2023 Survey of the implementation of THE PEP: key findings

THE PEP survey collects country-specific data to:

1. assess the implementation of THE PEP at the national level;

2. encourage and assess the level of collaboration among the transport, health and environment sectors;

3. provide THE PEP secretariat with information on areas requiring additional support.

Respondents: 21 countries
Response rate: 38%

For additional information, see full report:
21 countries participated in 2023 THE PEP Survey

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

Respondents: 21 countries
Response rate: 38%
Supportive policy environment: a key to healthy and sustainable transport

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

- 90% of countries have policies/legislative acts supporting effective functioning and further development of public transport.
- 90% of countries have environmental standards and requirements for motor vehicles, including for manufacturing and import.
- 86% of countries have policies/legislative acts supporting the adequate integration of transport into spatial planning.
- 29% of countries have a National Transport Health and Environment Action Plan (NTHEAP).

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:

- 86% of countries have cycling and/or walking infrastructure included in land use, urban, regional and transport infrastructure planning.
- 57% of countries have cycling and/or walking integrated into health policies, including those tackling non-communicable diseases and obesity.
- 52% of countries officially recognize cycling as an active mode of transport.
- 24% of countries have a national walking plan/strategy/programme.
- 52% of countries have a national cycling plan/strategy/programme.

The results are based on the findings of the 2023 THE PEP survey report, in which 21 countries participated.
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 results are based on the findings of the 2023 THE PEP survey report, in which 21 countries participated.
Bringing together the transport, health and environment sectors

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

- **Transport**: 57% Satisfactory
- **Health**: 57% Satisfactory
- **Environment**: 57% Satisfactory

Other priorities:
- 86% of countries identify other priorities as a main issue.

Challenges for integrated policy making:
- **Other priorities**: 62% of countries identify lack of leadership as a main issue.
- **Lack of awareness**: 43% of countries identify lack of awareness as a main issue.
- **Lack of understanding**: 33% of countries identify lack of understanding as a main issue.
- **Lack of interest**: 14% of countries identify lack of interest as a main issue.

- **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.
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

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

**1 'Other' Examples include:**
- Pedestrian zones
- Integrated walking network incl. shortcuts for pedestrians
- Cycling streets
- Bicycle-highways
- Bicycle transport on trains and buses
- 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

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.

The results are based on the findings of the 2023 THE PEP survey report, in which 21 countries participated.
Popular measures adopted by countries to integrate eco-driving into their transportation systems include:

- Through eco-driving initiatives and awareness-raising campaigns (52% of countries)
- Education of new driving instructors (43% of countries)
- Mandatory/further education for professional drivers (43% of countries)
- Driving school education for private vehicle owners (33% of countries)
- Through legislative measures (24% of countries)

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%

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

- 76% of countries incorporate improved accessibility
- 76% of countries incorporate barrier-free stations/adaptions
- 76% of countries incorporate guiding systems for those with limited mobility and/or vision

The results are based on the findings of the 2023 THE PEP survey report, in which 21 countries participated.
Challenges and barriers towards healthier, greener and more sustainable transport and mobility

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.

The results are based on the findings of the 2023 THE PEP survey report, in which 21 countries participated.
Main strengths of THE PEP and support needed from THE PEP

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

For example: 95% of countries indicated network and partnership building as a main strength of THE PEP.