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Regional Office for Europe****High-level Meeting on Transport, Health
and Environment****Steering Committee of the Transport, Health
and Environment Pan-European Programme****Twentieth session**

Geneva, 17–19 October 2022

Item 5 (g) of the provisional agenda

**Implementation of the Transport, Health and Environment Pan-
European Programme: monitoring of the implementation of the
Transport, Health and Environment Pan-European Programme****Draft questionnaire to monitor the progress in the
implementation of the Transport, Health and Environment
Pan-European Programme****Submitted by the secretariat****Background and purpose**

1. 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.
2. 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.
3. 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 (ECE/AC.21/2021/2/Add.1–EUCHP2018924/4.3.2/Add.1), 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”.¹

4. At the fortieth meeting of THE PEP Bureau (Geneva (online), 23–24 June 2022), Bureau members decided that the questionnaire would be sent to the relevant ministries through permanent missions and to focal points, to raise the probability of completion and of coordinated replies. The replies were to be sent to the secretariat through THE PEP focal points of the lead ministries.

5. The aim of the questionnaire set out in the annex to the present document is to obtain country-specific data on the implementation of THE PEP. These data will be processed to help meet three main objectives:

(a) To assess how effectively THE PEP has been implemented at the national level;

(b) To encourage the transport, health and environment sectors to work together across institutional boundaries and better coordinate each sector’s policy and implementation actions;

(c) To provide THE PEP Steering Committee and the secretariat with clear direction on where more efforts and support to countries are needed.

6. The questionnaire consists of three 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.

7. The data received through the returned questionnaires will be consolidated and analysed by THE PEP secretariat and made available on THE PEP website.

¹ ECE/AC.21/2021/2/Add.1–EUCHP2018924/4.3.2/Add.1, para. 1.

Annex

Questionnaire

I. Instructions

The data requested in the present online 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”, an additional prompt appears, requesting that a URL/weblink to the action plan be provided:

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

If “No” is selected, an additional question with further “Yes” or “No” responses appear:

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:

Governance and coordination mechanisms

12. 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:

13. 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):

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

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

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

15. Is there a national Cycling Officer or coordinator?

- Yes
- No

If "Yes":

Please provide contact information for the responsible officer:

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

17. 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

18. 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):

19. 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):

20. 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):

21. 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.

22. 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:

23. 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.

24. 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):

25. 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):

26. 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):

27. 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):

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

- Yes
- No

If "Yes":

Please provide details:

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

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

- Yes
- No

If "Yes":

Please provide details:

31. 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):

32. 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):

33. 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):

34. 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.

35. 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):					
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

36. 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):					
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

37. 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):					
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

38. 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):					
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

39. 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="text"/>					

	<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"/>

40. 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"/>

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

- Yes
 No

If "No":

Please provide details on main challenges:

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.

42. 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):

43. What else can THE PEP do to better support member States in achieving THE PEP objectives:

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