



# Feedback on Strategy from THE PEP Partnership Meetings

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# Context



## THE PEP Partnership on Active Mobility

- Venues : Rotterdam, The Hague, Utrecht
- 23rd – 25th January 2023

## THE PEP Partnership on Sustainable Tourism Mobility

- Venues : Utrecht, The Hague
- 25th and 26th January 2023

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# Questions asked



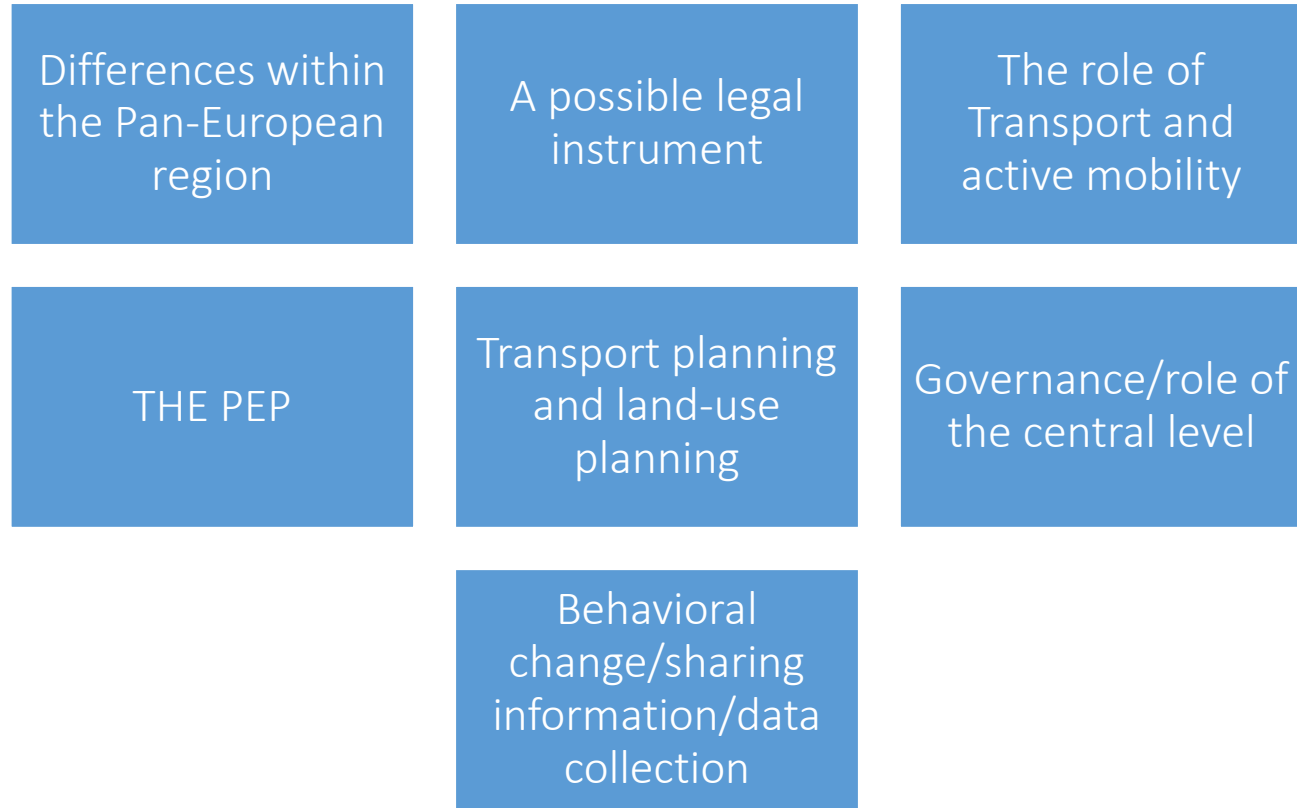
- How can the strategy best **support the political objectives and commitments of the Vienna Declaration** in the field of Active Mobility on national level and on pan European level? How do you see the **role** of active mobility in the future of transport?
- What are the main problem areas and obstacles as well as concrete solutions and measures (technical, financial, planning, infrastructural etc.) for promotion of Active Mobility for implementation of commitments in the Vienna Declaration also of the Pan European Masterplan on Cycling Promotion.
- What facilitating procedures and programmes (cooperations, projects, financial, planning, standards, infrastructure etc.) to implement these commitments are most important nationally and internationally?
- What is the added value of potential legal instruments to promote cycling and walking in Europe and what legal instruments (new ones e.g. Framework Convention ? Active Mobility Convention ? amendments of existing ones e.g. Vienna Convention, TENs etc. ?) to promote Cycling and Walking in Europe could be identified?
- How would you like to be involved in the development of the strategy (for instance, by commenting individually on the draft, by sending a representative at the meetings of the working group etc.)?

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# Categories Identified



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# Differences within the Pan-European Region



- Countries in the region are different. Strategy could be a way to find a means to support the countries and improve their level when it comes to active mobility.
- A sub-regional approach could function to promote regional activities more tailored to local needs.

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# A possible legal instrument



- A legal instruments could make the objectives of the Vienna Declaration binding for member States.
- Many conventions, including the Vienna Convention on Road Signs and Signals, are not implemented.
- If we identified where the bottleneck is (related to Active mobility), we could create a legal instrument addressing it.
- A legally binding instrument could support in fixing the results of experimentation.
- The Vienna Convention on road traffic could be amended to change the legal position of pedestrians.
  - A lot of pedestrians are overlooked in the computation of road incidents. More knowledge of traffic injuries is needed. The position of pedestrians on the pavement.

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# The role of transport and active mobility



- Transport is the sector that is constantly contributing to CO2 emissions since the '90s. Active mobility is supporting the reduction of CO2 emissions. Changing the vehicle fleet to electric cars won't be enough.
- Active mobility is also supporting health. Preventing deaths could be also considered as economic savings from the health sector.
- Getting active mobility higher up in the financing agenda should be a priority.
- The energy crisis is another point to insist in for the effects of active mobility. Electric cars need more energy to move than ordinary cars because they are heavier.
- According to one country, the future is pedestrian.

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- Transport, health and environment sectors together are an advantage.
- The work under the expert group on infrastructure module should be part of the strategy.
- THE PEP could be promoted at national level.
  - There could be a national leading group coordinating the activities under THE PEP in the country.

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# Transport planning and land-use planning



- Land-use planning, housing and enforce multimodality, especially for rural areas is also important.
- Also, it is important to have cities have their voice heard.
- Maybe, there are financing mechanisms that do not function because they are not directed to the right places (departments)?
  - There should be an integrated approach and build capacities in cities, for instance also in building infrastructure.

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# Governance/role of the central level



- Governance at different level and their different competences should be included in the strategy.
- Walking infrastructure is not as expensive as cycling one, for instance.
  - At the same time, it needs to be tackled and in each country the competences are different. They must decide which authority is leading.
- There is currently a bigger influx of funding for active mobility, but the beneficiaries do not always know how to use such funds and to absorb them.
  - For instance, not all local authorities know how to develop cycling infrastructure.
  - Skills development framework → how education can shape the urban mobility of tomorrow, especially active mobility.
  - The central level should support joint learning (for instance, on the use of funds, on the creation of infrastructure etc.).
- The government should provide funds to ensure that cities develop cycling and walking infrastructure whenever new housing is created.
- Serbia benefitted from the support of France in creating their NTHEAP → sharing information also among countries.

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# Behavioural change/sharing information/data collection (1)



- Need for support for not thinking in silos, rather sharing information, also within local authorities.
- It is important to convert the effects of policies on active mobility in money saved.
- Need for an economic/educational framework to inform local authorities of positive impacts of active mobility on the economy.
- A solution could be emphasizing the examples of quick wins.
- Allow experimenting new solutions that could then become from temporary to permanent.
  - Support the public in the transition. Consultation and information of the public allows for quicker change.
- Public participation is important as it increases support nationally.

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## Behavioural change/sharing information/data collection (2)



- The several strategies aiming at reducing car use by 2030, for instance, can be a problem for more deprived households.
  - This aspect should be addressed in the strategy to reduce inequalities.
- Different users have different requirements. (gender, age, disability).
- Need for EVIDENCE-based impact figures to convince policy-makers.
- Uniformed criteria for data collection would support the national level in collecting data.
- Data should be shared easily among institutions and authorities in one same country.

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**Thank you for your attention.**

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