

ECF Survey – European Parliament elections May 2014



Final version 140303: Survey questions

Intro on website/ Email to MEP Candidates

Dear Member of European Parliament candidate,

Welcome to the ECF European Parliament 2014 election survey!

Cycling has seen a true comeback over the past 10 years in Europe. 250 million Europeans are already cycling – 61 million every day and a further 86 million a few times a week.

We invite you to answer this short survey which focuses on 10 key issues related to cycling policy at the European level. This is a unique opportunity for you to build a relationship with the cycling community.

The survey should take no more than 5 -10 minutes to complete. We will close the survey May 4th. ECF will publish the individual results before the elections in the week of May 5 - 9, giving you a maximum of visibility towards your electorate.

Thank you for participating!

Manfred Neun
ECF President

No	Question	ECF position
A	How often do you cycle? - At least once a day - A few times a week - A few times a month or less - Never - Don't know	
B	ECF has the stated objective of doubling cycling to a 15 % mode share in Europe by 2020. Do you support this? Yes/ No/ Don't know	<i>In 2010, 7.4 % of the European population used the bicycle as their preferred means of transportation. The ECF 'Charter of Brussels', signed by more than 60 cities in 2009, calls for a doubling of cycling by 2020.</i>

No	Question	ECF position
1	<p>The EU should dedicate a significant amount of the transport budget to cycling-related projects. Do you agree?</p> <p>Yes/ No/ Don't know</p>	<p><i>Better provisions for cycling will encourage more people to cycle more often. ECF therefore believes that 10% of all transport budgets should be earmarked for cycling. In the EU, this would translate into €6bn of investments for cycle projects for the period 2014 - 2019. During the previous EU Financial period (2007 – 2013), approximately €600 million (i.e. 0.7 % of EU co-funding) was earmarked for cycling infrastructure from its €82 billion fund for transport infrastructure.</i></p>
2	<p>The EU should provide the necessary resources for the central coordination of EuroVelo, the European cycle route network, in order to contribute to its timely completion by 2020. Do you agree?</p> <p>Yes/ No/ Don't know</p>	<p><i>EuroVelo, the European cycle route network, is a network of 14 long-distance cycle routes that connect the entire continent. EuroVelo is coordinated on the European level by ECF with a network of National EuroVelo Coordination Centres organising the realisation of the routes at a national level. These organisations are working together to complete the network by 2020. Europe's contribution to that should be the earmarking of TEN-T funds for building EuroVelo infrastructure and by providing financial and technical assistance for the coordination and promotion of the network on the European level.</i></p>
3	<p>Do you support making motorised vehicles safer for pedestrians and cyclists? Do you agree?</p> <p>Yes/ No/ Don't know</p>	<p><i>About half of all fatal accidents in urban areas involve pedestrians and cyclists. As speeding and collisions with motor vehicles are the main killers, action should be urgently taken to improve safety. Intelligent Speed Assistance has proven to be an effective and very cost-efficient tool in enforcing speed limits. Due to the brick shape of the lorry cabin and the high position of the driver, large blind spots occur around the cabin. A change in European law should require lorry makers to develop better cabin designs.</i></p>
4	<p>The EU should recommend that Member States change their fiscal policies so that cycling has a level playing-field with other transport modes particularly for commuting travel.</p>	<p><i>Congestion is one of the main challenges for Europe's transport system, in particular during peak hours. Many national fiscal regimes give unsustainable transport incentives such as making the provision and use of company cars to employees very attractive. As a result, company cars account for roughly 50 % of all new car sales in the EU. Member States should be</i></p>

	<p>Do you agree?</p> <p>Yes/ No/ Don't know</p>	<p><i>encouraged by the EU to introduce fiscal measures to incentivise cycling or remove barriers for cycling for home-work travel.</i></p>
5	<p>The EU should raise air quality standards to meet the stricter WHO guidelines.</p> <p>Do you agree?</p> <p>Yes/ No/ Don't know</p>	<p><i>Air pollution caused over 400,000 premature deaths in 2010. 90 % of inhabitants are exposed to one of the most damaging air pollutants at levels deemed harmful to health by the WHO. ECF wants the EU to strengthen its ambient air limits by aligning the Ambient Air Quality directive (AAQD) with the WHO guidelines. In order to improve air quality, cycling must be prioritised over individual motorised transportation. Motor vehicles driving in urban settings – powered two- and three wheelers, cars, vans, trucks – also have to become cleaner.</i></p>
6	<p>The EU should recommend Member States to integrate the benefits of daily cycling into health policy and integrate the health dimension into transport appraisal.</p> <p>Do you agree?</p> <p>Yes/ No/ Don't know</p>	<p><i>Transport and public health are intricately linked. Lack of physical activity is the greatest risk for major lifestyle diseases and the most important cost driver for European health care systems. Active mobility can reduce these costs considerably as prevention is much cheaper than treatment. Similar, cost-benefit analysis in transport appraisal has shown that investing in cycling delivers higher benefit-cost ratios than investing in individual motorised transport, mainly due to the health benefits of cycling. As a consequence, the EU should recommend that Member States include the benefits of cycling in health policy and to integrate the health dimension in transport appraisal. If transport infrastructure is built with EU money, the health dimension must be integrated.</i></p>
7	<p>The EU should mandate Member States to fully integrate cycling into the transport system.</p> <p>Do you agree?</p> <p>Yes/ No/ Don't know</p>	<p><i>Access to mobility rather than owning a private car will become the default solution in 21st century sharing economy. Cycling must be a full partner in this. If the EU is to fund the development of multi-modal journey planners, information about bicycle networks, access to bike-sharing schemes and bike parking has to be integrated. Likewise, bike-sharing schemes should be a full part of integrated ticketing schemes. On long-distance train journeys, the carriage of complete bicycles should be allowed on all services, amending Regulation EC 1371/2007 on passenger rights' and obligations accordingly.</i></p>
8	<p>Do you support the mandatory collection of data on cycle use at the national and European level?</p>	<p><i>Data is politics. Most importantly, they are being used to justify decisions on what investments in transport infrastructure are to be made. While some Member States collect very good data on cycle use at the</i></p>

	Yes/ No/ Don't know	<i>national level, others do not. As a consequence, Eurostat does not publish any data on cycle use either. In order to get good data on actual cycling behaviour, ECF recommends the Commission to convene expert groups and expert evaluation to come up with a package of measures for cycle use. Based on the recommendations, the EU and Member States should be required to collect data on cycle use.</i>
9	ECF supports the adoption of a European Master Plan for the promotion of cycling by 2019. Are you in favour? Yes/ No/ Don't know	<i>Cycling relates to a whole range of European policy fields. This calls for a horizontal integration to overcome the current piecemeal approach by the different Commission Directorate Generals. 11 EU Member States have a current national strategy on cycling in place, defining objectives, tools and likely outputs, but also giving a strong signal to all other authorities at local and regional policy that cycling matters. The European Commission should follow the national example and develop and publish a European Master Plan on the promotion of cycling at the latest by 2019.</i>
10	The EU should set an ambitious transport modal split target for 2030 at the latest. Do you agree? Yes/ No/ Don't know	<i>The EU has set itself very concrete targets on many policy issues, including on transport and urban mobility. For example, the Commission wants to phase out the use of 'conventionally-fuelled' cars in cities by 2050; and achieve essentially CO2-free city logistics in major urban centres by 2030. While ECF welcomes the urban mobility targets, we think it is crucial to add to it a transport modal split target as a meaningful supplement. If today's 'conventionally-fuelled' cars in cities will be simply replaced by non-conventionally fuelled cars, e.g. e-cars, nothing will be gained in improving the quality of public space in urban areas, in solving the lack of inner-city parking facilities or in increasing physical activity of EU citizens. At least 6 EU Member States have set specific targets on cycle use.</i>
11	Do you have any additional recommendations? We are happy to receive your comments and suggestions.	

Personal questions: Part 2

No	Question	Drop down box
C	First Name and Surname	

D	Email address	
E	Where is your constituency located (country)?	
F	What political party do you belong to?	
G	ECF will be initiating the creation of a 'Cycling Mobility Forum' in Brussels. Would you like to hear more about it from us? Yes/ No/ Don't know	<i>The European Cyclists' Federation wants to initiate the creation of a 'Cycling Mobility Forum' during European Mobility Week 2014 in order to bring political decision-makers together from inside and outside the European institutions and facilitate discussions about cycling policy.</i>

After the survey: Thank you for participating!