

2023 Survey of the implementation of **THE PEP**

Report on key findings

THE PEP

Transport, Health
and Environment
Pan-European Programme

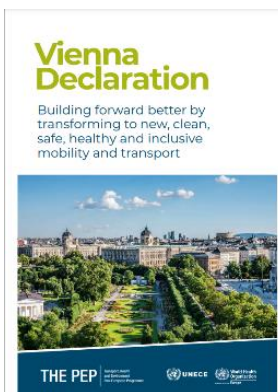


1. Background

Since 2002, the [Transport, Health and Environment Pan-European Programme \(THE PEP\)](#), jointly operating under the Environment and Sustainable Transport Divisions of the United Nations Economic Commission for Europe (ECE) and the World Health Organization Regional Office for Europe (WHO/Europe), has been providing a unique intersectoral policy platform to the 56 Member States of the ECE region with the aim of supporting countries to achieve clean, safe and healthy transport and mobility.

The milestones of the process – high-level meetings held every five to six years – provide a high-level platform for stakeholders to discuss, decide on and join in efforts ensuring that policy objectives are achieved sustainably across the ECE and WHO/Europe region.

Following the Third High-level Meeting on Transport, Health and Environment held in January 2009 in Amsterdam, the Netherlands, the Steering Committee and its Bureau decided to monitor the implementation of THE PEP and the progress made by Member States at the national level toward achieving its goals. For this reason, under the guidance of the Steering Committee and its Bureau, THE PEP secretariat conducted questionnaire-based surveys from 2011 to 2018. The results were annually presented to the Steering Committee.



At the Fifth High-level Meeting on Transport, Health and Environment (Vienna (online), 17–18 May 2021), Governments adopted [the Vienna Declaration: Building forward better by transforming to new, clean, safe, healthy and inclusive mobility and transport](#), which builds upon the previous work of THE PEP and the lessons learned from the consequences of the coronavirus disease (COVID-19) pandemic, and looks forward with its vision of “clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all”. The High-level Meeting, decided to continue monitoring the implementation of THE PEP with the same reporting mechanism using a modified questionnaire to cover the new elements introduced in the Vienna Declaration and conduct it biennially.

2. 2023 THE PEP Survey

Biennial THE PEP survey is an essential tool for gathering country-specific data and monitoring progress on the implementation of the Vienna Declaration. In 2022, the survey questionnaire was adapted by the secretariat and had undergone several improvements based on the consultations with the Bureau and pilot-testing conducted in four countries. THE PEP survey questionnaire was adopted at the 20th session of THE PEP Steering Committee (17–19 October 2022, Geneva, Switzerland). The Steering Committee mandated the secretariat to conduct the comprehensive survey in 2023 and present the results at the 21st Session of THE PEP Steering Committee.

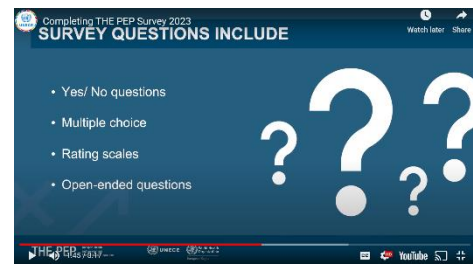
The questionnaire (see Annex 1) comprises 49 questions that address essential elements and priority areas in line with commitments taken in the Vienna Declaration, and it is structured into three main sections:

- **Section A:** Implementation of the Vienna Declaration.
- **Section B:** Challenges at the national level for healthy, green and sustainable transport.
- **Section C:** Transport, Health and Environment Pan-European Programme servicing the countries.

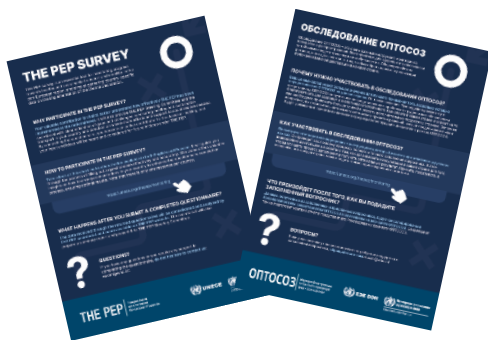
3. THE PEP Survey dissemination and data collection

In April 2023, the bilingual questionnaire was disseminated among the relevant ministries through THE PEP focal points and the permanent missions in Geneva. A request was made to bring the questionnaire survey to the attention of all those involved in the areas of transport, health and environmental policies, and who might be able to provide relevant information.

To support THE PEP focal points in completing the questionnaire smoothly and efficiently, the secretariat created [a short instructional video](#). The purpose of this video was to offer clear guidance on completing the questionnaire, including an explanation of its structure, the types of questions focal points would encounter, and practical recommendations for organizing the consultation process in countries. THE PEP focal points were requested to coordinate and liaise with each other to ensure that the questionnaire is completed as successfully and as accurate as possible.



Shot instructional video available in English and Russian



Promotional leaflets

The secretariat monitored survey responses, sending multiple reminders to promote active participation. Furthermore, a promotional leaflet (in English and Russian) was produced to explain the importance and benefits of participating in the survey as well as to provide some additional information about the post-data collection process.

Data collection officially started in mid-April 2023 and was originally scheduled to conclude on 1 June 2023. However, THE PEP Bureau, after convening on 16 May for its regular meeting, decided to extend the data collection period by one month, from 1 June to 30 June 2023.

All questionnaires received by the secretariat were reviewed for quality and completeness, and in certain cases, the secretariat liaised with focal points to request supplementary information or data when necessary. It is important to emphasize that this was a voluntary reporting process, and accuracy of provided information is the sole responsibility of those who participated.

In total, 21 countries participated in 2023 THE PEP Survey, namely:

- | | |
|---------------|-------------------------|
| 1. Austria | 11. Kyrgyzstan |
| 2. Armenia | 12. Lithuania |
| 3. Azerbaijan | 13. Malta |
| 4. Croatia | 14. Montenegro |
| 5. Czechia | 15. Norway |
| 6. France | 16. North Macedonia |
| 7. Georgia | 17. Republic of Moldova |

8. Germany	18. Russian Federation
9. Greece	19. Serbia
10. Ireland	20. Spain
	21. Switzerland

4. Data analysis and key findings

Data collected from 21 countries was processed and analysed to help meet the three initial objectives for 2023 THE PEP Survey, in particular:

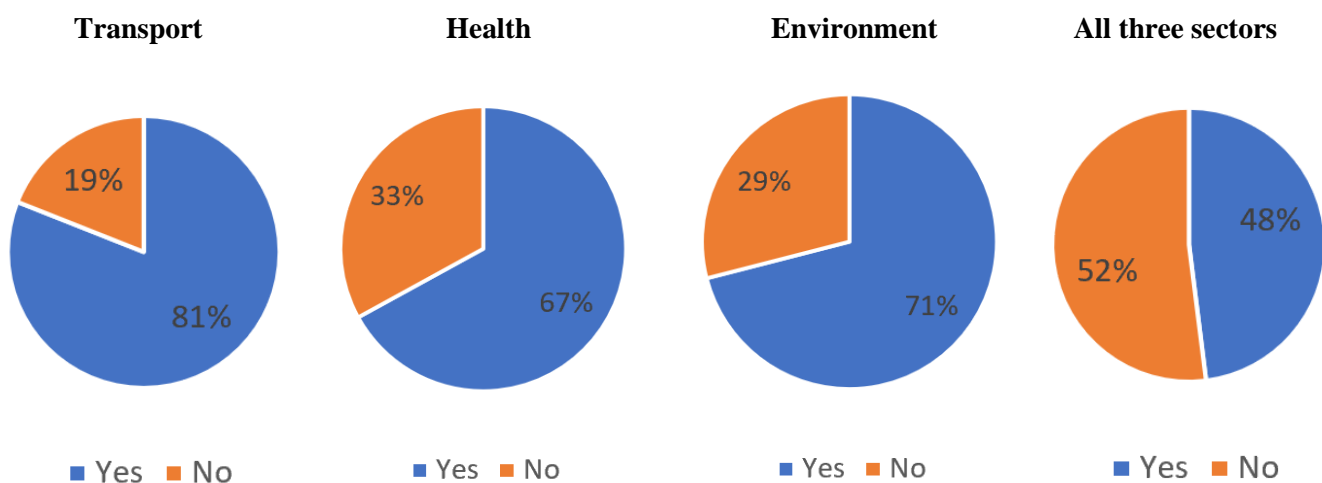
1. To assess how effectively THE PEP has been implemented at the national level;
2. To encourage the transport, health and environment sectors to work together across institutional boundaries and better coordinate each sector's policy and implementation actions;
3. To provide THE PEP Steering Committee and the secretariat with clear direction on where more efforts and support to countries are needed.

Results were grouped according to the three main survey sections. The current document aims to evaluate the results of the survey.

Sectors involved in providing information

The sector distribution of respondent countries for the 2023 THE PEP survey provided a good picture of the level of intersectoral cooperation. Results show that the transport sector contributed in 81% of the countries, the health sector in 67%, and the environment sector in 71%. In approximately a half of the participating countries (48%), all three sectors actively engaged in providing information and responding to the questionnaire (Figure 1).

Figure 1: Sectors involved in providing information to the 2023 THE PEP Survey



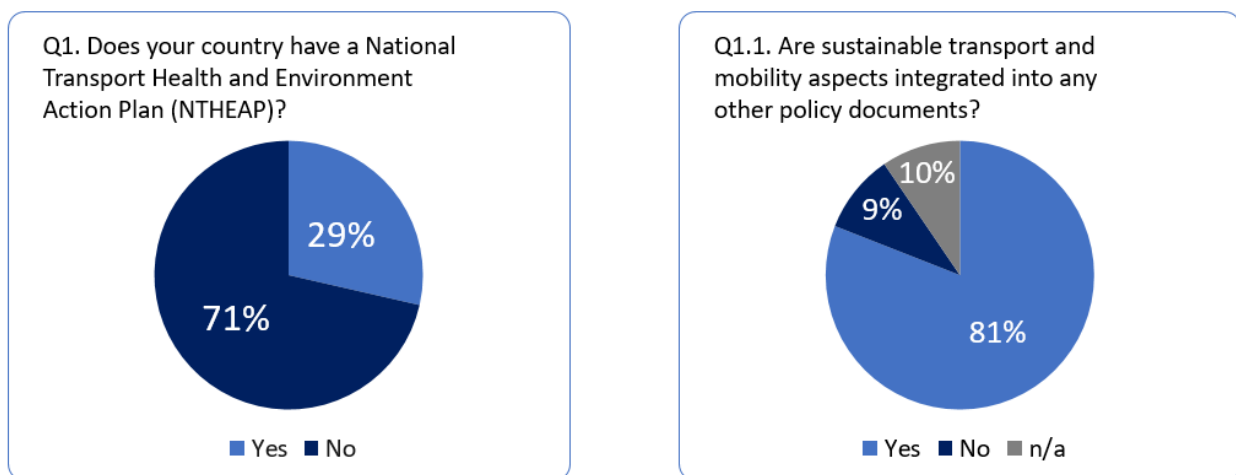
In few countries, other ministries than those responsible for transport, health and environment as well as non-government stakeholders such as civil society organizations, national cycling associations, or public enterprises in charge of roads and infrastructure were consulted and engaged in completing the questionnaire.

Section A: Implementation of the Vienna Declaration

Section A explored key aspects related to the implementation of the Vienna Declaration, including policies and regulations; governance and coordination; economic, administrative and other incentives; monitoring and data collection practices in countries; and practical measures and initiatives countries are implementing to ensure clean, healthy, safe and inclusive transport and mobility.

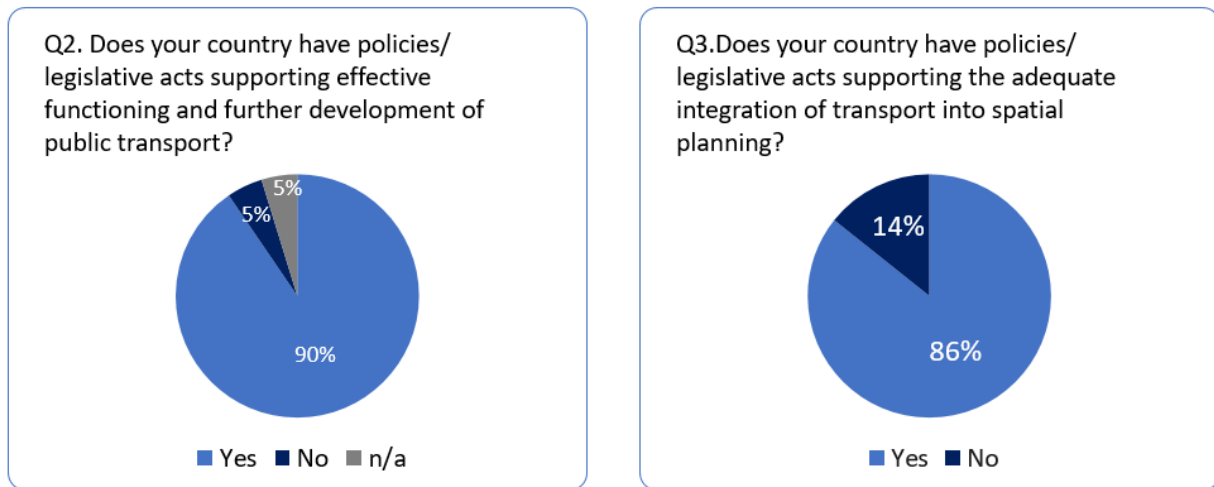
With respect to policies and regulations, survey findings indicate that one third of the participating countries (29%) has a National Transport Health and Environment Action Plan (NTHEAP) in place (see Figure 2). A majority of the countries (81%), reported that sustainable transport and mobility aspects were integrated into other policy documents such as National Bicycle Strategy, National Plan for Energy and Climate, National Action Plan for Clean Mobility, National air pollution control programme, etc.

Figure 2: Policies and regulations on healthy and sustainable transport



The vast majority, around 90% of the countries, have reported the presence of policies and/or legislative acts that support the effective operation and ongoing advancement of public transport. Additionally, approximately 86% of the countries are actively promoting the proper integration of transport into spatial planning, as illustrated in Figure 3.

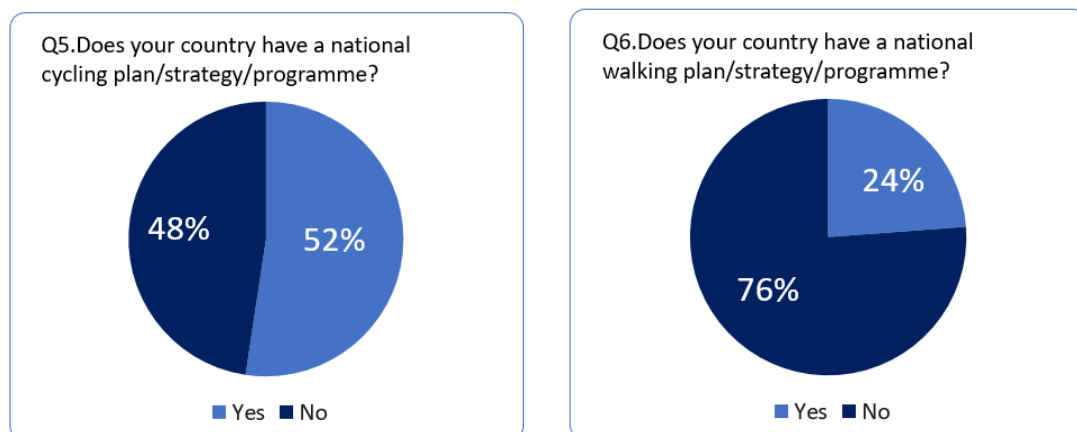
Figure 3: Policies and regulations on public transport and spatial planning

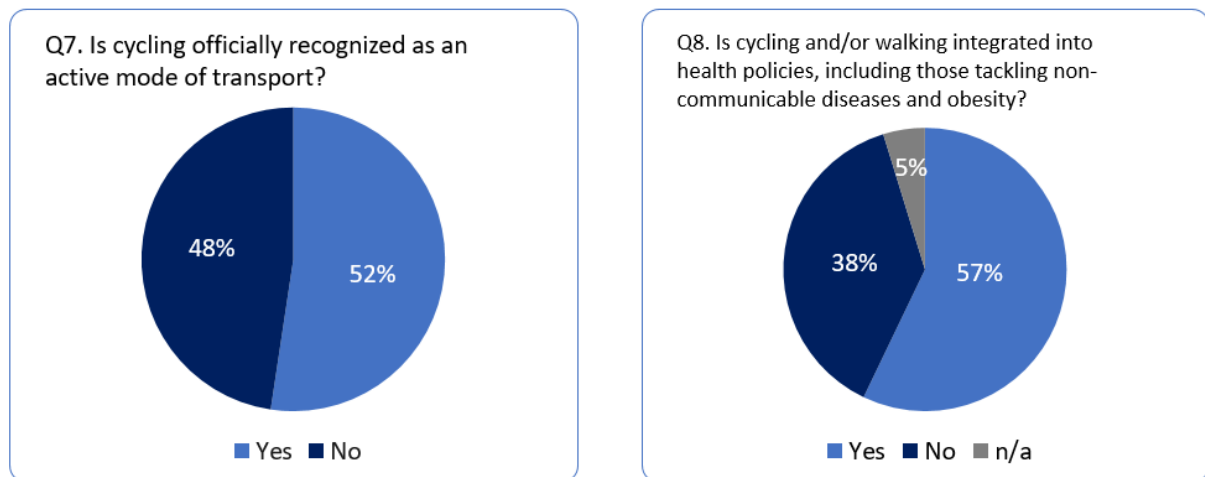


When it comes to applying holistic approaches such as “Avoid-Shift-Improve” and/or “X-minutes city”, around 62% of the countries actively implement these methods compared to 33% which are still to embrace them.

Looking at walking and cycling policies at the national level, it is worth noting that a half (52%) of the reporting countries have a national cycling plan/strategy/programme, while 24% have a national walking plan/strategy/programme (Figure 4). Cycling and walking are also integrated in other policies, in 71% and in 57% of the countries respectively, including those policies on tackling non-communicable diseases and obesity (57%). In majority of the countries (86%), cycling and/or walking infrastructure is included in land use, urban, regional and transport infrastructure planning, while in 52% of the countries cycling is officially recognized as an active mode of transport.

Figure 4: Policies and regulations on walking and cycling





In countries where cycling and/or walking are integrated into other policies, examples of such documents include: *National policy for climate neutrality; National air pollution control programme; Integrated national energy and climate protection plan; Ambient air quality plan; National transport strategy; Road safety strategy; Health and environment strategic plan; National program on non-communicable disease prevention and control; National sustainable mobility policy; National health nutrition plan; Sport and health strategy;* etc.

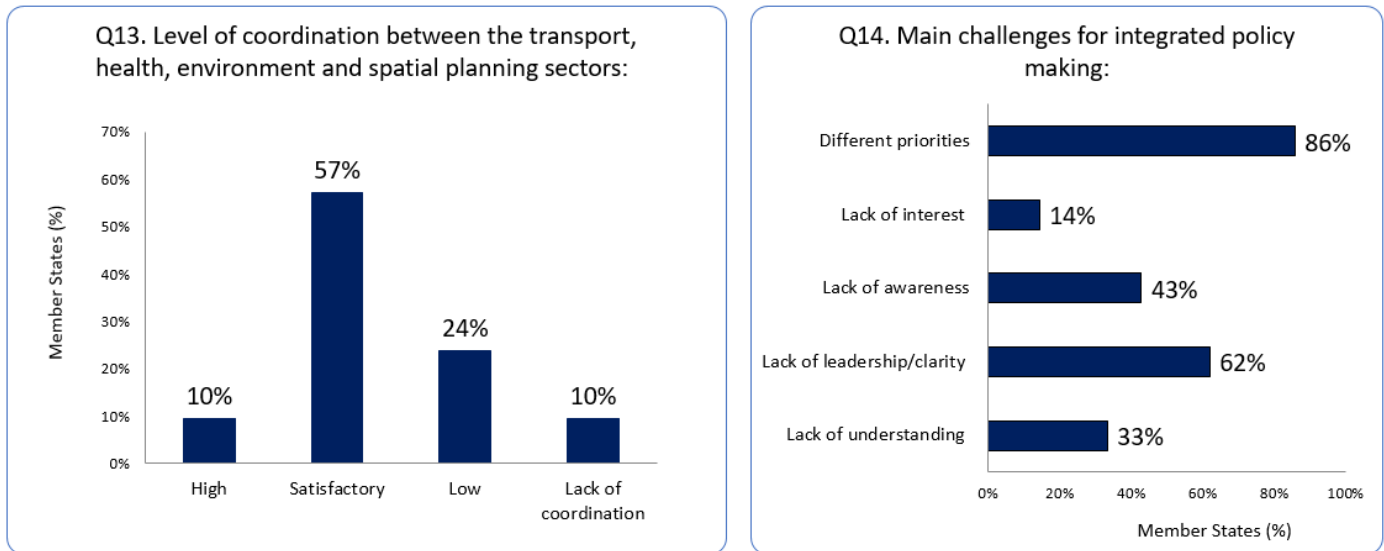
According to the survey findings, a significant 90% of countries have established environmental standards and requirements for motor vehicles, including for manufacturing and import. Additionally, 81% of the countries have put in place regulations to ensure that environmentally compliant fuels are exclusively available.

Furthermore, some countries reported having integrated gender considerations into healthy, green, and sustainable transport through various means, such as:

- National legislation and transport plans
- Environmental policies
- Gender-responsive budgeting
- The creation of guidance and tools
- Transport and road safety strategies
- Research and studies

With respect to governance and coordination, most countries consider the level of coordination between the transport, health, environment and spatial planning sectors as “satisfactory”, while the primary challenge for coordination is differing priorities, followed by a lack of leadership (Figure 5).

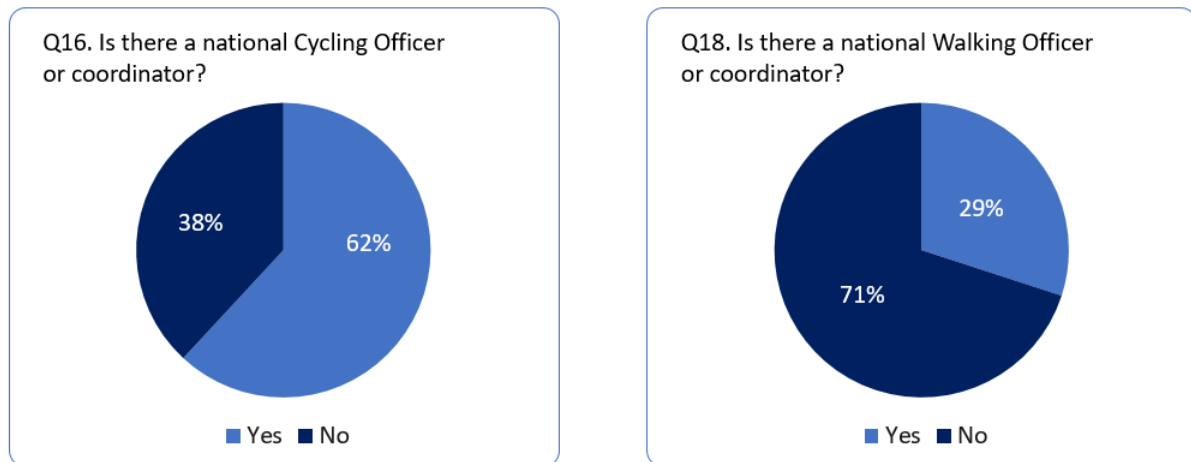
Figure 5: Governance and coordination



Approximately 62% of respondent countries have a cycling coordinator, while only 29% of the countries have a walking coordinator (Figure 6). Some examples of coordinating entities for cycling policies at the national level include: *Ministry of Transport and Communications; Ministry of Infrastructure and Transport; Ministry of Environment and Energy; National Cycling Association; Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology; Ministry of Internal Affairs; Ministry of the Sea, Transport and Infrastructure; Ministry of Tourism and Sport; Ministry of Capital Investments and Administration for Traffic; Ministry of Ecological Transition; Federal Roads Office.*

Some examples of coordinating entities for walking policies at the national level include: *Ministry of Transport and Communications; General Secretariat of Spatial Planning and Urban Environment; Ministry of Internal Affairs; Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology; Ministry for Transport; Infrastructure and Capital Projects together with the Ministry for the National Heritage, the Arts and Local Government; Ministry of Internal Affairs; and Ministry of Capital Investments.*

Figure 6: Cycling and walking coordinators



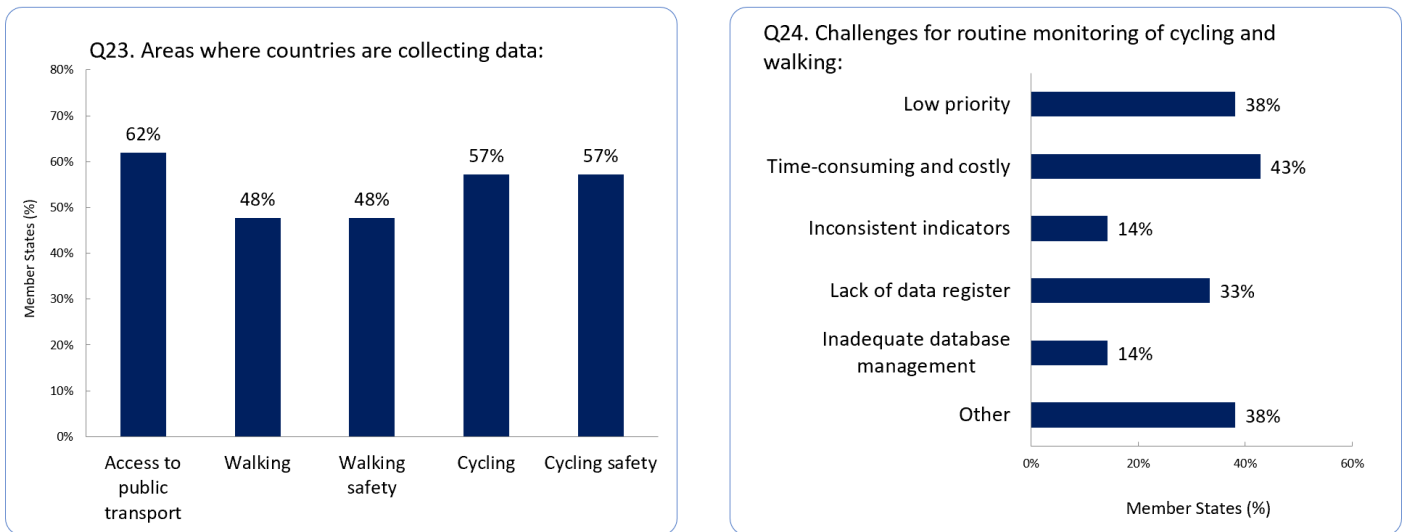
Concerning economic, administrative and other incentives, all respondent countries (100%) have incentives for introducing low- and zero- emission vehicles. A majority of the countries (71%) have implemented economic incentives to encourage the use of public transport, while slightly fewer, 67%, employ economic incentives to support the purchase and usage of bicycles and other zero-emission vehicles.

In addition, 67% of the countries reported to be aware of measures provided by employers to promote/incentivize the use of public transport or active commuting. Some examples include *Bicycle lanes and bicycle parking lots; challenges like “10 000 steps”; campaigns such as “bike to work”, “bikecoin” or “job ticket”; a subsidized public transport ticket; season tickets for public transport; free use of public transport by primary schoolchildren; sustainable mobility allowance and the transport bonus, etc.*

With respect to monitoring and data collection, survey findings indicate that countries are collecting data in the following areas: access to public transport, walking, walking safety, cycling, and cycling safety. A majority of the countries indicated “cost and time availability” as the main challenge to routine monitoring of cycling and walking (Figure 7). Around 38% of the countries listed “other” challenges not stated in the survey as key challenges for routine monitoring of cycling and walking, some of these include:

- No obligation to conduct monitoring
- No coordinating entity responsible for monitoring activities
- Privacy and acceptance of surveys (low response rates)

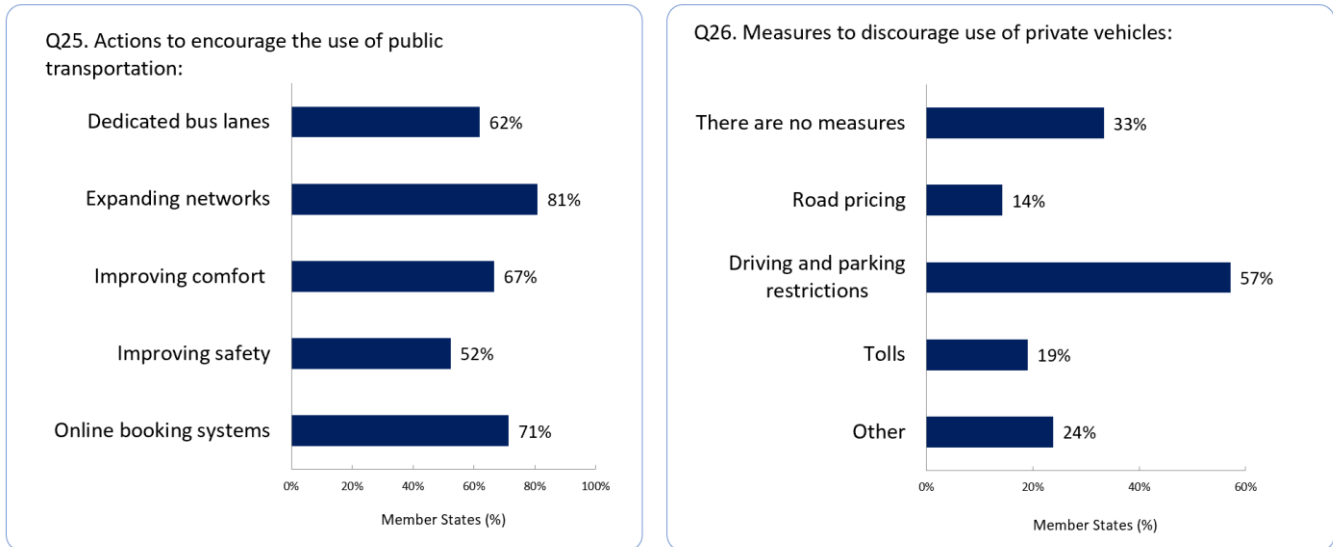
Figure 7: Monitoring and data collection



Survey findings indicate that most of the countries have been implementing different practical measures and initiatives to ensure clean, healthy, safe and inclusive transport and mobility. Expanding public transport networks is the primary action taken by countries to encourage the use of public transport, followed by providing online booking systems and improving comfort (Figure 8).

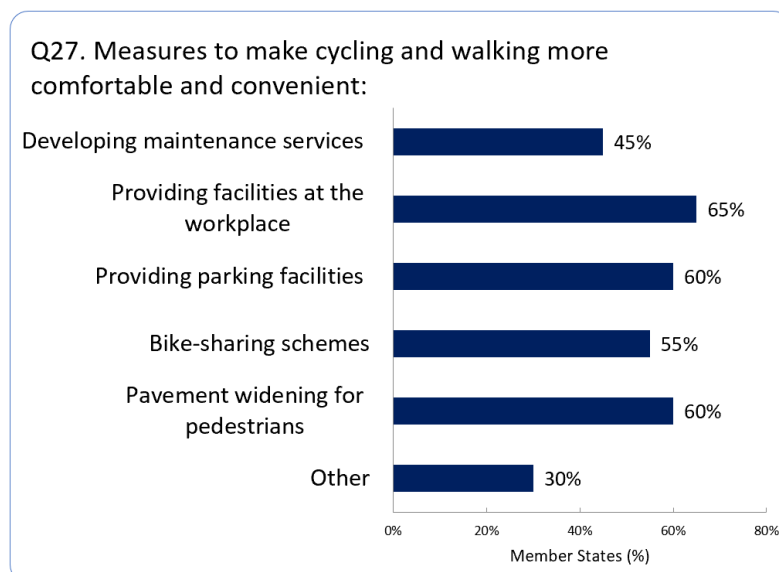
Driving and parking restrictions is the main method used by countries to discourage the use of private vehicles. Some other best practice examples of how countries are discouraging the use of private vehicles include: *Parking charges in cities; speed reduction; traffic calming measures; shared space zones; reducing parking areas inside of the city; climate-friendly employee mobility; expanding infrastructure for walking and cycling; bicycle rental systems; car and bike sharing; “Postbus Shuttle” in rural areas; “4youcard”; employee incentives; and extensive implementation of low emission zones.* Around one third of the countries implements no measures to discourage the use of private vehicles.

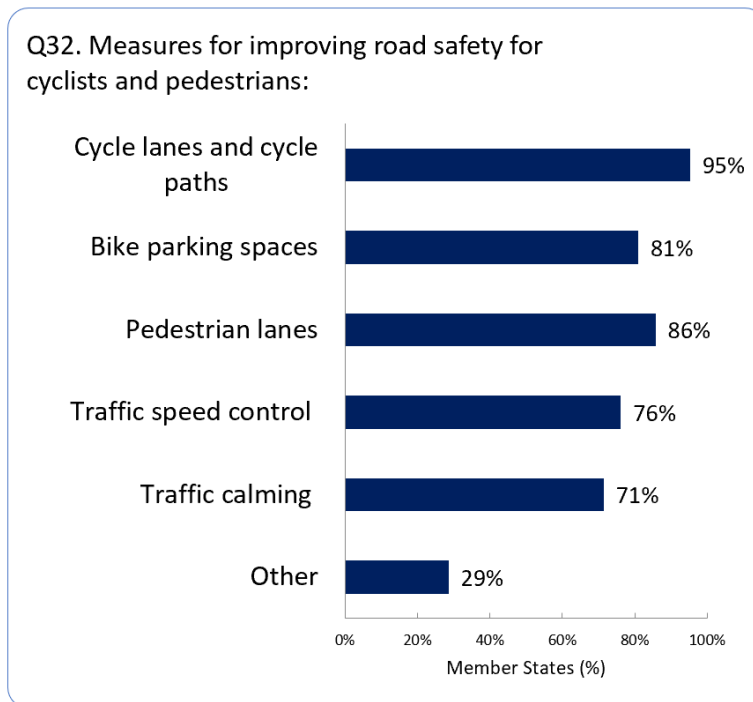
Figure 8: Measures to encourage the use of public transport (left) and discourage use of private vehicles (right)



Key measures taken by countries to make cycling and walking more comfortable and convenient include providing facilities at the workplace (65%), providing parking facilities (60%), and widening pavements for pedestrians (60%), as illustrated in Figure 8. A majority of the respondent countries (81%) have campaigns to promote cycling and walking as active modes of transport, while 67% promote cycling training and skill enhancement for children and/or adults. To improve safety for cyclists and pedestrians, 95% of the countries reported taking some measures to improve cycle lanes and paths. Providing pedestrian lanes and bike parking spaces are also key measures used to improve road safety (Figure 9).

Figure 9: Measures to make cycling and walking more convenient (top) and safe (down)





To promote cycling and walking in combination with public transport, countries are implementing the following measures:

- Policies and strategies for bicycle use on public transport
- Projects like “bike and ride”
- Improved pedestrian accessibility through changes in public transport routes
- Bicycle rental stations located near public transport stops
- Promotion and federal support of folding bicycles
- Provision of space on public transport for bicycles, and at no extra cost
- Dedicated bus lanes for cycle use

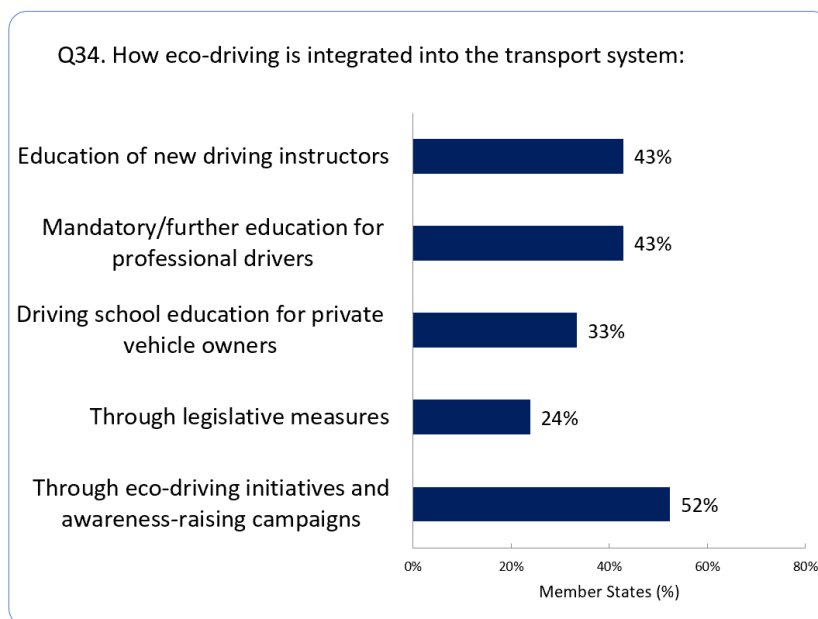
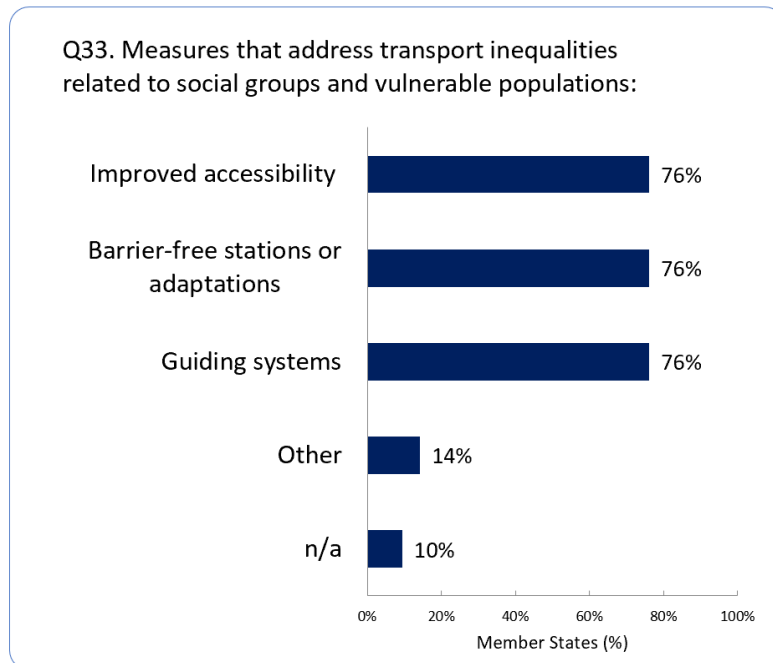
As per the survey findings (Figure 10), 76% of the countries are incorporating the following measures that address transport inequalities related to social groups and vulnerable populations:

- improved accessibility
- barrier-free stations or adaptations
- guiding systems.

Eco-driving initiatives and campaigns (52%) is the primary method through which countries are integrating eco-driving into the transport system, followed by education of new driving instructors (43%), and mandatory education for professional drives (43%), as shown in Figure 9.

Less than a one third of the respondent countries (28%) have applied the Health Economic Assessment Tool (HEAT) tool for cycling and walking.

Figure 10: Addressing transport related inequalities (top) and eco-driving measures (down)



Some examples of recent activities (in last 2 years prior to the survey) adopted by countries towards healthy, green and sustainable transport include:

- Improvements in technology (smart traffic systems, real-time information platforms, digital ticketing, ITS traffic flow system)
- Research and studies
- Funding for projects and/or training

- Upgrades to infrastructure and public transport networks and routes to improve accessibility and quality
- Alternative solutions, e.g., electric vehicles, electric scooters
- Promotion of intermodal transport (integration of cycling facilities with public transport hubs)
- Regulations on exhaust fumes

Section B: Challenges at the national level for healthy, green and sustainable transport

Section B of THE PEP Survey explored the vision of the focal points regarding major transport-related challenges from health and environment perspectives, as well as the primary obstacles countries are encountering as they strive to transition to healthier, greener and more sustainable transport and mobility.

With respect to transport-related challenges, majority of the respondent countries rated air pollution as the greatest challenges, followed by traffic congestion and lack of inadequate cycling infrastructure. Lack of high-quality fuels was the least concerning transport-related challenge (Figure 11).

The primary obstacles to achieving greener, healthier, and more sustainable transport were identified by a majority of countries (63%) as a lack of funds and a lack of demand for change (Figure 12). Similarly, a substantial proportion (60%) expressed concerns about insufficient understanding of the linkages between transport, environment, health, and spatial planning, as well as the inadequacy in terms of both the number and expertise of personnel responsible for mobility-related matters.

Figure 11: Ranking of transport-related challenges

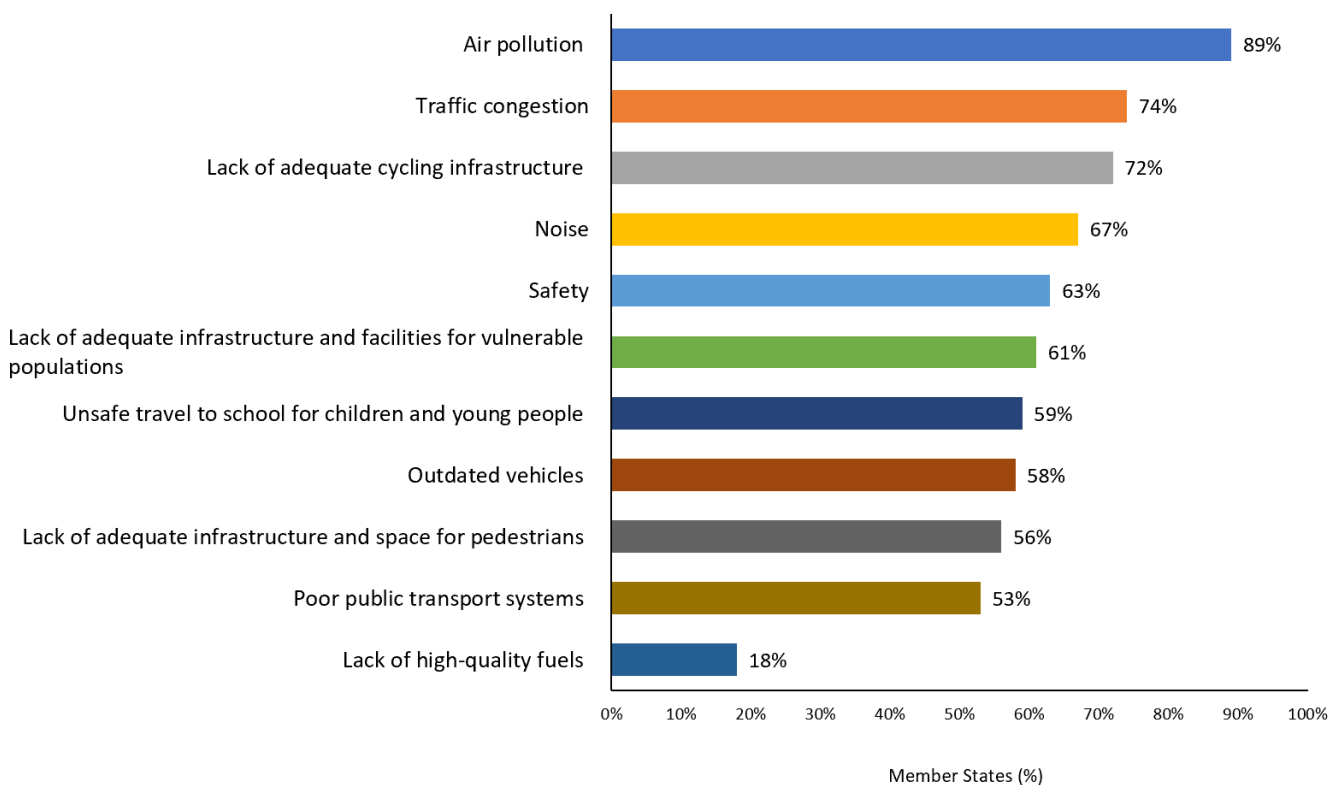
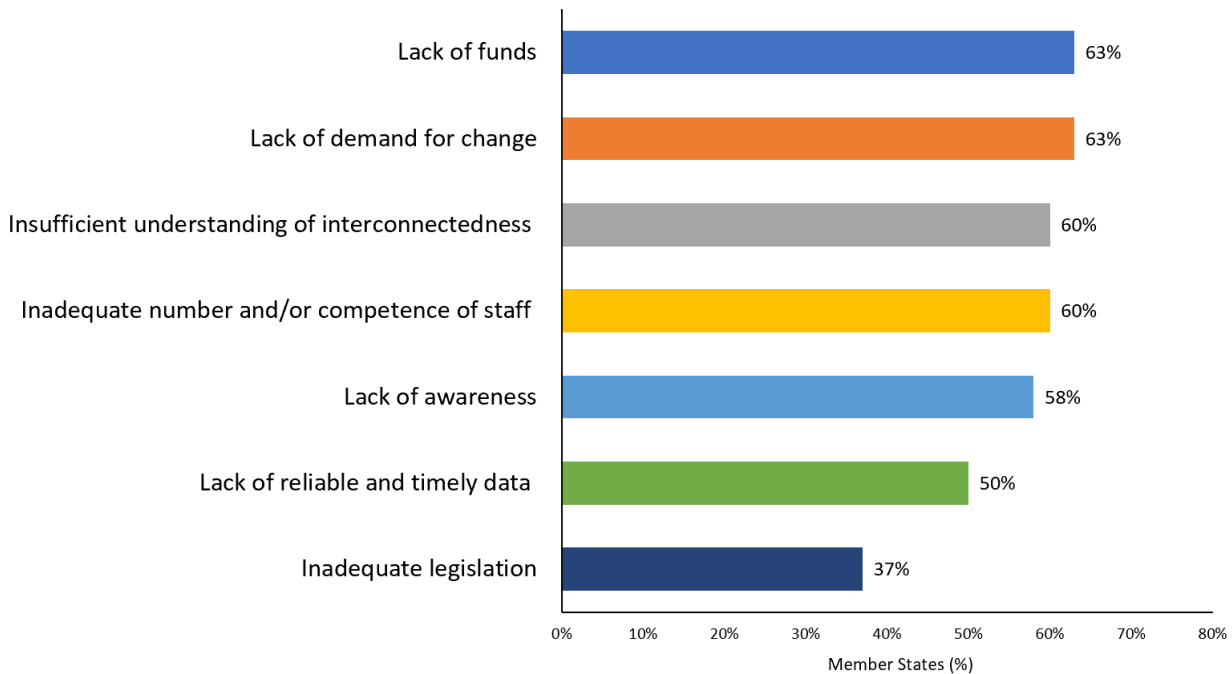


Figure 12: Barriers to greener, healthier and more sustainable transportation and mobility



Looking at major obstacles for public transportation, 78% of the countries rated overcrowding as the most important obstacle. Second most important obstacle for a half of the countries is lack of technological innovation and digitalization, while lack of hygiene and safety were the least concerning obstacles for public transportation (Figure 13).

When it comes to challenges related to road safety, the countries rated high speed limits (55%) and poor driving etiquette (53%) as the main challenges. Not using safety features (21%) was the least concerning challenge related to road safety (Figure 14).

Safety, rated at 84%, was identified as a major obstacle for cycling, along with poor cycling infrastructure also at 84%, as seen in Figure 15. Similarly, when it comes to walking, the two primary obstacles were identified as walking infrastructure or space for pedestrians (37%) and safety (32%).

Figure 13: Major obstacles for public transport

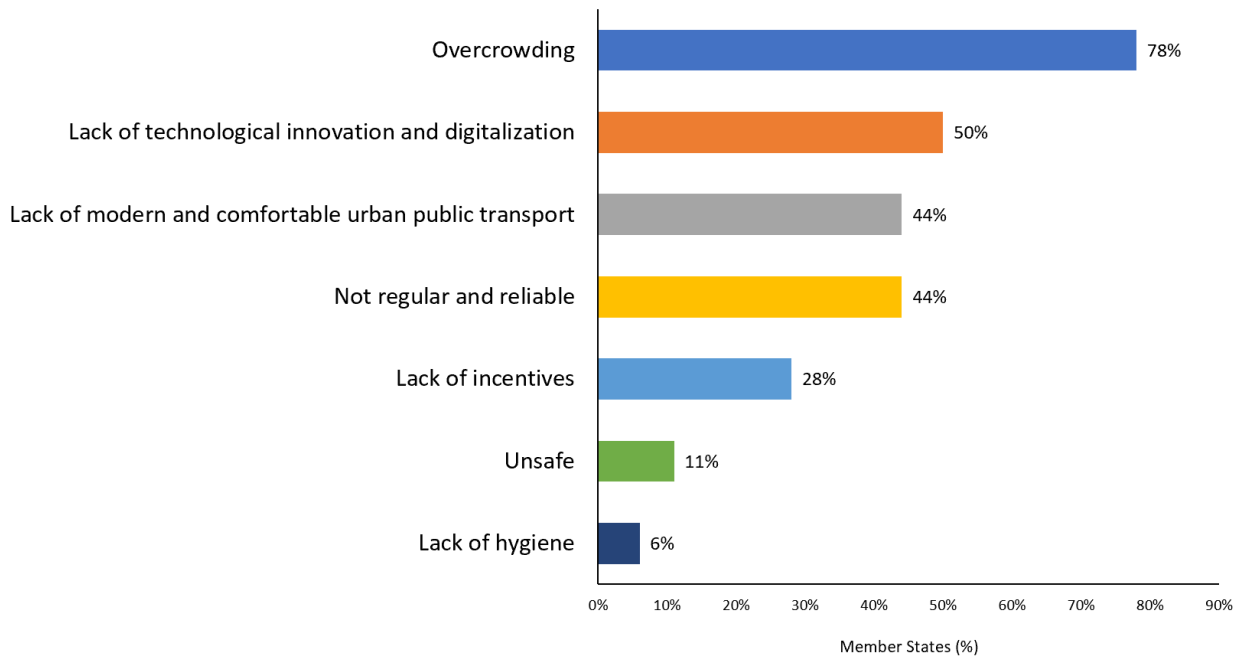


Figure 14: Challenges for road safety

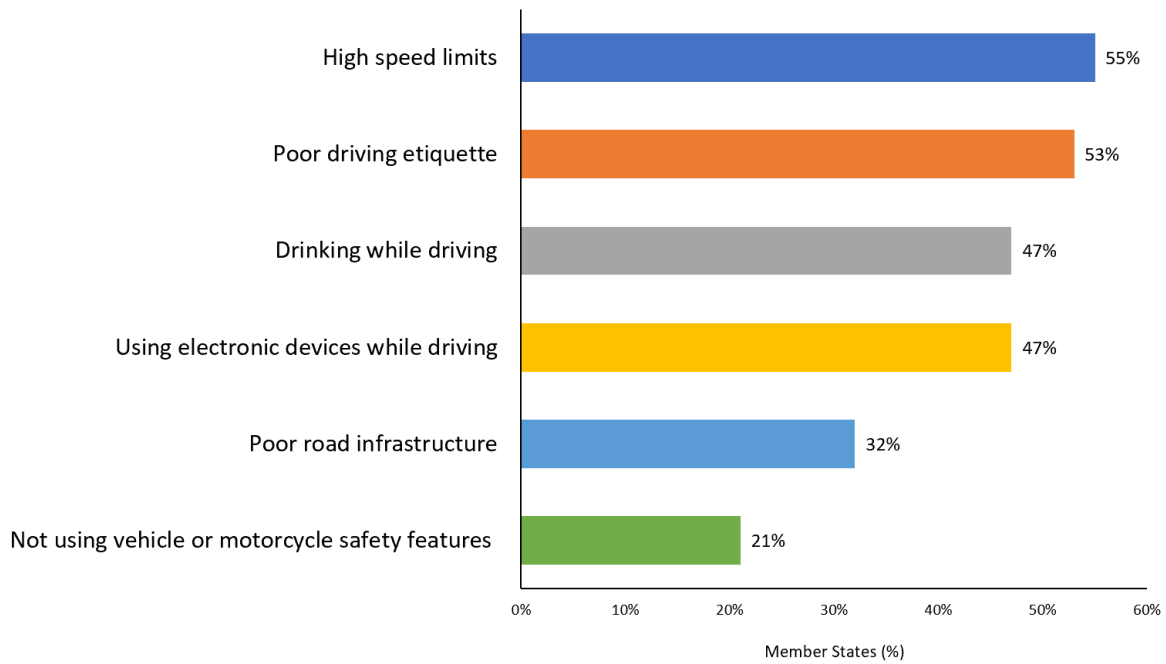
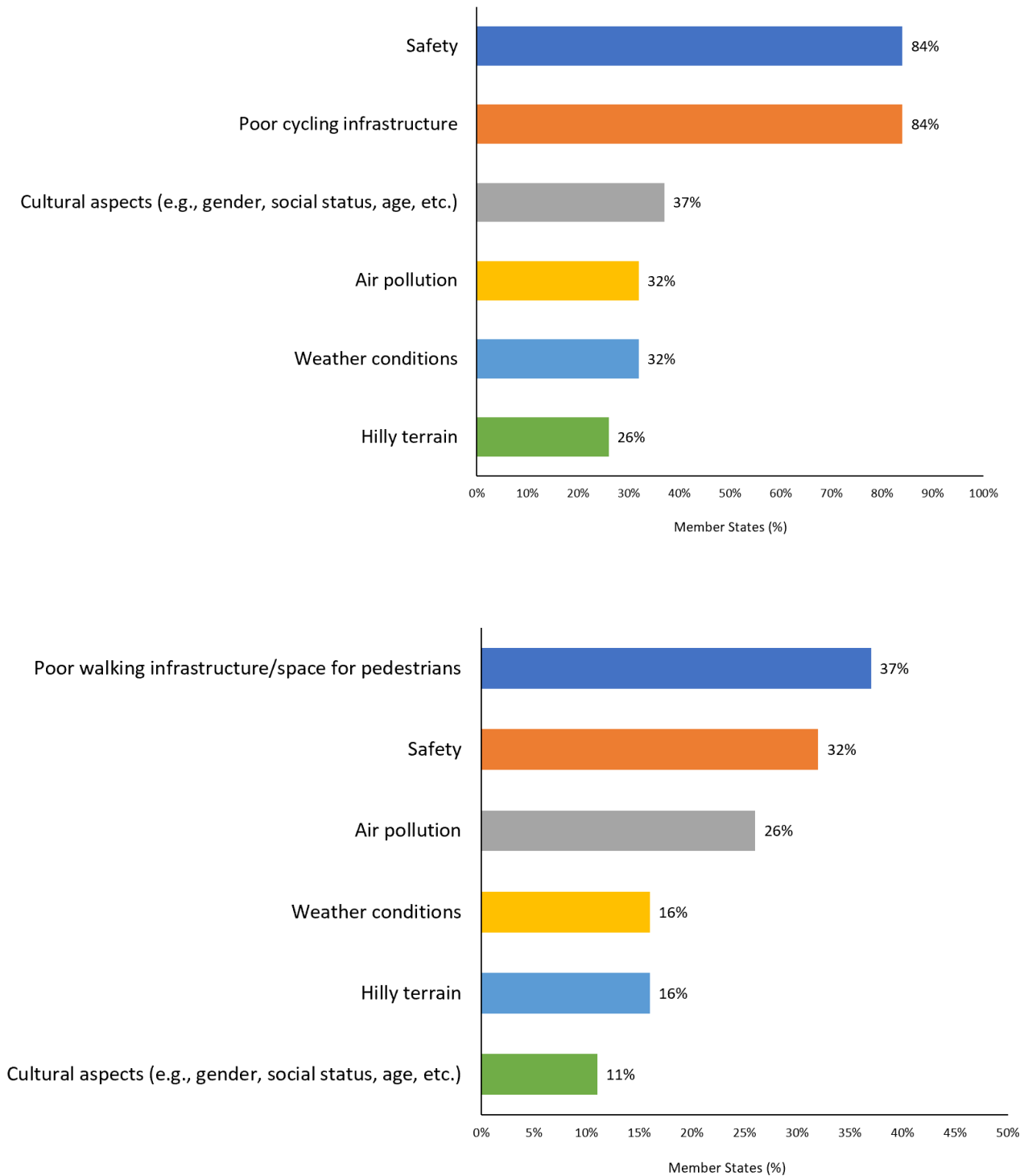


Figure 15: Major obstacles for cycling (top) and walking (down)



According to the survey results, 90% of the countries indicated that public space is not shared fairly among road users. When it comes to integrating gender into the nexus of transport, health and environment, some countries were able to list key challenges and barriers.

Examples of gaps countries are facing in integrating gender into the nexus of transport, health and environment include:

- Lack of cooperation and coordination
- Lack of translation in legislation
- Lack of data and statistics
- Inadequate knowledge of specific needs

Barriers to integrating gender into the nexus of transport, health and environment include:

- Lack of cooperation, awareness and awareness of sensitivities
- Lack of leadership and interest
- Lack of acceptable restrictions

Section C: Transport, Health and Environment Pan-European Programme servicing the countries

Section C of THE PEP Survey explored country perceptions regarding the main strengths of THE PEP, specific support and country needs from THE PEP programme, as well as tools and mechanisms that THE PEP could use to support further integration of gender into the nexus of transport, health and environment.

Majority of the countries consider networking and partnership building the main strength of THE PEP, along with providing strategic guidance and awareness raising (Figure 16). Providing technical support, advice and guidance on development and implementation of national policies and legislative acts related to transport, health and environment is the primary need of countries, and was indicated as the primary factor where THE PEP could provide better support to Member States (Figure 17).

The main mechanism in which countries can be supported to integrate gender into healthy and sustainable transport is through the compilation and sharing of best practices and providing technical support and advice.

Some examples of other international forums THE PEP could partner with to better support Member States in mainstreaming gender into transport, health and environment include:

- International Transport Forum at the Organisation for Economic Co-operation and Development (OECD)
- OECD
- UN bodies on gender such as UN Women

- Other MEAs and international processes, including the ECE Strategy on Education for Sustainable Development
- International Conference on Injury Prevention and Safety Promotion, Safety Conference
- International Finance Corporation, OECD, Women Engage for a Common Future
- Asia-Pacific Economic Cooperation (Human Resources Development Working Group, Transportation Working Group, Health Working Group, and Policy Partnership on Women and the Economy)
- United Nations Economic and Social Commission for Asia and the Pacific (Regional Action Programme for Sustainable Transport Development in Asia and the Pacific to 2026/Gender section);
- International Association of Public Transport

Figure 16: Main strengths of THE PEP

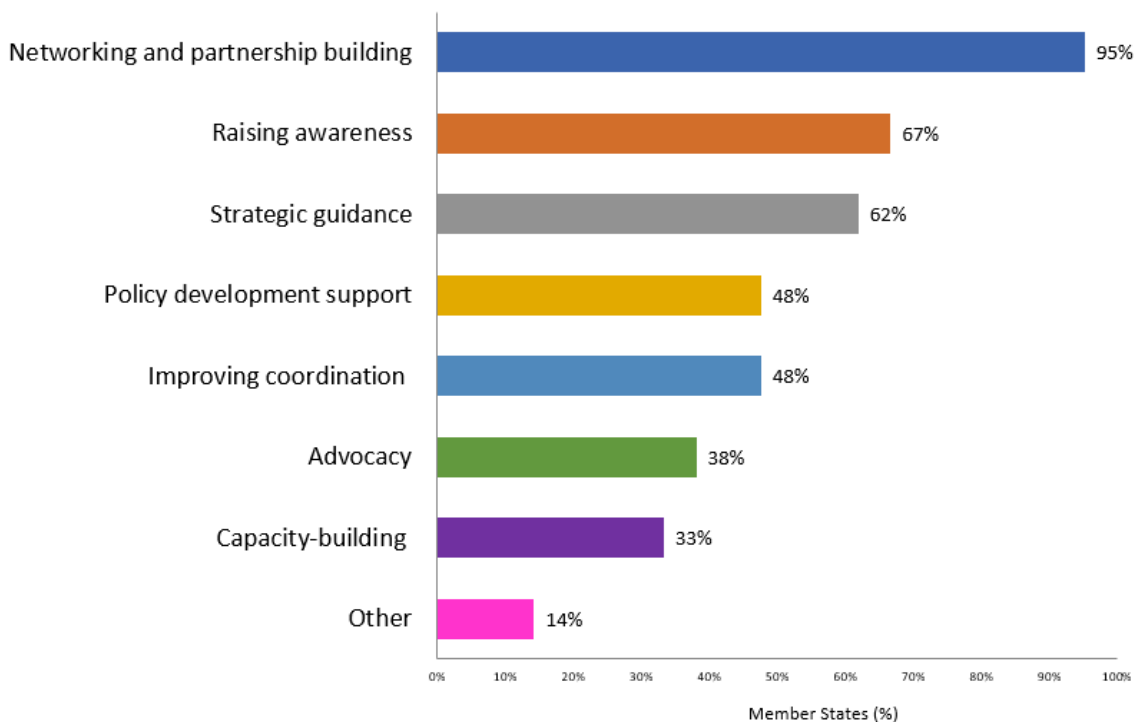
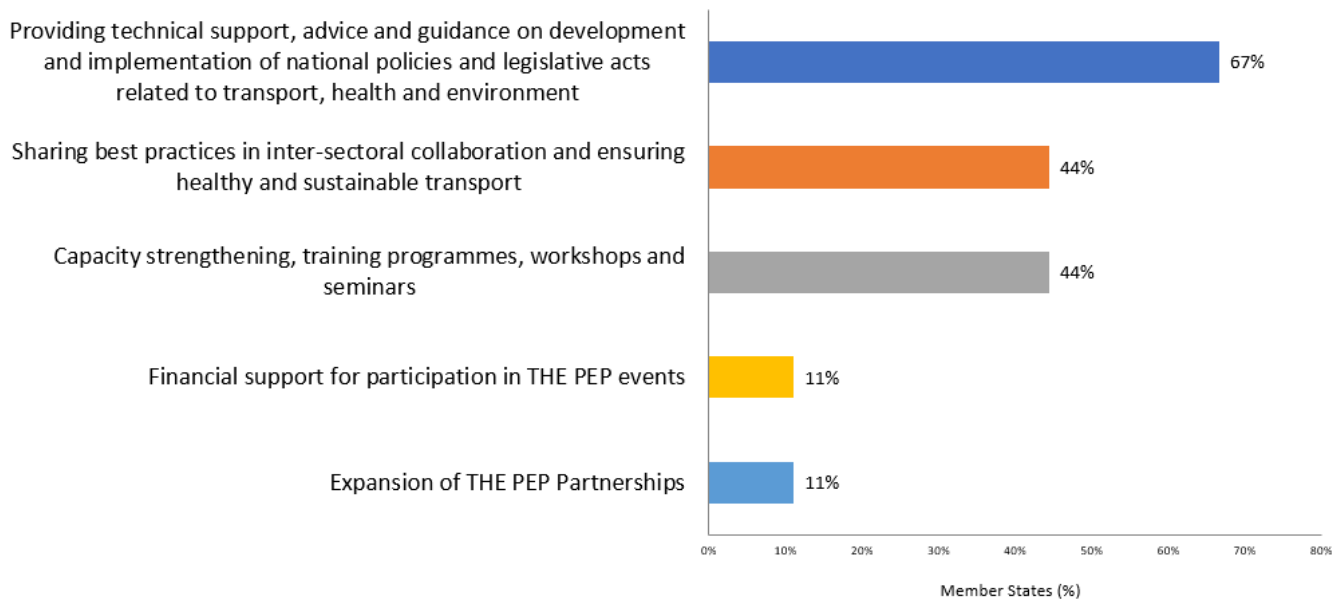


Figure 17: Specific needs from THE PEP



5. Conclusions and way forward

Even though less than a half of the Member States of the ECE region participated in the 2023 THE PEP Survey, important data have been collected providing significant information and input for THE PEP. The survey assessed the national-level implementation of THE PEP and offered valuable insights to enhance collaboration and alignment of policies in the transport, health, and environment sectors.

Recommendations for THE PEP - Points for discussion by the Steering Committee

There is a wide recognition among Member States that green, healthy and sustainable transport and mobility are the key preconditions to create more livable cities. However, to lead the transformation of transport and mobility and to achieve the vision of the Vienna Declaration on “clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all”, requires substantial financial, technical, and political efforts. It also requires involving a wide range of stakeholders, including national, subnational, and local authorities, communities, the private sector and civil society, especially youth and children.

Countries are encouraged to utilize the survey findings to inform their decision-making processes and guide future investments towards clean, safe, healthy, and inclusive mobility and transport. Furthermore, it is advisable for countries to maintain consistent data collection efforts in critical areas for the work of THE PEP, such as access to public transport, walking and cycling.

The survey revealed that countries primarily require technical support, advice, and guidance in the development and implementation of strategies, national policies, and legislative acts related to transport, health, and the environment. Countries would like to leverage THE PEP to receive such support, including: a) providing technical assistance in setting clear objectives and developing national policies aligned with international standards on transport, health and the environment; b) offering support in translating policies into

concrete legislative actions, and expert advice on regulatory frameworks; c) providing technical assistance for the application of relevant guidance, methods and tools.

Furthermore, it is essential that THE PEP dedicates efforts to improving the sharing of good practices in inter-sectoral collaboration, and successful approaches in ensuring healthy and sustainable transport and mobility. Several approaches could be considered, such as a) organization of structured events or platforms where Member States can present their successful inter-sectoral collaboration initiatives and projects, which can include case studies, implementation strategies, and measurable outcomes, while providing opportunities for in-depth discussions and networking; b) organization of webinars, conferences, and symposiums dedicated to showcasing success stories and practical solutions; c) fostering peer-to-peer learning by pairing countries with similar challenges and successes; d) further promotion of THE PEP toolkits, and guidelines that offer step-by-step instructions for implementing successful strategies.

To support Member States in their efforts, THE PEP's implementation mechanisms should be strengthened, including THE PEP Relay Race (staffette), National Transport, Health, and Environment Action Plans (NTHEAPs), and THE PEP Partnerships.

To make the implementation of these activities realistic and possible, it is imperative to enhance the funding that is provided to THE PEP and the longer-term predictability of resource allocation for THE PEP as well as to increase the human resource capacity dedicated to planning and implementing THE PEP's endeavors within Member States.

The Steering Committee is invited to discuss the proposed recommendations as well as next steps for strengthening THE PEP, including possible resource mobilization in order to plan new activities and initiatives that would be in line with THE PEP work plan and to enhance a set of possible good results to be achieved.

Next steps

Survey results will be presented and discussed during the Twenty-first session of THE PEP Steering Committee (23–25 October 2023, Geneva, Switzerland), following which the individual responses of the participating countries will be uploaded to THE PEP website, ensuring transparency and accessibility to all stakeholders.

Furthermore, to facilitate effective communication and informed decision-making, the secretariat prepared ten visuals summarizing the survey results (see Annex 2). These visuals may be used to facilitate discussions and actions both at the country level and within the broader regional context, ultimately contributing to the advancement of THE PEP objectives.

Finally, while every effort has been made to ensure accuracy, completeness and reliability of the content, the information is based on the responses provided by the national focal points. Some answers may have been influenced by the personal perceptions of individuals who contributed to the survey.

Annex 1. 2023 THE PEP Survey Questionnaire

I. Instructions

The data requested in the present questionnaire may be collected or compiled by various in-country institutions. THE PEP focal points from each country are requested to coordinate and liaise with each other to ensure that the questionnaire is completed as successfully and as accurate as possible. THE PEP Focal points should provide the secretariat with one reply per country. To begin, please provide the following information:

Country:

Date:

Institutions involved in providing information:

Responsible officer/s (i.e. the names of all respondents who participated in completing this questionnaire):

II. Transport, Health and Environment Pan-European Programme Focal Points

Please provide the name and contact details of the country-specific THE PEP focal points from the following sectors:

Transport:

Health:

Environment:

Other sectors:

Other sectors:

Other sectors:

Section A: Implementation of the Vienna Declaration

Policies and regulations

1. Does your country have a National Transport Health and Environment Action Plan (NTHEAP)?

☐ Yes

☐ No

If "Yes":

Please provide a URL/weblink to the NTHEAP (even if only available in a national language):

If "No":

Are sustainable transport and mobility aspects integrated into any other policy documents?

☐ Yes

☐ No

If "Yes":

Please name the source document(s) where these strategies appear and provide a URL/weblink (even if only available in a national language):

2. Does your country have policies/legislative acts supporting effective functioning and further development of public transport (including funding)?

☐ Yes

☐ No

If "Yes":

Please name the source document(s) where this information appears, and specify national targets listed in these sources. Provide a URL/weblink (if available):

3. Does your country have policies/legislative acts supporting the adequate integration of transport into spatial planning?

☐ Yes

☐ No

If "Yes":

Please name the source document(s) where this information appears. Provide a URL/weblink (if available):

4. Does your country apply any of the holistic approaches to urban development and creating more liveable cities such as “Avoid-Shift-Improve” and/or “X-minutes city”?

☐ Yes

☐ No

If “Yes”:

Please provide an example of the successful application of these approaches:

5. Does your country have a national cycling plan/strategy/programme?

☐ Yes

☐ No

If “Yes”:

Please name the source document(s) where this information appears, and specify national targets listed in these sources (e.g., double the modal share of cycling until 2030, etc.). If possible, please provide a URL/weblink:

If “No”:

Is cycling integrated into any other policy and/or legislative measures at the national level?

☐ Yes

☐ No

If “Yes”:

Please name the source document of the policy and/or legislation and provide a URL/weblink (if available):

6. Does your country have a national walking plan/strategy/programme?

☐ Yes

☐ No

If “Yes”:

Please name the source document(s) where this information appears, and specify national targets listed in these sources (e.g., double the modal share of walking until 2030, etc.). If possible, provide a URL/weblink:

If “No”:

Is walking integrated into any other policy and/or legislative measures at the national level?

☐ Yes

☐ No

If “Yes”:

Please name the source document of the policy or legislation and include a URL/weblink (if available):

7. Is cycling officially recognized as an active mode of transport in your country?

☐ Yes

☐ No

If “Yes”:

Please provide details on the regulation and provide a URL/weblink (if available):

8. Is cycling and/or walking integrated into health policies, including those tackling non-communicable diseases and obesity?

☐ Yes

☐ No

If “Yes”:

Please provide further detail on these health policy documents, and include a URL/weblink (if available):

9. Does your country have environmental standards and requirements for motor vehicles in the process of being manufactured or imported, as well as for those already on the road?

☐ Yes

☐ No

If “Yes”:

Please provide further detail on these regulations/policies and include a URL/weblink (if available):

10. Are there regulations to ensure that only fuels that comply with high environmental standards are available on the market?

☐ Yes

☐ No

If "Yes":

Please provide further detail on these regulations/policies and include a URL/weblink (if available):

11. Is cycling and/or walking infrastructure included in land use, urban, regional and transport infrastructure planning?

☐ Yes

☐ No

If "Yes":

Please provide relevant plans/regulations:

12. What policies, legislative acts or project plans, programmes or projects does your country have on healthy, green and sustainable transport where gender has been integrated?

Please name the source document(s) where this information appears. Provide a URL/weblink (if available):

Governance and coordination mechanisms

13. What is the level of coordination (at the national, subnational and local levels) between the transport, health, environment and spatial planning sectors in your country?

Please indicate level of coordination below:



High

Satisfactory

Low

No coordination

I do not have
enough
information to
respond

Please provide further details on interministerial working groups or any other bodies within which different sectors meet and work together:

14. What are the top three main challenges for integrated policymaking?

☐ Different priorities

☐ Lack of interest from sectors

☐ Lack of awareness

☐ Lack of leadership/clarity as to which sector should take leadership or coordination role

- ☐ Lack of understanding as to why these issues should be addressed in a multisectoral manner
- ☐ Other (please specify any other challenges not listed above):

15. Which is the coordinating entity (ministry, department, agency, etc.) for cycling policies at the national level?

16. Is there a national Cycling Officer or coordinator?

- ☐ Yes
- ☐ No

If "Yes":

Please provide contact information for the responsible officer:

17. Which is the coordinating entity (ministry, department, agency, etc.) for walking policies?

18. Is there a national Walking Officer or coordinator?

- ☐ Yes
- ☐ No

If "Yes":

Please provide contact information for the responsible officer:

Economic, administrative and other incentives

19. Does your country have any economic, administrative or other incentives for introducing low- and zero-emission vehicles (e.g., supporting manufacturing and purchasing electric vehicles, providing electric recharge stations, etc.)?

- ☐ Yes
- ☐ No

If "Yes":

Please provide details of types of incentives or support programmes, and provide a URL/weblink (if available):

20. Are there any economic incentives or other support programmes that promote public transport use?

☐ Yes

☐ No

If "Yes":

Please provide details and include a URL/weblink (if available):

21. Are there any economic incentives that promote the purchase and use of bicycles (including e-bikes) and other zero-emission vehicles?

☐ Yes

☐ No

If "Yes":

Please provide details and include a URL/weblink (if available):

22. Are you aware of any measures taken by employers to promote or incentivize use of public transport and/or active commuting (i.e. travel to work by walking or cycling)?

☐ Yes

☐ No

☐ Unknown

If "Yes"

Please briefly name and describe the best examples you are aware of:

Monitoring and data collection

Note: For questions where one or more response is "Other", please place each response in a separate box.

23. Please select all areas for which your country is collecting data:

☐ Access to public transport

☐ Walking

☐ Walking safety

☐ Cycling

☐ Cycling safety

- ☐ Modal share (the share of travellers using different modes of transportation, including cycling and walking, within the overall transport usage)

If a response is checked; a separate prompt for each answer appears:

Please provide a short description (i.e. how often data are collected, what authority is responsible for data collection, and what instruments countries use to collect data). If possible, please provide a URL/weblink:

24. Do you have any challenges for routine monitoring of cycling and walking road users? If yes, please select the top three from the list below. If no, go to the next question.

- ☐ Low priority
- ☐ Time-consuming and costly
- ☐ Inconsistent indicators
- ☐ Lack of data register
- ☐ Inadequate database management
- ☐ Other (please specify any other challenges not listed above):

- ☐ Other (please specify any other challenges not listed above):

- ☐ Other (please specify any other challenges not listed above):

Practical measures

Note: For questions where one or more response is "Other", please place each response in a separate box.

25. Which of the following actions are being taken by your Government, at any level, to encourage the use of public transportation and make it more convenient and attractive in urban areas (select all that apply)?

- ☐ Providing dedicated bus lanes
- ☐ Expanding public transport networks
- ☐ Improving passenger comfort
- ☐ Improving passenger safety
- ☐ Promoting and introducing technological innovation and digitalization

If this action is selected, an additional list appears:

- ☐ Online booking systems
- ☐ Electronic timetables at bus stops
- ☐ Mobile application for urban transport

- ☐ Synchronized timetables
- ☐ Harmonized prices of public transport tickets
- ☐ Integrated ticketing for multimodal transport
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Providing various incentives

If this action is selected, an additional list appears:

- ☐ Diversified tariffs
- ☐ Tariff incentives to promote off-peak use of public transport
- ☐ Fiscal incentives for frequent travellers
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Information campaigns to promote use of public transport
- ☐ Improving hygiene (e.g., disinfecting train stations and equipment, public transport vehicles (buses, trams, trains) and public workplaces)
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

Please share any best practices from your country on encouraging the use of public transportation and making it more convenient and attractive in urban areas that might be useful and interesting for other countries (if there are no such practices, go to the next question):

26. What measures exist to discourage use of private vehicles (select all that apply)?

- ☐ There are no measures
- ☐ Road pricing
- ☐ Driving and parking restrictions
- ☐ Tolls
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

Please share any best practices from your country on discouraging the use of private vehicles that might be useful and interesting for other countries (if there are no such practices, go to the next question):

27. What measures exist to make cycling and walking more comfortable and convenient (select all that apply)?

- ☐ Developing maintenance services such as bicycle repair
- ☐ Providing facilities (e.g., parking space, washing facilities) for active commuters at the workplace
- ☐ Providing parking facilities for bicycles to facilitate commuters' use of multiple modes of transport and cyclists' access to public transport.
- ☐ Bike-sharing schemes
- ☐ Pavement widening for pedestrians
- ☐ Providing benches and/or other seating for pedestrians
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

Please share any best practices from your country on discouraging the use of private vehicles that might be useful and interesting for other countries (if there are no such practices, go to the next question):

28. Does your country have campaigns to promote cycling and/or walking as active modes of transport?

☐ Yes

☐ No

If "Yes":

Please provide details on the types of campaigns (e.g., communication and/or awareness programmes, education programmes, cycling training programmes, etc.) and include a URL/weblink (if available):

29. Is cycling training and skill enhancement for children and/or adults promoted?

☐ Yes

☐ No

If "Yes":

Please provide details:

30. What measures exist for promoting cycling and walking in combination with public transport?

31. Has your country ever applied the Health Economic Assessment Tool (HEAT) for walking and cycling?

☐ Yes

☐ No

If "Yes":

Please provide details:

32. What measures exist for improving road safety for cyclists and pedestrians? Select all that apply

- ☐ Cycle lanes and cycle paths
- ☐ Bike parking spaces
- ☐ Pedestrian lanes
- ☐ Traffic speed control
- ☐ Traffic calming (e.g., 30 km/h limit in urban streets)
- ☐ Education on safe cycling and walking behaviours

- ☐ Compulsory use of cycle helmets
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

Please share any best practices from your country on improving road safety for cyclists and pedestrians that might be useful and interesting for other countries (if there are no such practices, go to the next question):

33. What measures address transport inequalities related to social groups and vulnerable populations (the elderly, children, persons with visual impairment or persons with impaired mobility) and promote their inclusion?

- ☐ Improved accessibility to public transport for children and the elderly
- ☐ Barrier-free stations or adapting trains and buses for persons with reduced mobility or persons with visual impairment
- ☐ Guiding systems for persons with visual impairment
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

Please share any best practices from your country on addressing transport inequalities related to social groups and vulnerable populations and promoting their inclusion that might be useful and interesting for other countries (if there are no such practices, go to the next question):

34. How is eco-driving (energy-efficient use of vehicles) integrated into the transport system (select all that apply)?

- ☐ Through education of new driving instructors
- ☐ By providing mandatory education or further education for professional drivers (i.e. buses and/or trucks)
- ☐ By providing driving school education for private vehicle owners
- ☐ Through legislative measures
- ☐ Through eco-driving initiatives and awareness-raising campaigns

☐ Eco-driving is not integrated into the transport system

☐ Other (please specify any other action not listed above):

☐ Other (please specify any other action not listed above):

☐ Other (please specify any other action not listed above):

Please share any best practices from your country on integrating eco-driving into the transport system that might be useful and interesting for other countries (if there are no such practices, go to the next question):

35. Please describe any other recent activities (within the last two years) towards healthy, green and sustainable transport that are not covered by this questionnaire:

Section B: Challenges at the national level for healthy, green and sustainable transport

In this section, please give your own opinion on your country-specific “challenges”.

Note: For questions where one or more response is “Other”, please place each response in a separate box.

36. Please rate the following transport-related challenges on a scale of 1 to 5 (1 = not important; 5 = very important):

	1	2	3	4	5
Traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air pollution	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdated vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of high-quality fuels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor public transport systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of adequate cycling infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Lack of adequate infrastructure and space for pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of adequate infrastructure and facilities for vulnerable populations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unsafe travel to school for children and young people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify any other challenges not listed above):					
<div></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

37. Please rate the following barriers to greener, healthier and more sustainable transportation and mobility on a scale of 1 to 5 (1 = not important; 5 = very important):

	1	2	3	4	5
Insufficient understanding of interconnectedness between transport, environment, health and spatial planning and its importance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate legislation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inadequate number and/or competence of staff responsible for mobility issues	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of reliable and timely data to guide decisions and monitor progress	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of funds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of awareness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of demand for change	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify any other options not listed above):					
<div></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

38. Please rate the following major obstacles for public transportation on a scale of 1 to 5 (1 = not important; 5 = very important):

	1	2	3	4	5
Lack of modern and comfortable urban public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of hygiene	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overcrowding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Unsafe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not regular and reliable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of technological innovation and digitalization	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of incentives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify any other options not listed above):					
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

39. Please rate the following major obstacles for cycling on a scale of 1 to 5
(1 = not important; 5 = very important):

	1	2	3	4	5
Air pollution	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor cycling infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cultural aspects (e.g., gender, social status, age, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weather conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hilly terrain	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify any other options not listed above):					
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<div style="border: 1px solid black; height: 20px; width: 100%;"></div>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

40. Please rate the following major obstacles for walking on a scale of 1 to 5
(1 = not important; 5 = very important):

	1	2	3	4	5
Air pollution	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor walking infrastructure/space allocation for pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cultural aspects (e.g., gender, social status, age, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weather conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hilly terrain	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify any other options not listed above):

	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

41. Please rate the following main challenges related to road safety on a scale of 1 to 5
(1 = not important; 5 = very important)

	1	2	3	4	5
High speed limits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor road infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor driving etiquette	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drinking while driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using electronic devices while driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not using vehicle or motorcycle safety features (e.g., seatbelts, helmets)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify any other options not listed above):					
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

42. In your opinion, is public space shared among all road users fairly?

☐ Yes

☐ No

If "No":

Please provide details on main challenges:

--

43. What gaps is your country facing in integrating gender into the nexus of transport, health and environment?

Please name some of the gaps that you are facing:

--

44. What barriers is your country facing in integrating gender into the nexus of transport, health and environment?

Please name some of the barriers that you are facing:

--

Section C: Transport, Health and Environment Pan-European Programme servicing the countries

Note: For questions where one or more response is "Other", please place each response in a separate box.

45. What have been the main strengths of THE PEP in supporting Member States in making transport and mobility greener, healthier and more sustainable?

- ☐ Capacity-building
- ☐ Networking and partnership building
- ☐ Policy development support
- ☐ Strategic guidance
- ☐ Raising awareness regarding transport, environment and health issues
- ☐ Advocacy
- ☐ Improving coordination
- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

- ☐ Other (please specify any other action not listed above):

46. What else can THE PEP do to better support Member States in achieving THE PEP objectives:

47. What tools and mechanisms under THE PEP could support your country in better integrating gender into healthy and sustainable transport?

Please name some of the tools:

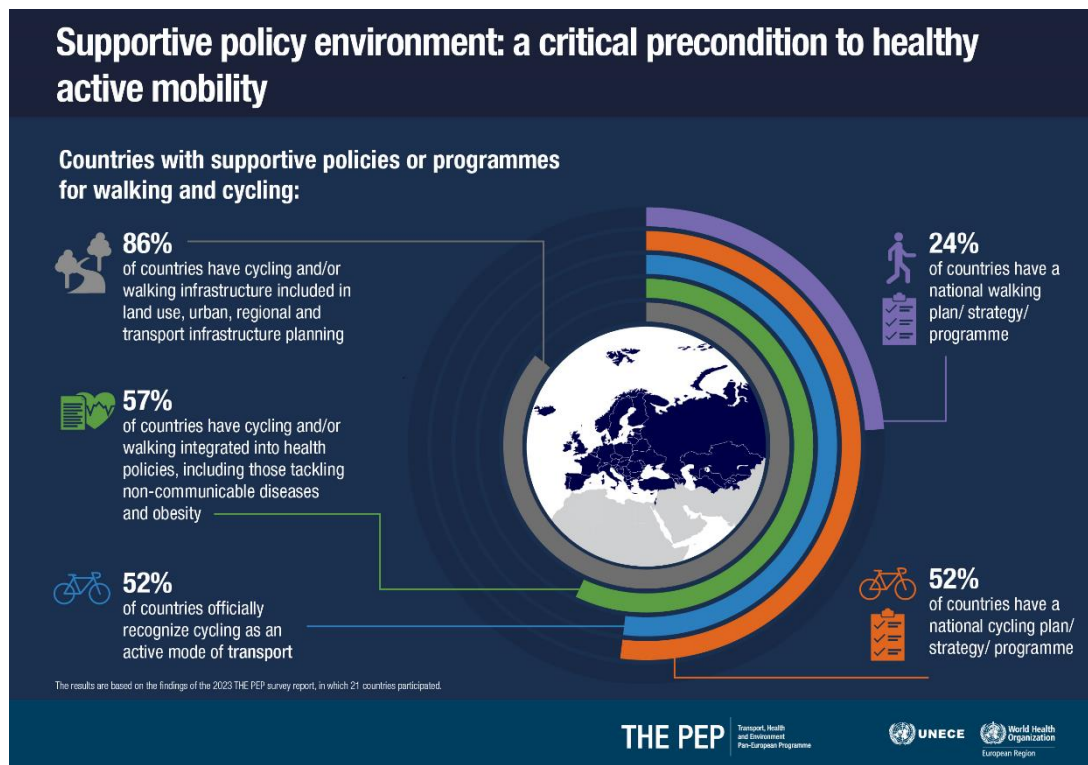
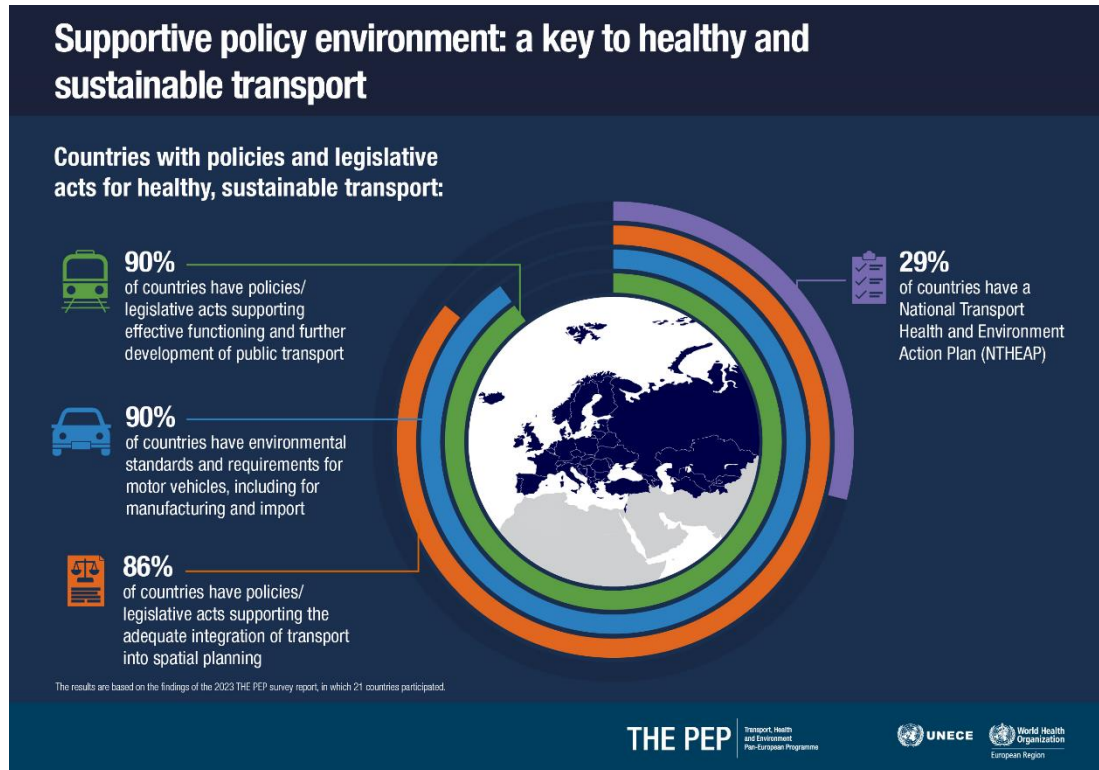
48. What other international forums could THE PEP partner with to better support Member States in mainstreaming gender into transport, health and environment?

Please name some of the forums:

49. Please provide concrete suggestions regarding specific needs of your country that could be supported by THE PEP:

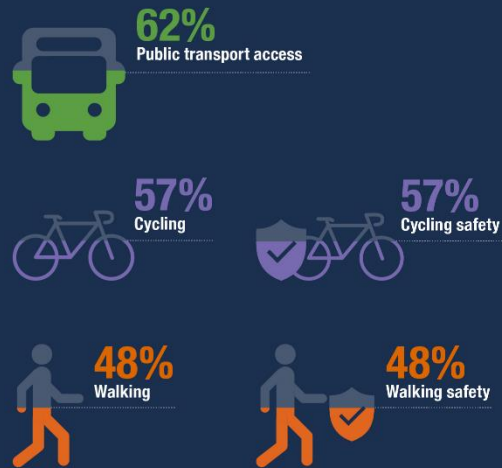
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Annex 2. Ten visuals summarizing the survey results



Regular monitoring: the first step towards improvement

Areas where countries are collecting data:



The results are based on the findings of the 2023 THE PEP survey report, in which 21 countries participated.

Main challenges for regular monitoring of walking and cycling:



Some examples of other challenges include:

- No obligation to conduct monitoring
- No coordinating entity responsible for monitoring activities
- Privacy and acceptance of surveys (low response rates)

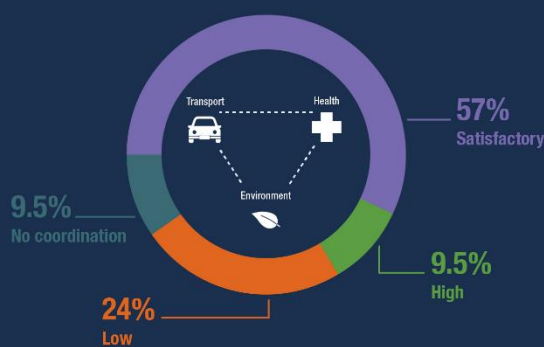
THE PEP

Transport, Health
and Environment
Pan-European Programme



Bringing together the transport, health and environment sectors

Current level of coordination between the transport, health, environment and spatial planning sectors:



13 countries
(62%) have a
cycling coordinator

6 countries
(29%) have a
walking coordinator

The results are based on the findings of the 2023 THE PEP survey report, in which 21 countries participated.

Challenges for integrated policy making:

For instance, a common challenge for integrated policy making is other priorities, which 86% of countries identify as a main issue.



THE PEP

Transport, Health
and Environment
Pan-European Programme



