Survey for the implementation of THE PEP
Introduction

- **THE PEP Survey:** A tool for monitoring of progress made by Member States at the national level toward the attainment of THE PEP Priority Goals

- Biannual submission provides essential information for reporting back on implementation of THE PEP

- In previous years, results were documented in a regional overview report and presented to the Steering committee in a PowerPoint presentation

- Communication around the results has the potential to reach a wide range of stakeholders on progress towards THE PEP objectives

- It is worth looking at how those results can be visualized and shared for greater engagement
THE PEP Pilot Survey: Process

Step 1
- Revised and updated the survey questions
  - Order of questions
  - Structure and type of question
  - Language and clarity
  - Encourage engagement and ensure ease of use

Step 2
- Internal user testing
  - Included creating 3-4 simple user personas for testing of the survey per audience type, as well as problem statements to assess potential user frustrations
  - Review and feedback revert cycles with the Secretariat WHO and UNECE
THE PEP Pilot Survey: Process

Step 3

- Defined the most appropriate online platform for the survey
  - Options considered: survey monkey, google forms, WHO's own internal survey tool
  - Selected: WHO DataForm

Step 4

- Piloting the online survey
  - Four countries participated: France, Republic of Moldova, Serbia, and Norway
  - Walkthrough video on instructions
  - Online survey link
  - Word document with survey questions
  - Feedback form
THE PEP Pilot Survey: Results

Online DataForm user issues:
- Re-opening the survey once submitted
- Difficulties around saving responses
- Session expirations
- Technical issues
- Way forward?
  - Word document

Feedback on the survey questions:
- Clarity
- Relevance
- All topics covered
- Takes too much time to complete
- A wide range of recommendations

“In the opened questions, how long are the answers to be given? 5 lines, 10 lines…”

“A specific item on air pollution is missing”

“Submitted the survey too early by a mistake and it would be helpful if there was a better solution for returning to fulfil the form”

“It is a long work (several days), it is necessary to target the interlocutors, to collect the answers, to make follow-ups, to make syntheses, to seek the sites…”

“Our recommendations would be to reduce the amount of questions and in addition consider the level of details and technical details.”
Example Data Visualisation

*Please note*: All of the following graphics are based on ‘fake data’
Policies and regulations: all countries (‘fake data’)

- Respondent countries
Policies and regulations: all countries (‘fake data’)

- NTHEAP
- Public transport
- Transport and spatial planning
- Application of holistic approaches
- National cycling plan
- National walking plan
- Official recognition of cycling
- Integration of cycling and/or walking into health policy
- Environmental standards for motor vehicles
- Regulations around types of fuels
- Integration of cycling and/or walking in land use and infrastructure planning
Policies and regulations: all countries (‘fake data’)

- NTHEAP
- Public transport
- Transport and spatial planning
- Application of holistic approaches
- National cycling plan
- National walking plan
- Official recognition of cycling
- Integration of cycling and/or walking into health policy
- Environmental standards for motor vehicles
- Regulations around types of fuels
- Integration of cycling and/or walking in land use and infrastructure planning

Does the country have the policy/regulation in place?
- Yes
- No
- Draft policy
- No response
Policies and regulations: all countries (‘fake data’)

Yes
No
Draft policy
No response

Policies and regulations: all countries ('fake data')
10 countries have a National Transport Health and Environment Action Plan (NTHEAP) or sustainable transport and mobility aspects integrated into any other policy documents.

2 countries have a national walking plan or walking integrated into any other policy and/or legislative measures at the national level.

14 countries have national cycling policies or cycling integrated into other policies and/or legislative measures at the national level.

18 countries have environmental standards and requirements for motor vehicles, including for manufacturing and import.

12 countries apply holistic methods to urban developments.

8 countries have cycling and walking integrated into health policies.
Example Data Visualisation

*Please note:* All of the following graphics are based on ‘fake data’
Country challenges for healthy, green and sustainable transport (‘fake data’)

Obstacles to public transport:

- Safety
- Reliability
- Hygiene
- Comfort
- Overcrowding
- Incentives
- Technology
- Other
Country challenges for healthy, green and sustainable transport (‘fake data’)
Country challenges for healthy, green and sustainable transport (‘fake data’)

- 28% of countries rated safety and reliability as the major obstacles to public transport.
Country challenges for healthy, green and sustainable transport ('fake data')

Transport-related:
- Congestion
- Noise
- Fuel quality
- Infrastructure
- Vulnerable populations
- Outdated vehicles

Public transport:
- Safety
- Reliability
- Overcrowding
- Incentives
- Other
- Hygiene
- Comfort

Safety:
- 28% of countries rated safety and reliability as the major obstacles to public transport

Greener, healthier sustainable transport:
- Safety features
- Speed limits
- Drinking etiquette

Walking:
- Safety
- Terrain
- Transport
- Public transport
- Air pollution
- Weather
- Cultural aspects

Cycling:
- Safety
- Weather
- Infrastructure
- Cultural aspects

Walking:
- 43% of countries rated safety as the biggest obstacle to walking

Cycling:
- 28% of countries rated weather conditions and safety as the major obstacles to cycling

THE PEP
Transport, Health and Environment Pan-European Programme
UNECE
European Region
Example Data Visualisation

*Please note:* All of the following graphics are based on ‘fake data’
Countries are taking action in the following areas: (‘fake data’)
Countries are taking action in the following areas: (‘fake data’)

**Incentives**
- 19 out of the 32 respondent countries have economic incentives to promote public transport

**Monitoring and data collection**
- 15 out of the 32 respondent countries are collecting data on cycling safety

**Campaigns**
- 12 out of the 32 respondent countries have on-going campaigns to promote cycling and walking as active modes of transport

**Intersectoral coordination**
- 25 out of the 32 respondent countries rated intersectoral coordination as satisfactory
Countries are taking action in the following areas:
Countries are taking action in the following areas: (‘fake data’)

**Incentives**
19 out of the 32 respondent countries have economic incentives to promote public transport.

For example, Germany’s attractive funding incentives for using alternatives to private vehicles such as micromobility, cargo bikes, taxis, and car sharing etc.

**Campaigns**
12 out of the 32 respondent countries have on-going campaigns to promote cycling and walking as active modes of transport.

For example, Sweden’s biannual social media campaign to inspire and motivate the youth to adopt more cycling and walking as modes of transport.

**Monitoring and data collection**
15 out of the 32 respondent countries are collecting data on cycling safety.

For example, Spain’s implementation of local level projects to obtain and monitor data on cycling and specifically cyclists’ safety.

**Intersectoral coordination**
25 out of the 32 respondent countries rated intersectoral coordination as satisfactory.

For example, Greece’s reported participation of the Ministry of Health, Ministry of Sustainable Development and Energy, and the Ministry of Transport, Innovation and Technology in completing THE PEP survey.
Example Data Visualisation

*Please note:* All of the following graphics are based on ‘fake data’
Country practical measures in the implementation of the Vienna Declaration

- Encourage Public Transport
- Discourage Private Vehicles
- Encourage Walking and Cycling
- Reducing Inequalities
- Improving Safety
- Integration of Eco-driving
Encourage Public Transport

- Providing dedicated bus lanes
- Expanding transport networks
- Improving passenger comfort
- Improving passenger safety
- Technological advancements
- Providing incentives
- Information campaigns
- Improving hygiene
Country practical measures in the implementation of the Vienna Declaration

**Encourage Public Transport**

- Providing dedicated bus lanes
- Expanding transport networks
- Improving passenger comfort
- Improving passenger safety
- Technological advancements
- Providing incentives
- Information campaigns
- Improving hygiene
Country practical measures in the implementation of the Vienna Declaration

**Encourage Public Transport**

- Providing dedicated bus lanes
- Expanding transport networks
- Improving passenger comfort
- Improving passenger safety
- Technological advancements
- Providing incentives
- Information campaigns
- Improving hygiene

Percentage (countries):

0 10 20 30 40 50 60 70 80 90 100
28% of countries rated safety and reliability as the major obstacles to public transport.

23% of countries rated weather conditions and safety as the major obstacles to cycling.

28% of countries rated weather conditions and safety as the major obstacles to walking.

28% of countries rated safety and reliability as the major obstacles to public transport.

23% of countries rated weather conditions and safety as the major obstacles to cycling.

28% of countries rated weather conditions and safety as the major obstacles to walking.

28% of countries rated safety and reliability as the major obstacles to public transport.

23% of countries rated weather conditions and safety as the major obstacles to cycling.

28% of countries rated weather conditions and safety as the major obstacles to walking.

28% of countries rated safety and reliability as the major obstacles to public transport.

23% of countries rated weather conditions and safety as the major obstacles to cycling.

28% of countries rated weather conditions and safety as the major obstacles to walking.

28% of countries rated safety and reliability as the major obstacles to public transport.

23% of countries rated weather conditions and safety as the major obstacles to cycling.

28% of countries rated weather conditions and safety as the major obstacles to walking.

28% of countries rated safety and reliability as the major obstacles to public transport.

23% of countries rated weather conditions and safety as the major obstacles to cycling.

28% of countries rated weather conditions and safety as the major obstacles to walking.

28% of countries rated safety and reliability as the major obstacles to public transport.

23% of countries rated weather conditions and safety as the major obstacles to cycling.

28% of countries rated weather conditions and safety as the major obstacles to walking.

Incentives

19 out of the 32 respondent countries have economic incentives to promote public transport.

For example, Germany’s attractive funding incentives for using alternatives to private vehicles such as car sharing, car clubs, taxis, and car sharing etc.

Campaigns

12 out of the 32 respondent countries have ongoing campaigns to promote cycling and walking as active modes of transport.

For example, Sweden’s biannual social media campaign to inspire and motivate the south to adopt more cycling and walking as modes of transport.

Intersectoral coordination

25 out of the 32 respondent countries rated intersectoral coordination as satisfactory.

For example, Greece’s reported participation of the Ministry of Health, Ministry of Sustainable Development and Energy, and the Ministry of Transport, Innovation and Technology in completing ‘THE PEP’ survey.

Monitoring and data collection

15 out of the 32 respondent countries are collecting data on cycling safety.

For example, Spain’s implementation of local level projects to establish and monitor data on cycling and specifically cyclist’ safety.

THE PEP
Transport, Health and Environment Pan-European Programme

UNECE World Health Organization
European Region
THANK YOU

tom@lushomo.net