

21 countries participated in 2023 THE PEP Survey



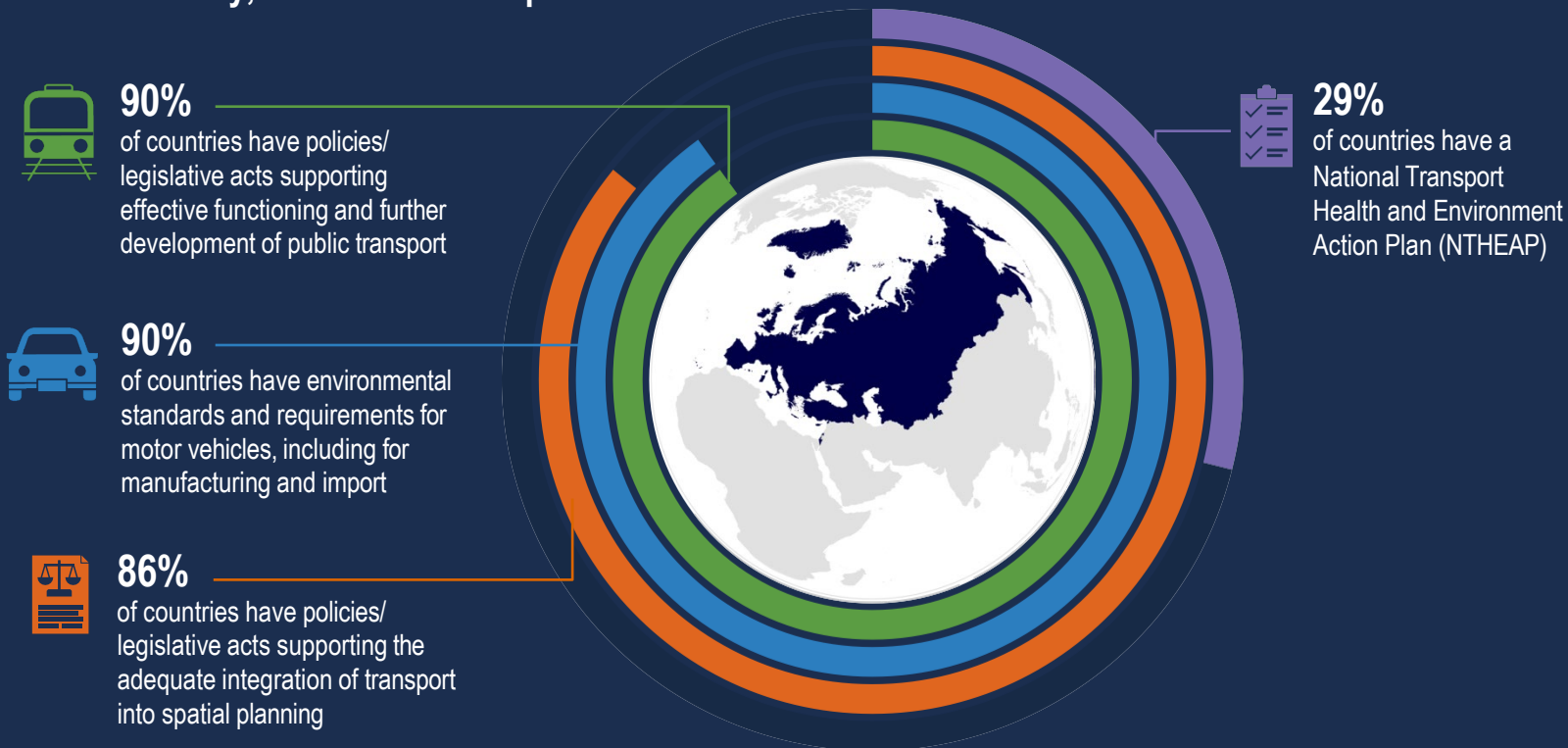
Respondents: 21 countries

Response rate: 38%

1. Austria
2. Armenia
3. Azerbaijan
4. Croatia
5. Czechia
6. France
7. Georgia
8. Germany
9. Greece
10. Ireland
11. Kyrgyzstan
12. Lithuania
13. Malta
14. Montenegro
15. Norway
16. North Macedonia
17. Republic of Moldova
18. Russian Federation
19. Serbia
20. Spain
21. Switzerland

Supportive policy environment: a key to healthy and sustainable transport

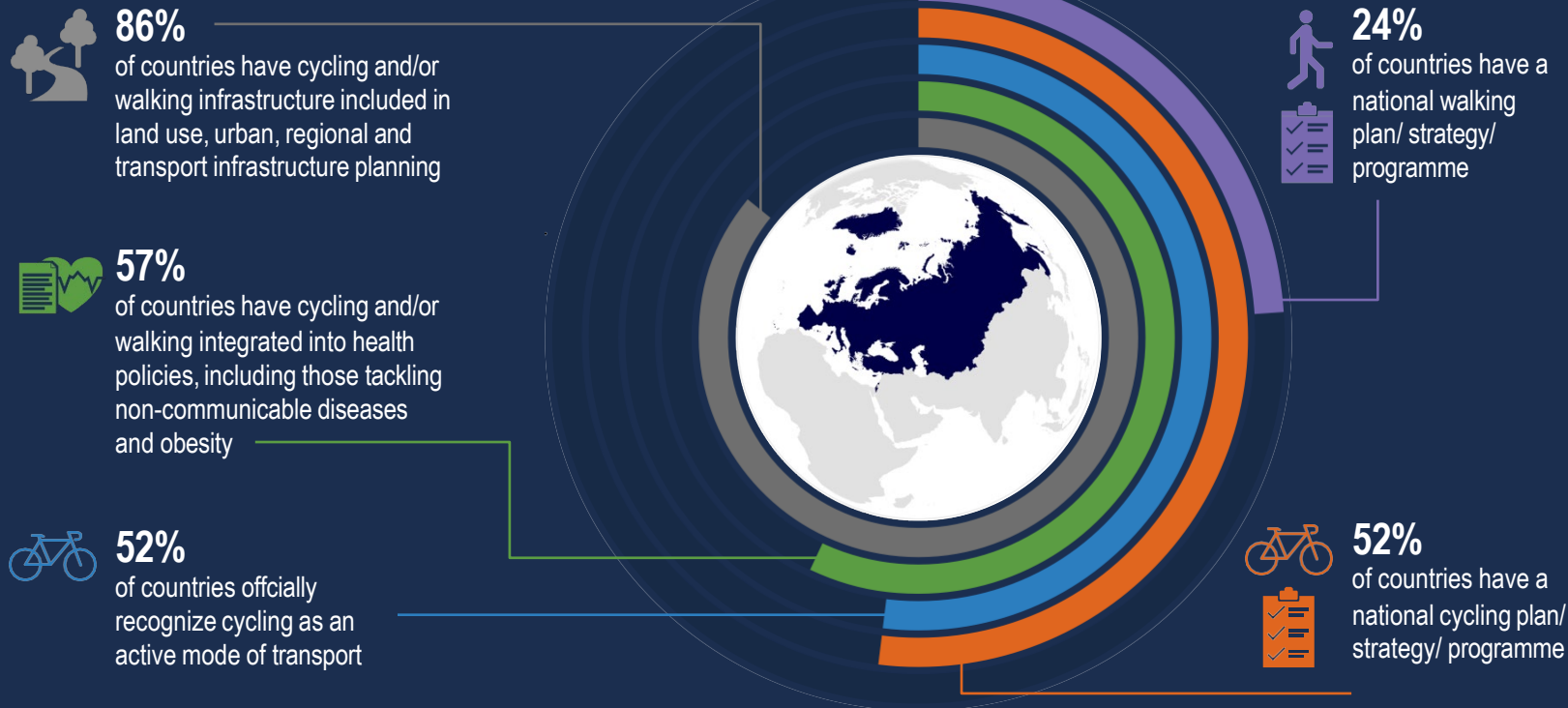
Countries with policies and legislative acts for healthy, sustainable transport:



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

Supportive policy environment: a critical precondition to healthy active mobility

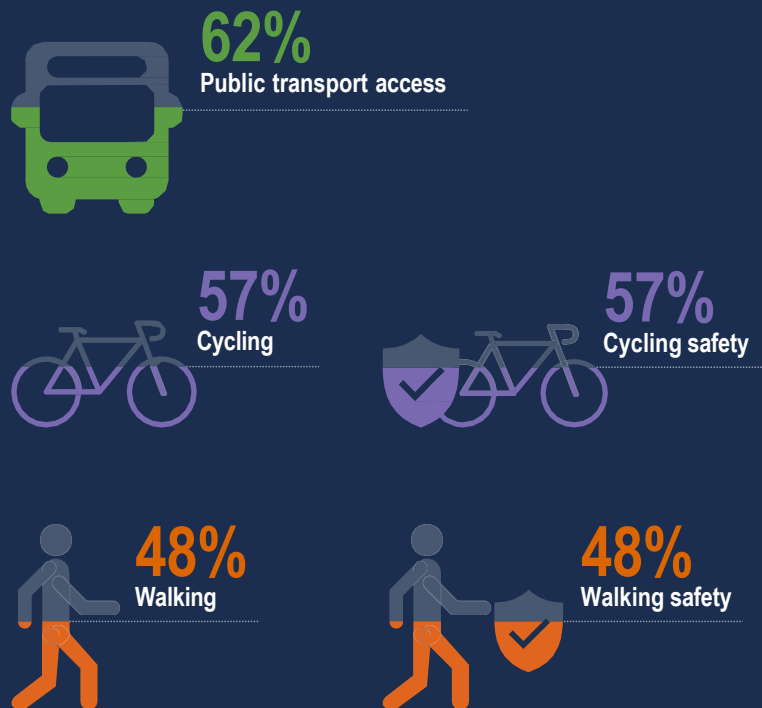
Countries with supportive policies or programmes for walking and cycling:



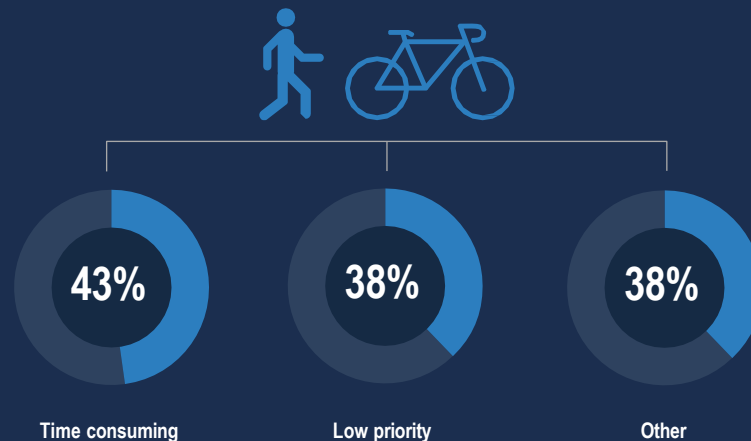
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Regular monitoring: the first step towards improvement

Areas where countries are collecting data:



Main challenges for regular monitoring of walking and cycling:



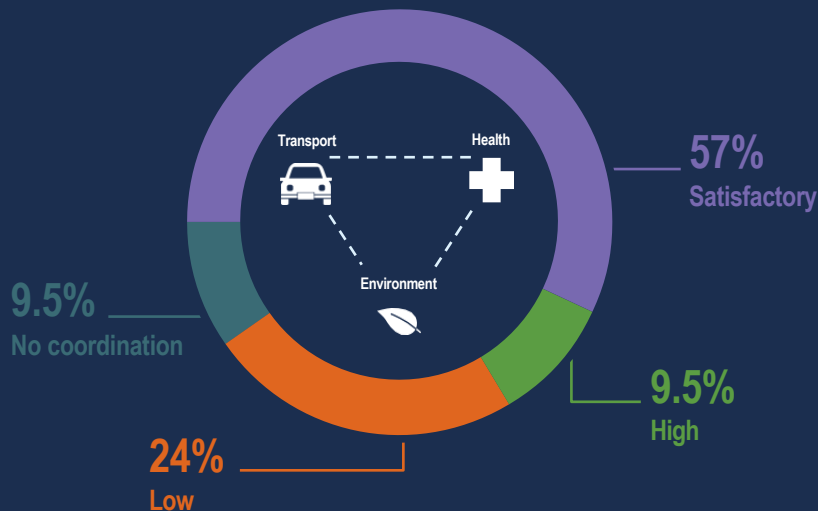
Some examples of other challenges include:

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

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Bringing together the transport, health and environment sectors

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

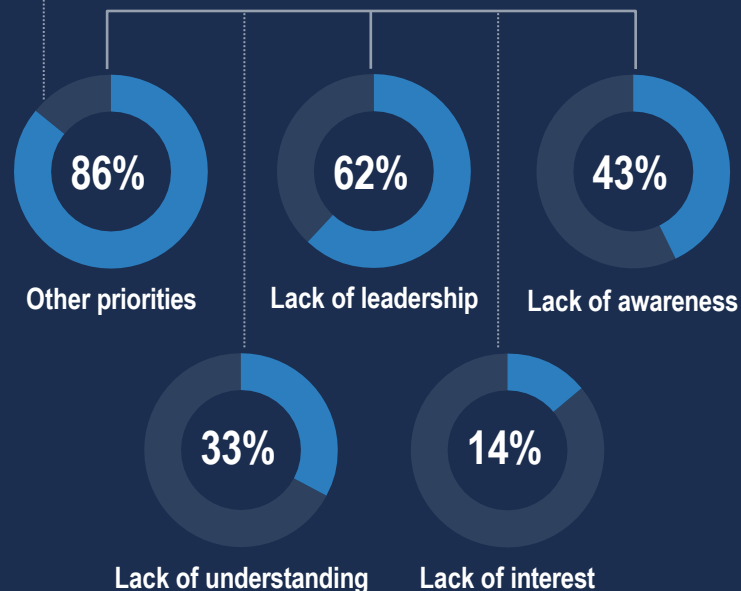


 **13 countries**
(62%) have a cycling coordinator

 **6 countries**
(29%) have a walking coordinator

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.



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Incentivizing sustainable travel choices

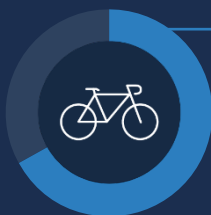
Percentage of countries implementing incentives to:



Initiate low- and zero-emission vehicles
100%



Promote public transport use
71%



Promote the purchase and use of bicycles and other zero-emission vehicles
67%



Some examples of measures taken by employers to promote or incentivize use of public transport and/or active commuting include:

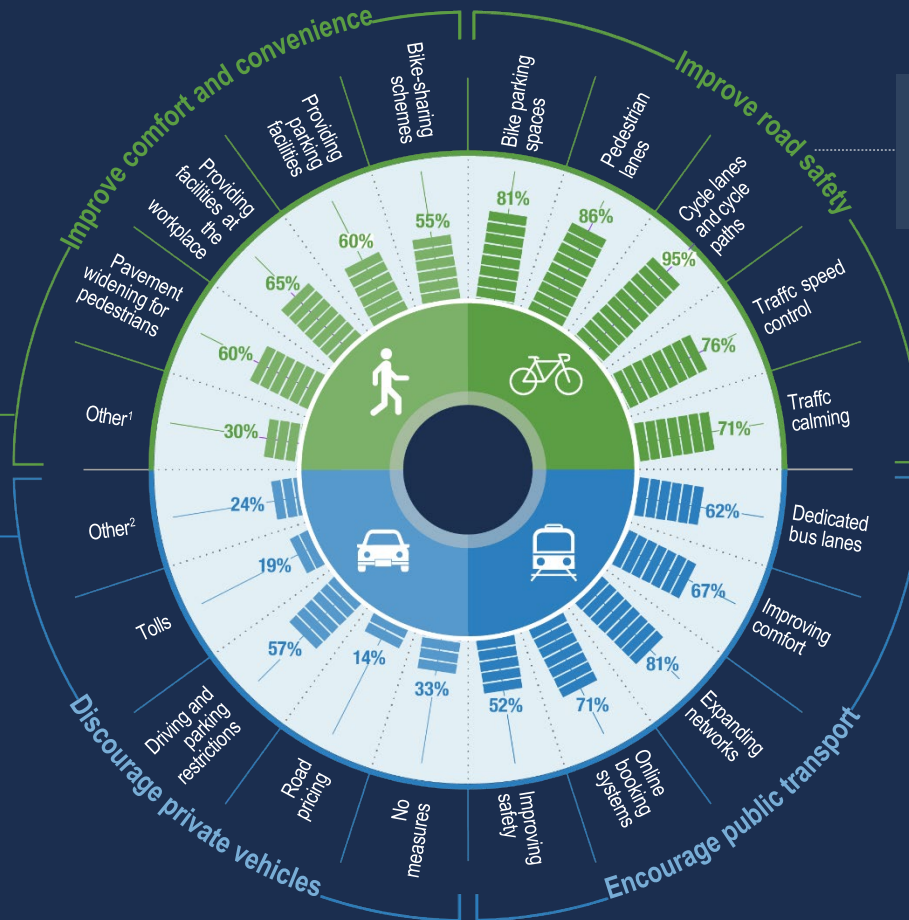
- Bicycle lanes and bicycle parking lots
- Challenges like "10 000 steps"
- Campaigns such as "bike to work", "bikecoin" or "job ticket", a subsidized public transport ticket
- Season tickets for public transport
- Sustainable mobility allowance and the transport bonus

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Practical measures for inspiration, adaptation and possible application in every city

Improving the convenience and safety of cycling and walking

Promoting the use of public transport, while discouraging reliance on private vehicles



For example: To improve road safety and promote cycling and walking, 95% of countries take measures to improve cycle lanes and paths, and 71% of countries make use of traffic calming.

¹'Other' Examples include:

- Pedestrian zones
- Integrated walking network incl. shortcuts for pedestrians
- Cycling streets
- Bicycle-highways
- Bicycle transport on trains and busses
- Bike & Ride facilities
- Expansion of green areas

²'Other' Examples include:

- Parking space limitations
- Differentiated/increased parking fees
- Controlled vehicular access systems
- Car free zones
- Increased taxes
- Narrowing of roads for private vehicles with allocation of more space for bus lines, bike-lanes, pedestrians, and green areas

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Practical measures for inspiration, adaptation and possible application in every city

Countries promoting cycling training and skill enhancement for children and/or adults:

67%



Countries with campaigns to promote cycling and/or walking as active modes of transport:

81%



Popular measures adopted by countries to integrate eco-driving into their transportation systems include:

Through eco-driving initiatives and awareness-raising campaigns



Education of new driving instructors



Mandatory/further education for professional drivers



Driving school education for private vehicle owners



Through legislative measures



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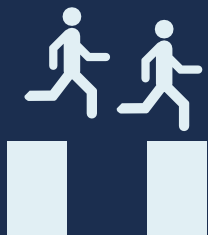
Overcoming obstacles for more inclusive mobility and transport

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



Barriers

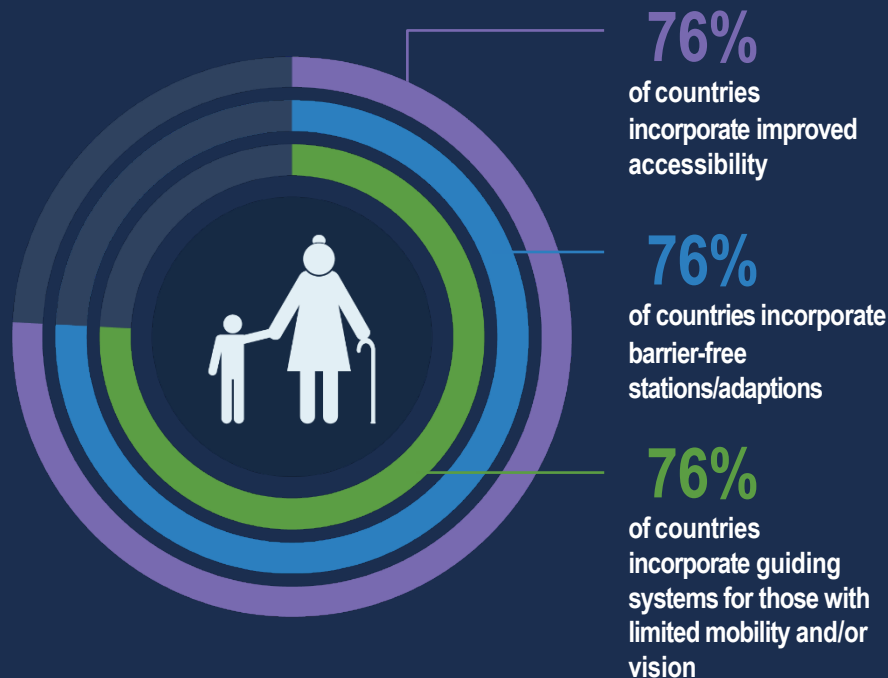
- Lack of awareness and awareness of sensitivities
- Lack of leadership and interest
- Lack of cooperation
- Lack of gender-disaggregated data on transportation patterns



Gaps

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

Country measures to address transport inequalities related to social groups and vulnerable populations include:



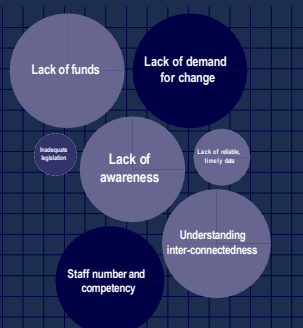
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Challenges and barriers towards healthier, greener and more sustainable transport and mobility

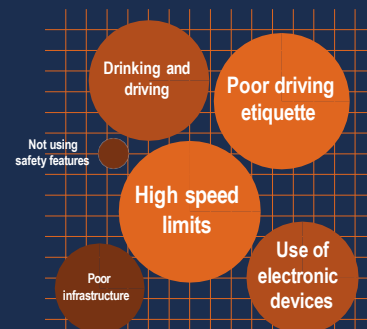


Transport-related

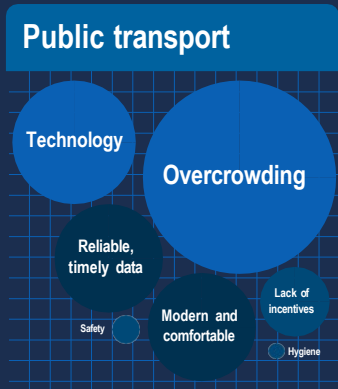
For example: Countries rated **air pollution** as the greatest transport-related challenge, while **lack of high-quality fuels** was the least concerning transport-related challenge.



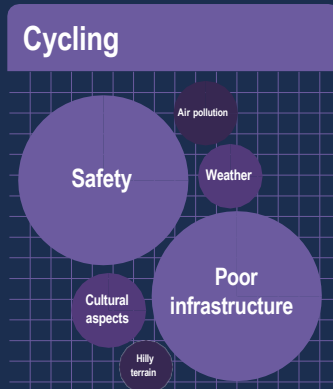
Barriers to healthier and sustainable transport



Road safety



Public transport



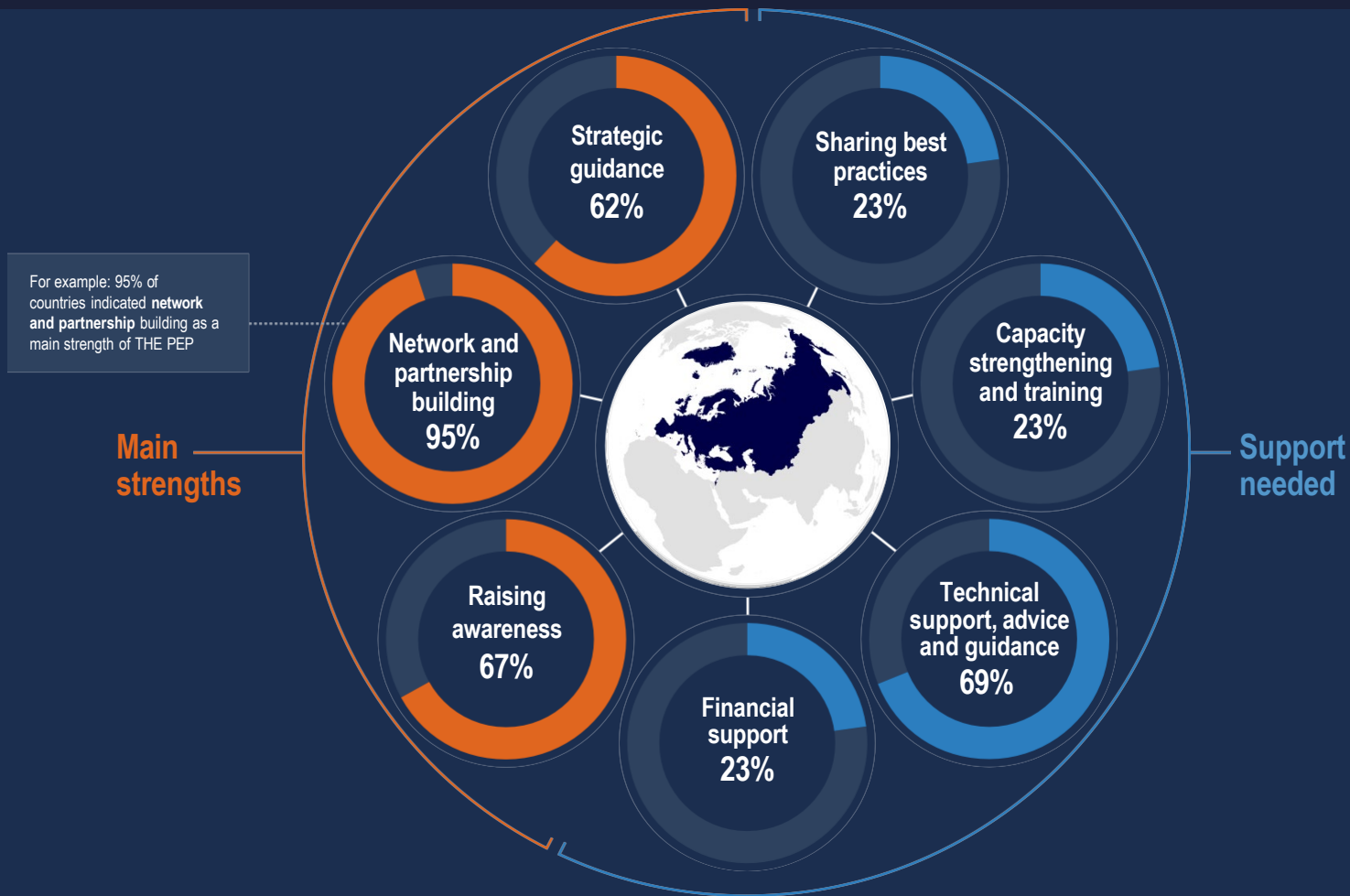
Cycling



Walking

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Main strengths of THE PEP and support needed from THE PEP



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