

HIGH-LEVEL MEETING ON TRANSPORT,
HEALTH AND ENVIRONMENT
Steering Committee on the Transport, Health and
Environment Pan-European Programme

Seventh session

Geneva, 22–23 October 2009

Item 5(a)(ii) of the provisional agenda

THE PEP IMPLEMENTATION MECHANISMS AND WORKPLAN

Workshop on Safe and Healthy Walking and Cycling in Urban Areas

Report by the secretariat

Summary

THE PEP workshop on Safe and Healthy Walking and Cycling in Urban Areas was held in Pruhonice (Prague) from 24 to 25 September 2009, organized in cooperation with the Czech Republic Ministry of the Environment, Ministry of Transport, Ministry of Regional Development, Ministry of Health, the City of Prague and non-governmental organizations.

Human-powered mobility, like cycling and walking are examples of environmentally-friendly modes of transport that contribute to lower greenhouse gas emissions in cities, have a low impact on urban congestion and promote health. National and local policies are needed to support walking and cycling as increasingly attractive and viable modes of urban mobility. The focus of the workshop was on cooperation between national and local authorities, industry and civil society in design, planning, financing and legislation to support walking and cycling – best practices on translating national policy objectives into local action.

This event also kicked-off THE PEP *staffete*, or relay race, to spread the word from Amsterdam to Prague, by “passing a baton” of best practices in sustainable urban transport to raise awareness and promote coordinated policy approaches. The workshop agreed concrete action points, urging policy makers, industry and civil society to:

- Recognize walking and cycling as an integral part of transport and urban development planning and policy, on par with public transport and car traffic;
- Promote human-powered mobility which contributes to individual fitness and public health, reduction of traffic accidents, noise and air pollution, less greenhouse gas emissions and congestion and increases the attractiveness of cities;
- Ensure that cycling and walking infrastructure is focused on eliminating barriers, including for children, the elderly, those with reduced mobility and is safe, accessible, convenient, comfortable and attractive.

www.unece.org/thepep/en/workplan/urban/pruhonice.prague_docs.htm

INTRODUCTION

1. At the High-level Meeting on Transport, Health and Environment (22-23 January 2009, Amsterdam), the Czech Republic offered to host a workshop on safe and healthy walking and cycling in urban areas, as a follow-up to earlier capacity-building workshops on sustainable urban transport under THE PEP.¹ The workshop was held from 24 to 25 September in Pruhonice, Czech Republic, organized in cooperation with the Czech Republic Ministry of the Environment, Ministry of Transport, Ministry of Regional Development, Ministry of Health, the City of Prague and non-governmental organizations. An optional programme to explore the walking and cycling infrastructure in and around Prague took place on 26 and 27 September 2009.
2. The objective of the Workshop was to encourage transport, health and environment policy makers to develop strategies and measures to support pedestrian and cycle-friendly cities and to identify challenges and needs to promote innovative policies to support walking and cycling as viable and attractive modes of urban mobility. The focus of the Workshop was on cooperation between national and local authorities, industry and civil society in planning, building infrastructure and financing safe and healthy walking and cycling. It offered an opportunity for exchange of good practices and to build capacity for sustainable urban transport in the countries of Eastern Europe, Caucasus, Central Asia (EECCA) and South East Europe (SEE).
3. The workshop, moreover, launched THE PEP *staffete* (relay race), one of the mechanisms adopted by the Third High-level Meeting on Transport, Health and Environment to implement the goals of the Amsterdam Declaration and to disseminate good practice and share experiences from the Netherlands and other successful countries in non-motorized transport.
4. This report has been prepared by the secretariat in consultation with the delegation of the Czech Republic. It summarizes the key issues discussed at the workshop as well as the main conclusions and recommendations and Action Points for Policymakers, Industry and Civil Society as agreed by the workshop, attached as annex I, along with the final programme of the workshop (annex II).
5. The Steering Committee is invited to consider the workshop's findings and recommendations. It is also invited to decide on follow-up workshops on cycling and walking in urban areas, as part of the *staffete* (relay race) to disseminate best practice and share experiences, in particular in EECCA and SEE.

I. PARTICIPATION, PROGRAMME AND MAIN OUTCOMES OF THE WORKSHOP

6. The workshop brought together 99 representatives of the transport, environment and health sectors from 13 UNECE² and WHO/European³ Member States⁴. Several NGOs⁵ and other stakeholders were also represented⁶.

¹ Previous workshops were held in Nicosia, Cyprus (2003), Moscow, Russian Federation (2004), Tbilisi, Georgia (2006), Telč, Czech Republic (2007) and Chisinau, Republic of Moldova (2008). Information on the programmes and presentations made during previous workshops can be found on THE PEP website (<http://www.thepep.org/en/workplan/urban/sut.htm>).

² United Nations Economic Commission for Europe.

³ World Health Organization Regional Office for Europe.

⁴ Workshop participants were from the following countries: Austria, Azerbaijan, Czech Republic, France, Georgia, Germany, Netherlands, Republic of Moldova, Slovakia, Switzerland, The former Yugoslav Republic of Macedonia, Ukraine. The private sector was represented by the International Road Federation (IRF), KTM (Austria), JCDecaux (France, Czech Republic), OHGS Ltd. (Czechia), TEO plus Company, Ltd and City-Bikes company (Czechia).

⁵ Nongovernmental Organizations

⁶ A list of participants can be obtained by the secretariat.

7. Participants were welcomed by Ing. Rut Bizkova, Deputy Minister of the Environment, Ing. Ivo Vykydal, Deputy Minister of Transport, Ing. Jiří Koliba, Deputy Minister for Regional Development, MUDr. Markéta Hellerová, Deputy Minister of Health Care, Mgr. Petr Štěpánek, CSc., Councillor, City of Prague, Ing. Pavel Polák, Prague coordinator for cycling, City of Prague, Mr. Bernard Ter Haar, Director-General, Ministry of Housing, Spatial Planning and Environment, Netherlands, Mr. Jennes de Mol, Deputy Head of Mission, Embassy of the Kingdom of the Netherlands in the Czech Republic, and Mr. Lucas de Boer, District Alderman for Housing, Planning, Transportation and the Environment, District of Kralingen-Crooswijk, City of Rotterdam, Netherlands.

8. Ing. Rut Bizkova, Deputy Minister of Environment of the Czech Republic, opened the workshop, welcoming participants and explained the theory and calculations for making the workshop sustainable and carbon neutral. A tree-planting ceremony took place to offset the carbon emissions of travel of participants to the workshop. The tree planting was subsidized by the Ministry of the Environment of the Czech Republic.

9. A ceremony took place to hand-over the THE PEP staffette “baton” in the form of a light installation, from the Netherlands, host of the Third-High level Meeting, to Prague, as the first stop on the *staffete* to disseminate best practices in walking and cycling across the UNECE and WHO European region. A documentary film of urban sights and sounds created by the Netherlands for the High-level Meeting was also shown. A photography exhibition and a display of products including city bicycles, electric bicycles and cycling accessories (helmets, safety equipment, first aid kits and children’s seats for bicycles) were featured.

10. The participants welcomed the opportunity to meet representatives from other sectors, countries and international organizations and to exchange best practice and target obstacles to walking and cycling in cities. The workshop provided a valuable impetus to networking and collaboration between the various stakeholders and marked the start of the *staffete* as an effective tool for dissemination of knowledge and sharing of experience and laid the groundwork for subsequent workshops to continue the staffete in other countries and regions. For a list of speakers and links to their presentations, please consult THE PEP website http://www.unece.org/thepep/en/workplan/urban/pruhonice-prague_docs.htm.

II. MAIN ISSUES AND CHALLENGES IN CYCLING AND WALKING IN URBAN AREAS

A. Appropriate infrastructure: an integrated policy approach

11. The workshop focused on the challenges and obstacles in urban areas to developing a systemic approach to non-motorized, human-powered mobility, namely by walking and cycling. The question of appropriate infrastructure is one crucial component in the policy dialogue on walking and cycling. A major obstacle to pedestrian and cycling transport in cities is the lack of continuous cycling paths or sidewalks. Moreover, it is important to plan for the use of infrastructure by other potential users, such as in-line skating (roller-blading) and scooters. Dedicated lanes for faster cyclists or skaters that are separated from pedestrians should also be considered, where appropriate. Efficient links with public transport networks (busses, metros, trams, streetcars) are critical, as well as the ability to take bicycles on public transport when possible. Infrastructure to support human-powered mobility can generally be said to support five principles: it should be safe, convenient, comfortable, accessible and attractive.

12. Appropriate infrastructure calls for a holistic and integrated approach to non-motorized transport and urban planning and for coordinated policies among national and municipal authorities across several sectors. These may include transport, health and environment, but also

regional development and agriculture (to the extent the transport networks flow between urban and rural areas).

13. Local and national authorities must work collaboratively on transport and traffic planning, infrastructure development and financing, legislation and regulation. Transport planners must take health and environmental concerns into consideration when developing transport policies and enhance communication and cooperation, both horizontally (across multiple sectors) and vertically (translating national policy into local action). THE PEP policy framework provides a useful model for pursuing an integrated policy approach to walking and cycling.

B. Health benefits and safety concerns

14. The workshop underlined the potential of walking and cycling as a health-enhancing and increasingly feasible mode of transport, in particular in urban centres for commuting from home to work, for leisure, shopping and exercise. The health benefits of walking and cycling are well-documented, with benefits accrued already from short periods of moderate exertion. According to the WHO, a minimum of thirty minutes per day of brisk walking and cycling show positive health effects; more vigorous and longer bouts have additional health effects.

15. Safety concerns, in particular traffic crashes between vehicles and cyclists and pedestrian, remain one of the overriding obstacles to walking and cycling taking root as a fully accepted and commonplace mode of urban transport, in particular in countries of SEE and EECCA. This is often due to lack of investment in appropriate infrastructure, leading to incomplete or discontinuous cycling and walking paths or network links with public transport that are not convenient or safe. Accessibility to persons with reduced mobility, children and the elderly are important considerations as well. Bike parking facilities should also be available and safe and well-lit to encourage cycling.

16. Appropriate signs and signals, as well as public education for citizens on safety in cycling and walking are also important to sensitize populations to both the benefits and risks of walking and cycling. Evidence that increasing levels of cycling can go along with decreasing number of cycling crashes and more road safety, if accompanied by appropriate transport planning measures is not yet well known and the lessons learned need to be spread more widely⁷.

C. Creating a culture of walking and cycling: public perception

17. The workshop highlighted the importance of raising the awareness of citizens and policymakers of the benefits and joys of walking and cycling. Generally speaking, around half of the trips we make with our cars are shorter than 5 km and a third of our car trips are less than 3 km. Walking is considered suitable for distances of up to 1 km or 10-15 minutes; and cycling for distances of up to 5 km or 20 minutes. Public and media campaigns using television, film, posters, art exhibitions, radio and public education in schools can publicize these messages and go a long way in shifting attitudes toward a more cycle- and walking-friendly atmosphere in urban areas. Examples of such campaigns done in Austria and Germany were shown at the workshop.

18. Sensitizing employers to walking and cycling as potential modes for commuting to work is important with regard to the provision of incentives such as changing rooms, showers, bike sheds, etc. at places of employment. .

⁷ See I.4.33. Physical activity and road traffic injuries in *Economic Evaluation of Transport-related Health Effects: Review of methods and development of practical approaches, with a special focus on children*, World Health Organization, Regional Office for Europe, 2008:126-127.

D. International framework to support walking and cycling: THE PEP *Staffete*

19. The workshop recognized the importance of international processes and organizations to sensitize populations to the benefits and feasibility of human-powered mobility, in particular in urban areas. THE PEP may be seen as a logical framework by which to share experience and best practice given its wide geographical representation across Western and Eastern Europe, North American, Central Asia, the Caucasus and South East Europe. The diversity of the UNECE and WHO European region means that Member States are at varying levels of awareness and readiness to support walking and cycling as safe and feasible modes of urban mobility. However, through THE PEP *staffete*, one of the three implementation mechanisms adopted by the Third High-level Meeting, successful models of intersectoral cooperation and positive examples of walking and cycling and their health and environmental benefits can be highlighted and shared.

20. The Steering Committee is invited to have an exchange of views on the continuation of the *staffete* for cycling and walking to encourage Member States and THE PEP focal points to propose hosting the next *staffete* to further this important exchange of know-how.

III. ACTION POINTS FOR POLICYMAKERS

21. The conclusions and recommendations from the workshops were framed in a list of action points for policymakers, industry and civil society and are attached in annex I. The Steering Committee may wish to consider the best way to disseminate these widely with a view to supporting subsequent events in the continuation of the *staffete* on walking and cycling and to attract funds by donors for concrete projects in Member States to sensitize populations and governments to the opportunities and benefits of walking and cycling in urban areas.

MAKING THE LINK:
ACTION POINTS FOR POLICYMAKERS, INDUSTRY AND CIVIL SOCIETY
25 September 2009

The Workshop agreed that international and national, regional and municipal actors should work collaboratively to:

(Integrated policy approach)

- Recognize that walking and cycling is an integral part of transport and urban development planning and policy, on par with public transport and car traffic that contributes to individual fitness and public health, reduction of traffic accidents, noise and air pollution, less greenhouse gas emissions and congestion and to increased attractiveness of city centers;
- Promote a culture of cycling and walking that is systemic, holistic and integrated, spanning regions and across multiple sectors, including transport, health, environment, urban and regional planning and agriculture;
- Encourage transport, health, environment and regional development ministries to adopt common policies that support walking and cycling through an integrated policy approach, including legislation, planning, financing, implementation and monitoring;
- Ensure all actors cooperate and play a constructive role in promoting cycling and walking, including national authorities, municipalities, transport, health and spatial planners, the business community and civil society;
- Adopt national, regional and municipal strategies and master plans with concrete and ambitious targets for improvements in cycling and walking as viable modes of human-powered mobility;
- Calculate the health benefits and effects of cycling and walking, as well as the economic importance of the cycling industry and disseminate this information widely;

(Appropriate infrastructure)

- Ensure the development of cycling and walking infrastructure is focused on increasing safety and eliminating barriers to cycling and walking in urban areas, including for children, the elderly and those with reduced mobility and complies with the following 5 core principles:
 - It must be SAFE and perceived as such under all weather conditions, day and night;
 - It must be ACCESSIBLE, forming an uninterrupted network that is linked with public transport services;
 - It must be CONVENIENT to allow direct and well-signaled access to homes, shops and work places;
 - It must be COMFORTABLE to cater to all users, including children and senior citizens, and

- It must be ATTRACTIVE in terms of cleanliness, noise and quality of infrastructure offering pleasant surroundings and well-functioning cycling storage facilities;
- Monitor cycling and walking transport to obtain hard facts and data on walking and cycling use as well as on accidents and injuries that can support policy interventions and local action;

(Safety first)

- Provide safe and well-lit bike parks, bike sheds, park-and-ride facilities for reduced crime and bicycle theft;
- Spread the increasing evidence that more cycling and walking tends to lead to less accidents since motorists become sensitized to the presence of non-motorized traffic and to sharing the road;
- Develop, as far as possible, dedicated fast lanes and infrastructure that caters to faster bikers and allows them to circulate separately from slower cyclists and pedestrians;

(New technologies and electric bicycles)

- Promote new and innovative transport technologies and solutions aimed at improving urban mobility, such as intelligent transport systems (ITS), including traffic management, monitoring and signaling;
- Recognize that electric bicycles may create a new dimension of cycling and increase the attractiveness and accessibility to cycling;
- Recognize that urban and regional bike-sharing schemes may contribute to enhanced human-powered mobility in city centers and may be attractive for Public-Private-Partnerships (PPP);

(Public perception and awareness-raising)

- Devise and support public campaigns and awareness raising to sensitize citizens to the benefits of human-powered mobility as a viable, healthy and safe alternative to private cars;
- Publicize cycling paths and their accessibility in the media by using mapping information technology (GPS/GIS) to show bicycle paths on the internet and to highlight why they are attractive for local citizens and tourists;
- Recognize the role of NGOs in promoting cycling and walking through discussions and public forums;
- Work together with and educate the media to publicize walking and cycling events, such as opening of pedestrian zones and cycling paths;
- Promote public education and community outreach (to schools, city councils, etc.) to encourage walking and cycling;
- Raise awareness among employers to support travel to work by bike by providing economic incentives, and facilities, like bike storage rooms, changing rooms and showers;

(EECCA / SEE challenges and potential)

- In countries of Eastern Europe, Caucasus, Central Asia (EECCA) and South East Europe (SEE) devote maximum attention to safety where it remains the overriding obstacle to viewing cycling and walking as viable alternatives to private cars in urban areas;
- Sensitize populations to the benefits of walking and cycling and policymakers to the need for investment in cycling paths and pedestrian zones;

(International framework)

- Make use of the Transport, Health and Environment Pan-European Programme (THE PEP) to continue to promote walking and cycling during THE PEP relay race with a focus on selected issues, such as the development of internationally harmonized guidelines or standards on cycling and walking measures;
- Draw on THE PEP to develop pan-European guidelines and standards for cycling and walking technologies and infrastructures that allow for economies of scale, reduction of costs and an increase in safety;
- Cooperate with NGOs, such as the International Road Federation (IRF), the European Cyclists Federation, the European Greenways Association, the European Pedestrian Association, the European sister-city programme as well as industry groups to harness support and expertise, particularly for capacity building;
- Make use of THE PEP to consider the possibility to extend the Trans-European network to cycling;
- Pass the baton of THE PEP relay race to another host country, possibly in Eastern Europe or in the Caucasus, to share best practice and promote policies for cycling and pedestrian-friendly cities focusing on specific regional needs and challenges.

Annex II



United Nations

**Economic Commission for
Europe**



Czech Republic



**World Health
Organization**

Regional Office for Europe

THE PEP WORKSHOP ON Safe and Healthy Walking and Cycling in Urban Areas

24-25 September 2009, Pruhonice-Prague, Czech Republic



The Workshop is organized in the framework of the

Transport, Health and Environment Pan-European Programme (THE PEP) in cooperation with the Czech Republic **Ministry of the Environment, Ministry of Transport, Ministry of Regional Development, Ministry of Health, City of Prague and Non-Governmental Organizations**

The Workshop aims to encourage transport, health and environment policymakers to develop strategies and measures to support pedestrian and cycle-friendly cities. Participants will work together to identify challenges and needs to promote innovative policies to support walking and cycling as viable and attractive modes of urban mobility. The focus of the Workshop will be on cooperation between national and local authorities, industry and civil society in planning, building infrastructure and financing safe and healthy walking and cycling. It will offer an opportunity for exchange of good practices and to build capacity for sustainable urban transport in the countries of Eastern Europe, Caucasus, Central Asia (EECCA) and South East Europe (SEE). The Workshop will kick-off THE PEP staffete (relay race), one of the mechanisms adopted by the Third High-level Meeting on Transport, Health and Environment to implement the goals of the Amsterdam Declaration and to share good experience from the Netherlands and other successful countries in non-motorized transport.

Final Programme of THE PEP Workshop

Wednesday, 23 September 2009	
Afternoon	<ul style="list-style-type: none"> - Arrival of participants at Prague airport - Information about Integrated Public Transport System in Prague - Transfer to Pruhonice
19:00 – 21:00	Welcome drinks at Congress and Educational Center Floret (Pruhonice)
Thursday, 24 September 2009	
08:30 – 9:00	Registration
	Workshop organizers/moderators: Transport and Environment Divisions of UNECE, WHO-Europe and the Ministry of the Environment, Czech Republic (Mr. Jiří Bendl)
09:00 – 9:45	<p>Opening of the Workshop Doc. RNDr. Ladislav Miko, Ph.D. Minister of the Environment, Czech Republic Ing. Rut Bizkova, Deputy Minister of the Environment Ing. Gustáv Slamečka, MBA, Minister of Transport, Czech Republic Ing. Ivo Vykydal, Deputy Minister of Transport Ing. Rostislav Vondruška, Minister for Regional Development, Czech Republic Ing. Jiří Koliba, Deputy Minister for Regional Development Mgr. Dana Jurásková, Ph.D. MBA, Minister of Health Care MUDr. Markéta Hellerová, Deputy Minister of Health Care Mgr. Petr Štěpánek, CSc., Councillor, City of Prague Ing. Pavel Polák, Prague coordinator for cycling, City of Prague Dutch film and passing the baton, from Amsterdam to Prague Mr. Bernard Ter Haar, Director-General, Ministry of Housing, Spatial Planning and Environment, Netherlands Mr. Jennes de Mol, Deputy Head of Mission, Embassy of the Kingdom of the Netherlands in the Czech Republic Mr. Lucas de Boer, District Alderman for Housing, Planning, Transportation and the Environment, District of Kralingen-Crooswijk, City of Rotterdam, Netherlands</p>
09:45 – 10:00	<p>Objectives and expected outcome of the Workshop: Mr. Martin Magold, Chief, Sustainable Transport Section, Transport Division, United Nations Economic Commission for Europe (UNECE) Making the Workshop sustainable and carbon neutral: Ing. Rut Bízková, Deputy Minister of the Environment, Czech Republic</p>
10:00 – 10:30	Tree planting ceremony, Press conference in meeting room, Refreshments and coffee break
10:30 – 12:30	SESSION I: Challenges and opportunities for policy makers: What are the critical issues?

	<p>Pedestrian and cycle-friendly urban transport in the Czech Republic</p> <ul style="list-style-type: none"> - Challenges and benefits (Mr. Jiří Bendl, Min. of Environment, Czech Republic) - Experiences from the Czech regions (Ms. Renata Šedová, Czech Republic) <p>Pedestrian and cycle-friendly urban transport in the Netherlands:</p> <ul style="list-style-type: none"> - Experiences and lessons learned at national level, (Mr. Remko de Haan, Deputy Managing Director, Directorate-Regional and Safe Transport, Ministry of Transport, Public Works and Water Management, Netherlands) - Experiences and lessons learned at municipal level, (Mr. Henk Hendriks, Project Manager, Cycling Friendly Neighborhoods, Dutch Cyclist Union, Netherlands) - Sharing the road (Ms. Sibylle Rupprecht, Secretary-General, International Road Federation (IRF)) <p>Discussion – Questions and answers</p>
12:30 – 14:30	Lunch break and tree-planting. Side-events: City and electric bikes, walking infrastructure in Pruhonice castle park, photo exhibition, posters, Partnership-Greenways
14:30 – 16:00	<p>SESSION I (continued): Critical issues and best practices</p> <p>Pedestrian and cycle-friendly urban transport: Experiences and lessons learned</p> <ul style="list-style-type: none"> - Germany (Ms. Caroline Stöhr, Federal Environment Agency, Germany) - Switzerland (Mr. Mathias Camenzind, City of Zürich, Switzerland) - France (Ms. Geneviève Laferrère, Ministry of Ecology, Energy, Sustainable Development and Town and Country Planning, France) <p>Pedestrian and cycle-friendly urban transport: Challenges in Eastern Europe, Central Asia, Caucasus (EECCA) and South-East Europe (SEE)</p> <ul style="list-style-type: none"> - Views from country representatives of EECCA and SEE countries <p>Discussion - Questions and answers</p>
16:00 – 16:15	Coffee break
16:15 – 18:00	<p>SESSION II: Industry and civil society: What role can they play?</p> <ul style="list-style-type: none"> -- Free service bicycles, (Mr. A. Asséraf, JCDecaux, France) - The role of adequate infrastructure, (Mr. Jiri Jedlicka, Transport Research Centre, Czech Republic) - Planning and management of trails and greenways, (Mr. Juraj Flamik, Greenways, Czech Republic) - Electric biking: The new dimension of cycling, (Mr. Stefan Limbrunner, KTM, Austria) - The potential of cycling, (Mr. Květoslav Syrový, Commission for Bicycle Transport, City of Prague) <p>Discussion – Questions and answers</p>
18:00 – 20:00	Excursion: Walking and cycling infrastructure in Prague
20:00 - 22:00	Reception given by the Mayor of the City of Prague Pavel Bém (Mayor's Residence, Ceremonial Hall, Prague)
Friday, 25 September 2009	
09:00 – 10:30	SESSION III: Planning, financing and regulation: What are the needs?

	<ul style="list-style-type: none"> - Public perception, (Mr. Torben Prenzel, Federal Ministry of the Environment, Nature Conservation and Nuclear Safety, Germany) - Policy and regulatory issues, (Mr. Willi Hüsler, Traffic Planning (ETH/SVI), Switzerland) - National promotion – Austrian Masterplan Cycling and Action Programme “klima:aktiv mobil”, (Mr. Robert Thaler, Federal Ministry for Agriculture, Forestry the Environment and Water Management , Austria) - The Czech National Cycling Strategy, (Mr. Jaroslav Martinek, Transport Research Center, Czech Republic) <p>Discussion – Questions and answers</p>
10:30 – 10:45	Coffee break
10:45 – 12:00	SESSION IV: International initiatives and experiences: How can they help?
	<ul style="list-style-type: none"> - Cooperation among cities at the pan-European level – Network of healthy cities, (Ms. Sonja Kahlmeier, WHO-Europe) - Transport, Health and Environment Pan-European Programme (THE PEP), (Ms. Brinda Wachs, UNECE) - Cycling in sensitive areas: THE PEP project in the lake Neusiedl region, (Mr. Roman Michalek, Regional Mobility Center, Austria) - European Network for the Promotion of Health Enhancing Physical, Activity (HEPA Europe), (Ms. Sonja Kahlmeier, WHO-Europe) <p>Discussion – Questions and answers</p>
12:00 – 14:00	Lunch break and side-events: City and electric bikes, walking infrastructure in Pruhonice dendrology garden, exhibition, posters, Partnership-Greenways, Auto*Mat, World Car-free Network (Prague), Cyklo Klub service Znojmo
14:00 – 15:30	SESSION V: An integrated policy approach to walking and cycling: The way forward
	<p>Chairman: Mgr. Petr Štěpánek, CSc., Councillor, City of Prague</p> <ul style="list-style-type: none"> - Role of NGOs in planning and promoting bicycle and pedestrian Policies (Mr. Daniel Mourek, Czech Environmental Partnership Foundation and Commission for Bicycle Transport, Prague) - Role of the State Fund for Transport Infrastructure, (Mr. Tomáš Čoček, Mr. Karel Havlíček, SFTI, Czech Republic) - Action points for policy makers, industry and civil society on safe walking and cycling in urban areas (discussion)
15:30-16:00	Close of the Workshop
16:00-17:00	Refreshments and networking
Saturday, 26 September 2009, Sunday, 27 September 2009 (optional programmes)	
10:00 – 20:00	<p>Walking and cycling infrastructure in Prague</p> <p>Guided city cycling tour Pruhonice – Center of Prague - Pruhonice: Practical solutions, planning in practice, good examples, greenways, commuting on bicycles, crossroads, safety for cyclist, quality of surfaces, pedestrian zones and cyclists, city-bikes, with bicycle to underground, safe ride in the night, advantage of separated cycling road and passes from the moving cars.</p>