biannual submission provides essential information for reporting back on implementation of THE PEP
- In previous years, results were documented in a regional overview report and presented to the Steering committee in a PowerPoint presentation
- Communication around the results has the potential to reach a wide range of stakeholders on progress towards THE PEP objectives
- It is worth looking at how those results can be visualized and shared for greater engagement



Results

Governments take measures:

- to improve the cyclist infrastructure (18 MS)
- to improve the coordination between land use and transport planning (19 MS)
- to reduce noise emissions from transport activities (17 MS)
- to focus on people with disabilities and other vulnerable groups (children, the elderly, etc.) 16 MS
- to have a national action plan for the promotion of cycling (9 MS)



THE PEP Transport, Health and Environment Pan-European Programme

UNECE World Health Organization

THE PEP Pilot Survey: Process

Step 1

- Revised and updated the survey questions
 - Order of questions
 - Structure and type of question
 - Language and clarity
 - Encourage engagement and ensure ease of use

Step 2

- Internal user testing
 - Included creating 3-4 simple user personas for testing of the survey per audience type, as well as problem statements to assess potential user frustrations
 - Review and feedback revert cycles with the Secretariat WHO and UNECE

THE PEP Pilot Survey: Process

Ste

-

Ste

-

THE PEP Transport, Health
and Environment
Pan-European Programme



THE PEP

Transport, Health
and Environment
Pan-European Programme



THE PEP Pilot Survey: Results

Online DataForm user issues:

- Re-opening the survey once submitted
- Difficulties around saving responses
- Session expirations
- Technical issues
- Way forward?
 - Word document

Feedback on the survey questions:

- Clarity
- Relevance
- All topics covered
- Takes too much time to complete
- A wide range of recommendations

"In the opened questions, how long are the answers to be given? 5 lines, 10 lines..."

"A specific item on air pollution is missing"

"Submitted the survey too early by a mistake and it would be helpful if there was a better solution for returning to fulfil the form"

"It is a long work (several days), it is necessary to target the interlocutors, to collect the answers, to make follow-ups, to make syntheses, to seek the sites..."

"Our recommendations would be to reduce the amount of questions and in addition consider the level of details and technical details."

Example Data Visualisation

1

Please note: All of the following graphics are based on ‘fake data’



Policies and regulations: all countries ('fake data')



■ Respondent countries

Policies and regulations: all countries ('fake data')

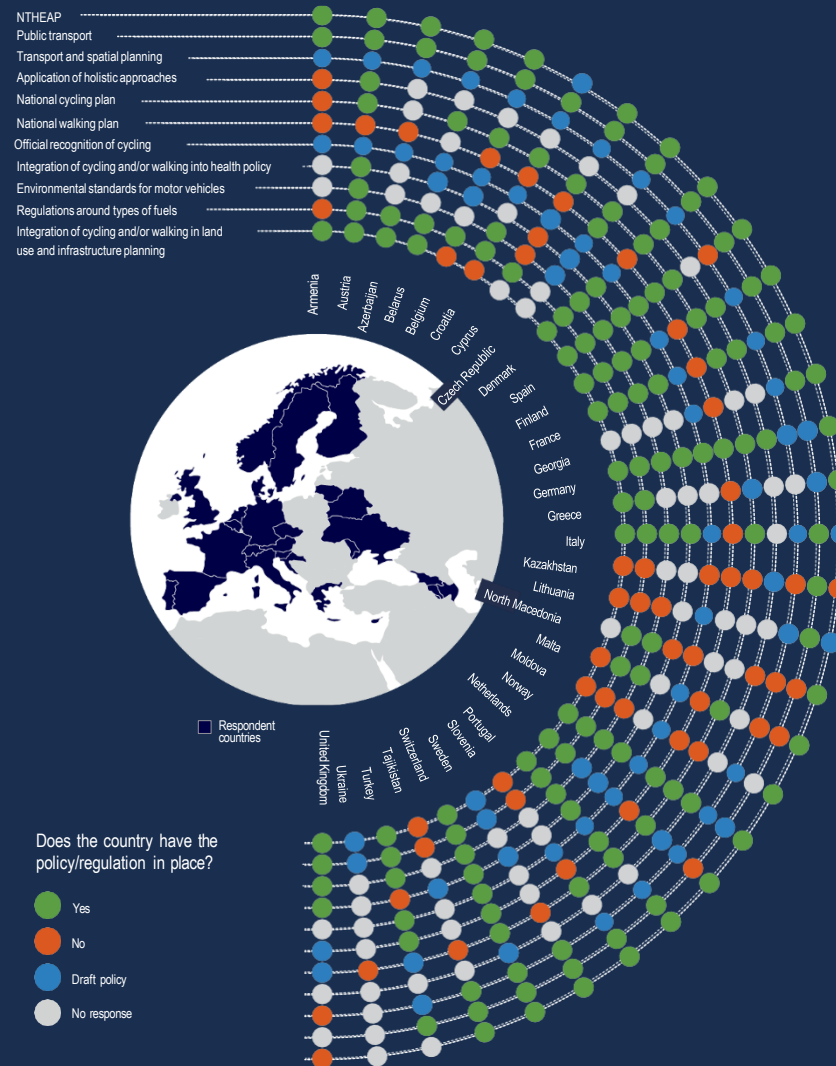
- NTHEAP
- Public transport
- Transport and spatial planning
- Application of holistic approaches
- National cycling plan
- National walking plan
- Official recognition of cycling
- Integration of cycling and/or walking into health policy
- Environmental standards for motor vehicles
- Regulations around types of fuels
- Integration of cycling and/or walking in land use and infrastructure planning



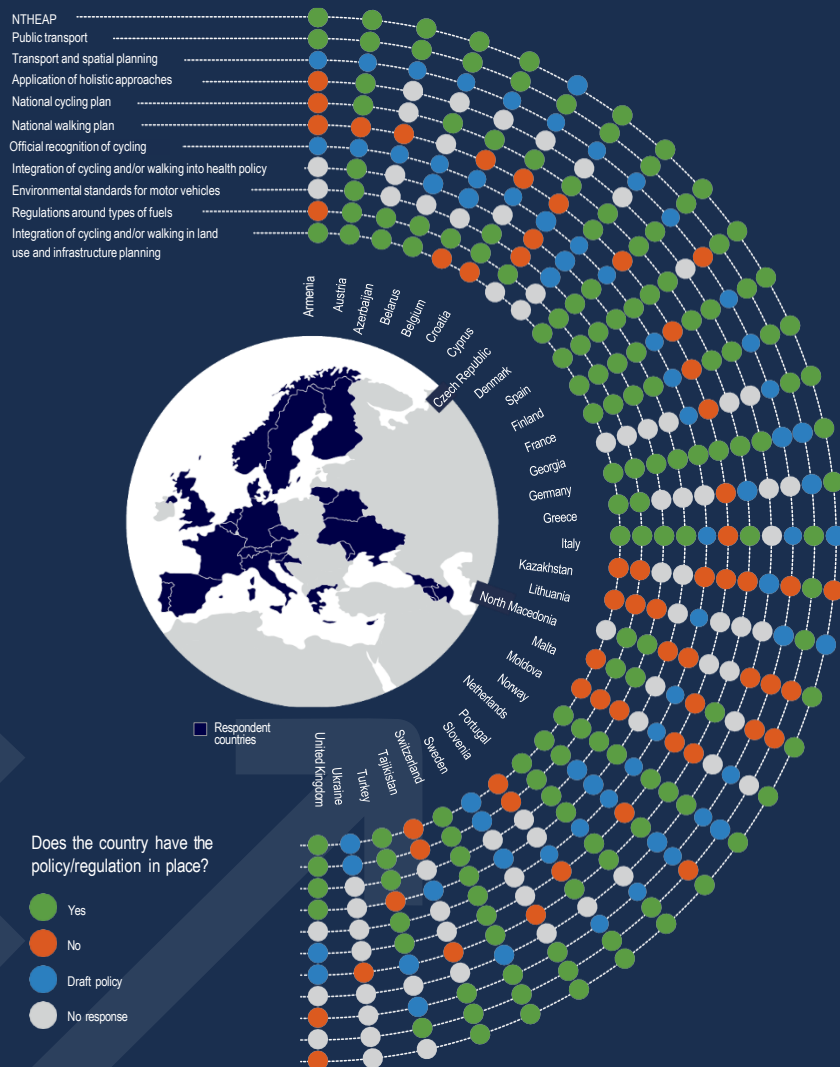
Policies and regulations: all countries ('fake data')



Policies and regulations: all countries ('fake data')



Policies and regulations: all countries ('fake data')



10 countries have a **National Transport Health and Environment Action Plan (NTHEAP)** or sustainable transport and mobility aspects integrated into any other policy documents.



2 countries have a **national walking plan** or walking integrated into any other policy and/or legislative measures at the national level.

14 countries have **national cycling policies** or cycling integrated into other policies and/or legislative measures at the national level.



18 countries have **environmental standards and requirements for motor vehicles**, including for manufacturing and import



12 countries apply **holistic methods to urban developments**



8 countries have **cycling and walking integrated into health policies**



Example Data Visualisation

2

Please note: All of the following graphics are based on ‘fake data’

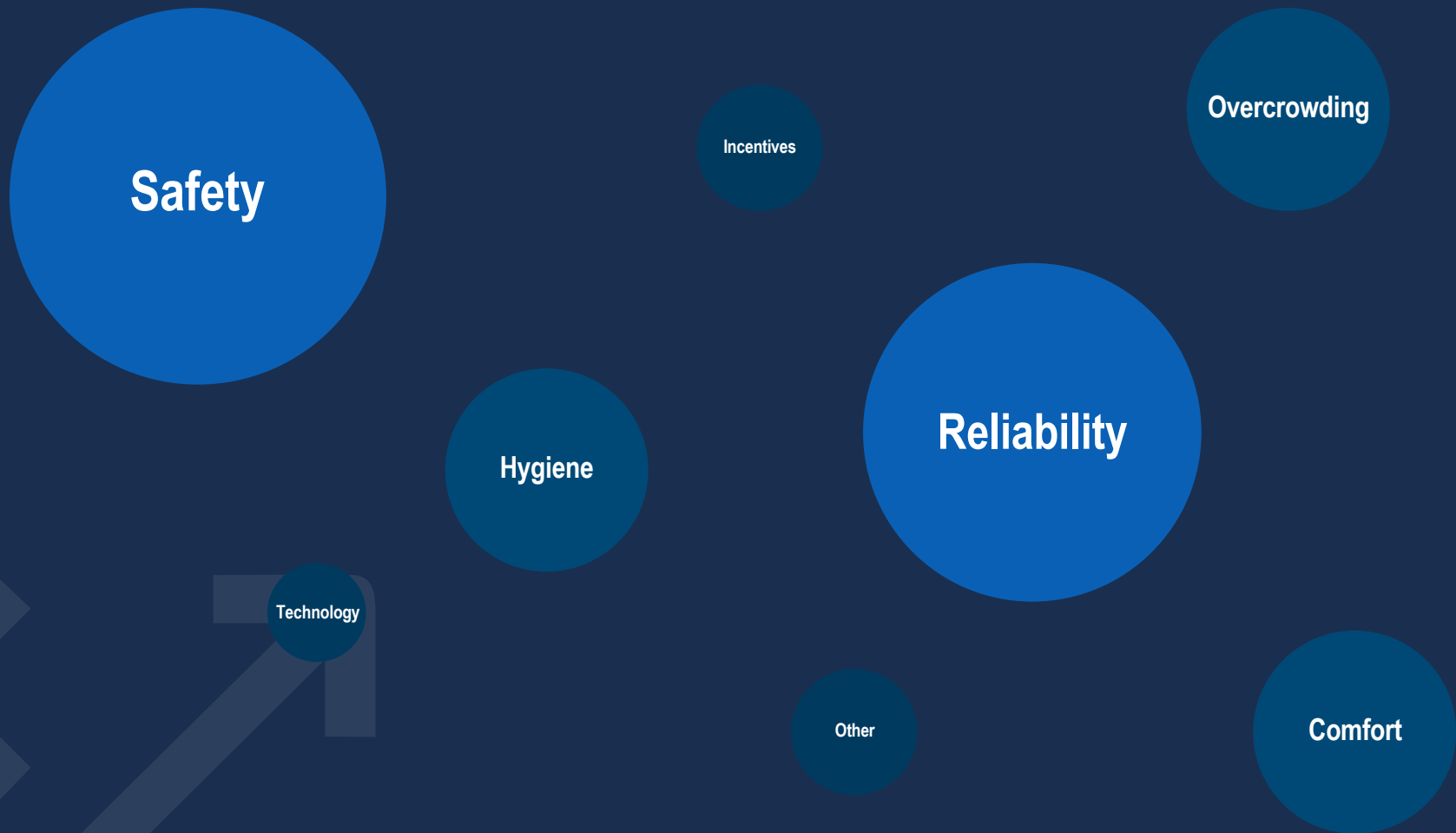


Country challenges for healthy, green and sustainable transport ('fake data')

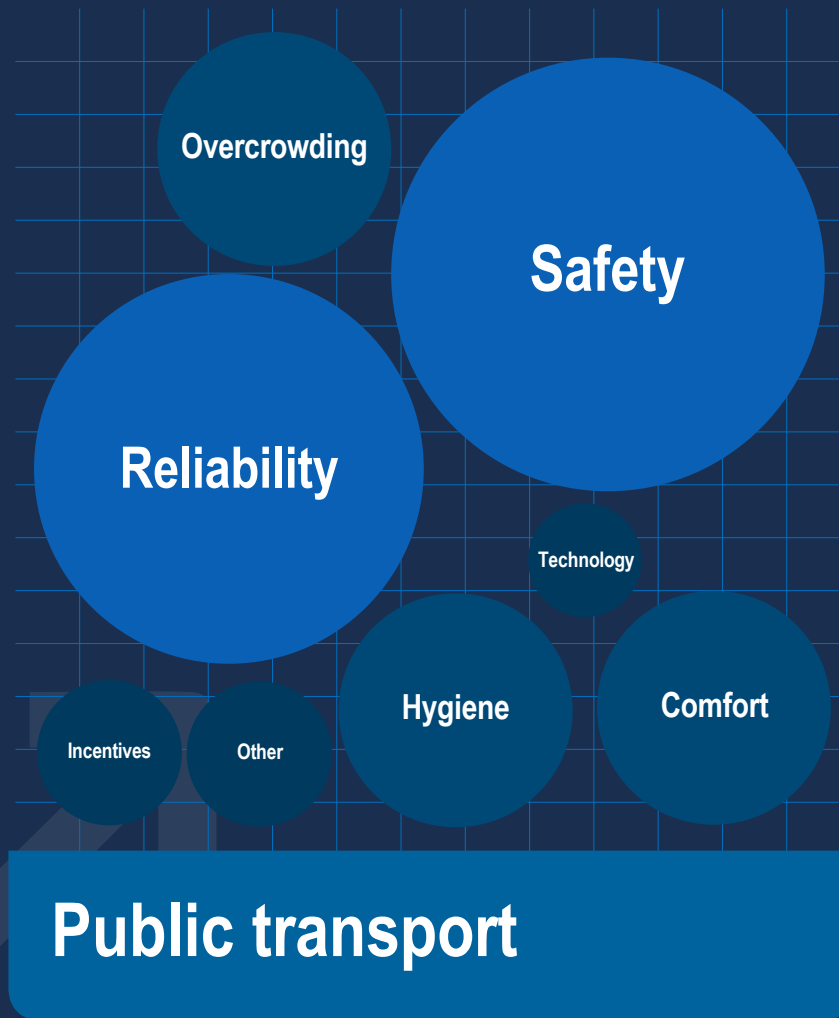
Obstacles to public transport:

- Safety
- Reliability
- Hygiene
- Comfort
- Overcrowding
- Incentives
- Technology
- Other

Country challenges for healthy, green and sustainable transport ('fake data')

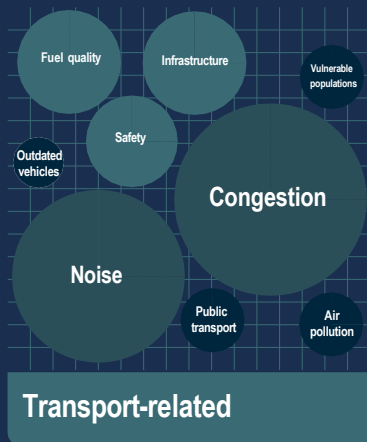


Country challenges for healthy, green and sustainable transport ('fake data')



- **28%** of countries rated safety and reliability as the major obstacles to public transport

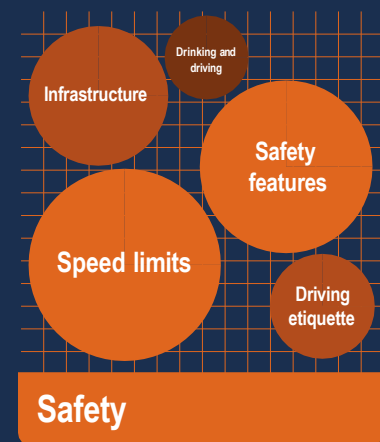
Country challenges for healthy, green and sustainable transport ('fake data')



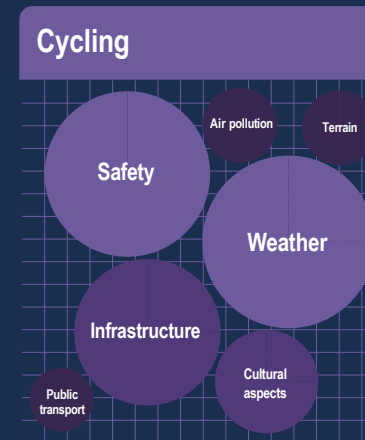
← 23% of countries rated traffic congestion and noise as the biggest transport-related challenge



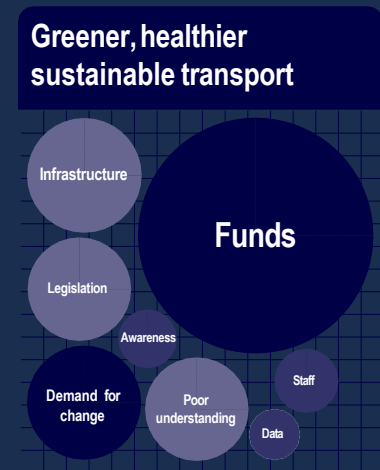
← 28% of countries rated safety and reliability as the major obstacles to public transport



← 43% of countries rated safety as the biggest obstacle to walking



← 28% of countries rated weather conditions and safety as the major obstacles to cycling



Example Data Visualisation

3

Please note: All of the following graphics are based on ‘fake data’



Countries are taking action in the following areas: ('fake data')

Incentives

Monitoring and
data collection

Campaigns

Intersectoral
coordination

Countries are taking action in the following areas: ('fake data')

Incentives

19 out of the 32 respondent countries have economic incentives to promote public transport

Monitoring and data collection

15 out of the 32 respondent countries are collecting data on cycling safety

Campaigns

12 out of the 32 respondent countries have on-going campaigns to promote cycling and walking as active modes of transport

Intersectoral coordination

25 out of the 32 respondent countries rated intersectoral coordination as satisfactory



Countries are taking action in the following areas: ('fake data')

Incentives

19 out of the 32 respondent countries have economic incentives to promote public transport

For example, Germany's attractive funding incentives for using alternatives to private vehicles such as micromobility, cargo bikes, taxis, and car sharing etc.

Monitoring and data collection

15 out of the 32 respondent countries are collecting data on cycling safety

For example, Spain's implementation of local level projects to obtain and monitor data on cycling and specifically cyclists' safety.

Campaigns

12 out of the 32 respondent countries have on-going campaigns to promote cycling and walking as active modes of transport

For example, Sweden's biannual social media campaign to inspire and motivates the youth to adopt more cycling and walking as modes of transport.

Intersectoral coordination

25 out of the 32 respondent countries rated intersectoral coordination as satisfactory

For example, Greece's reported participation of the Ministry of Health, Ministry of Sustainable Development and Energy, and the Ministry of Transport, Innovation and Technology in completing THE PEP survey.



■ Respondent countries

Example Data Visualisation

4

Please note: All of the following graphics are based on ‘fake data’



Country practical measures in the implementation of the Vienna Declaration



Encourage Public Transport



Encourage Walking and Cycling



Improving Safety



Discourage Private Vehicles



Reducing Inequalities



Integration of Eco-driving

Country practical measures in the implementation of the Vienna Declaration



Encourage Public Transport

- Providing dedicated bus lanes
- Expanding transport networks
- Improving passenger comfort
- Improving passenger safety
- Technological advancements
- Providing incentives
- Information campaigns
- Improving hygiene

Country practical measures in the implementation of the Vienna Declaration



Encourage Public Transport

Providing dedicated bus lanes

Expanding transport networks

Improving passenger comfort

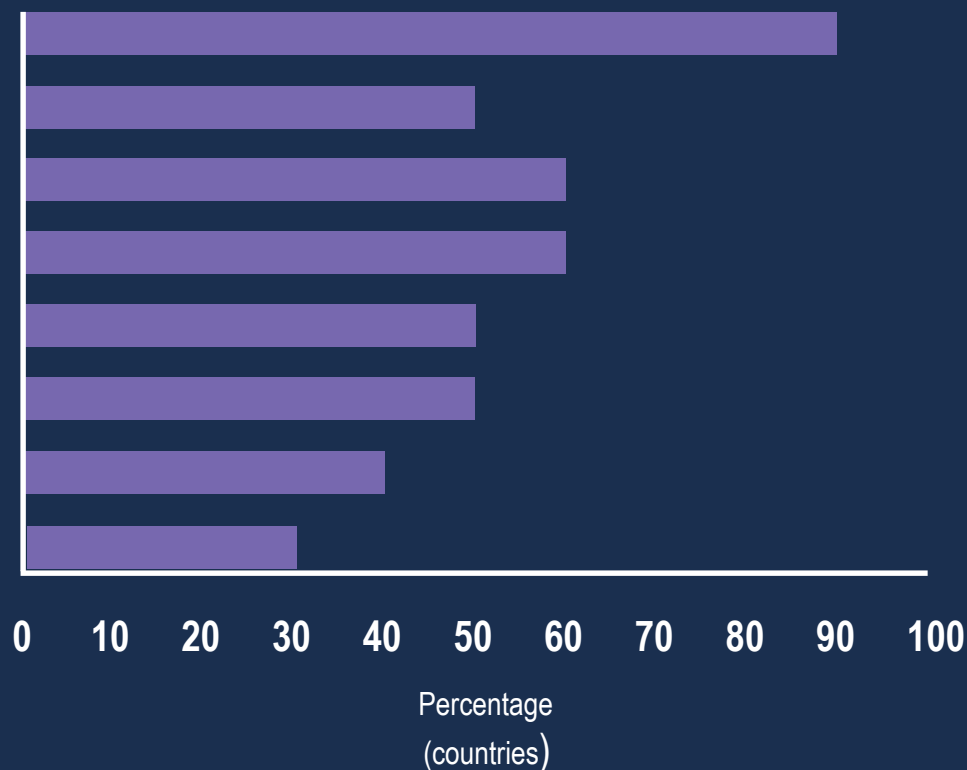
Improving passenger safety

Technological advancements

Providing incentives

Information campaigns

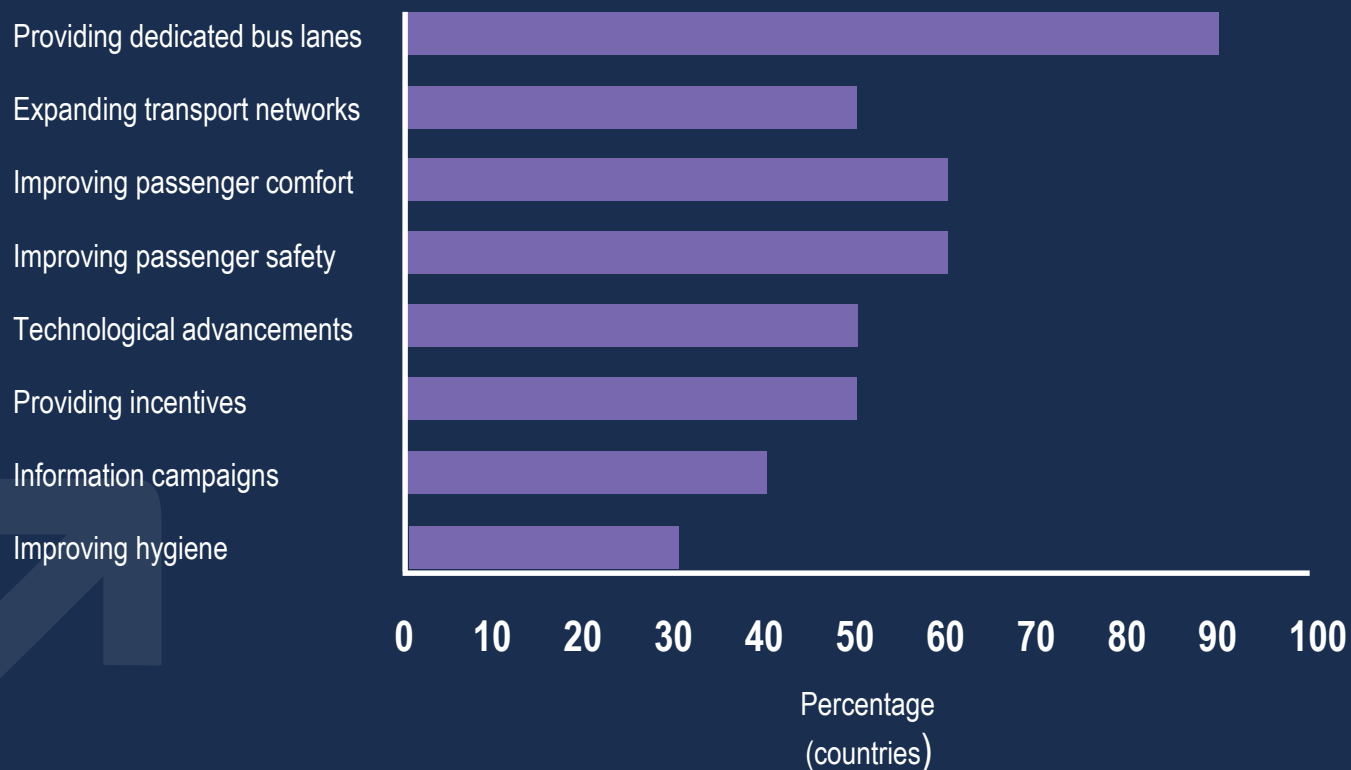
Improving hygiene

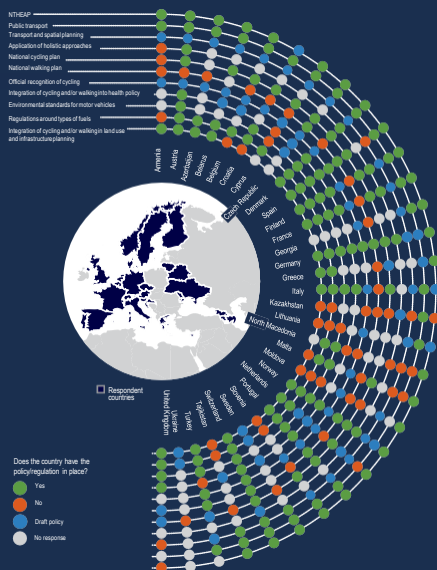


Country practical measures in the implementation of the Vienna Declaration



Encourage Public Transport





10 countries have a **National Transport Health and Environment Action Plan (NTHEAP)** or sustainable transport and mobility aspects integrated into any other policy documents.

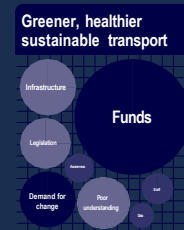
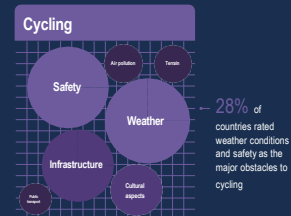
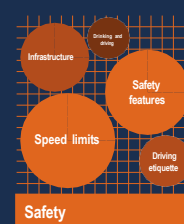
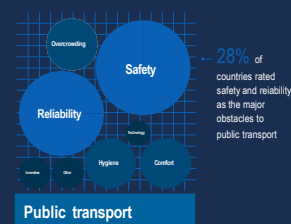
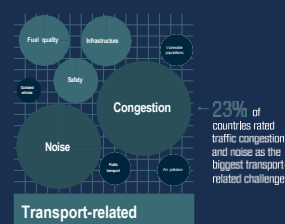
1 countries have a **national walking plan** or walking integrated into any other policy and/or legislative measures at the national level.

14 countries have **national cycling policies** or cycling integrated into other policies and/or legislative measures at the national level.

18 countries have **environmental standards and requirements for motor vehicles**, including for manufacturing and import.

12 countries apply **holistic methods** to urban developments.

8 countries have **cycling and walking integrated into health policies**.



Incentives

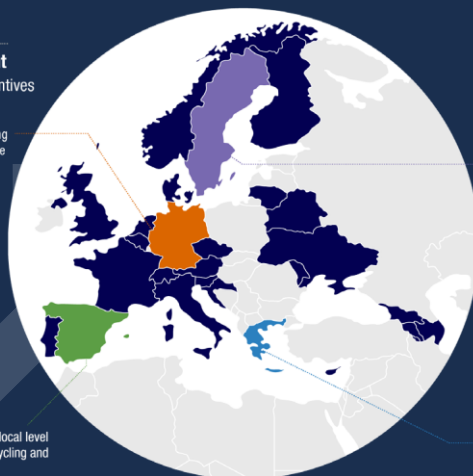
19 out of the 32 respondent countries have economic incentives to promote public transport.

For example, Germany's attractive funding incentives for using alternatives to private vehicles such as micromobility, cargo bikes, taxis, and car sharing etc.

Monitoring and data collection

15 out of the 32 respondent countries are collecting data on cycling safety.

For example, Spain's implementation of local level projects to obtain and monitor data on cycling and specifically cyclists' safety.



Campaigns

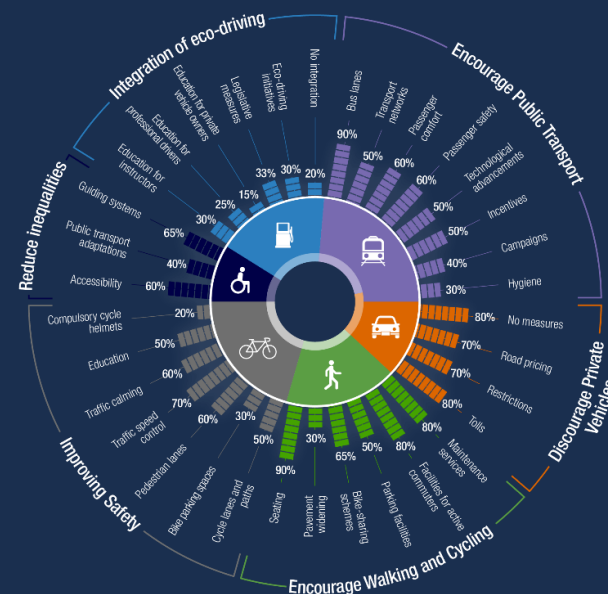
12 out of the 32 respondent countries have on-going campaigns to promote cycling and walking as active modes of transport.

For example, Sweden's biannual social media campaign to inspire and motivate the youth to adopt more cycling and walking as modes of transport.

Intersectoral coordination

25 out of the 32 respondent countries rated intersectoral coordination as satisfactory.

For example, Greece's reported participation of the Ministry of Health, Ministry of Sustainable Development and Energy, and the Ministry of Transport, Innovation and Technology in completing THE PEP survey.



THE PEP

Transport, Health
and Environment
Pan-European Programme



European Region

THANK YOU

tom@lushomo.net



THE PEP

Transport, Health
and Environment
Pan-European Programme

