

ECF European Parliament Election Campaign 2019 Survey and Pledge

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Cycling can make a dramatic contribution to how European cities and regions develop in the future. The good news is: the potential for growing cycling is huge. With a 27 % mode share for cycling, the Dutch cycle four times more than the average European. If we managed to unlock this potential and replicate this across the continent, we'd clean up the air, decarbonise transport, get millions more people to be physically active – and create hundreds of thousands of new jobs. ECF, with the contributions of over 1000 individuals and stakeholder organisations, has put together the 'EU cycling strategy' (EUCS); resulting from a systematic review of all policy areas that the EU has competency over, the EUCS sets out how the EU could act to encourage cycling.

The European Parliament in the past has often been a strong advocate for cycling. For instance, during 2018, the Parliament voted to require 8 dedicated bicycle spaces on every new and refurbished train in Europe. To capitalise on this, ECF and our member organisations posed the following questions to MEP candidates from every EU Member State in their national language, asking them what they think about 5 pertinent cycling policy issues currently being discussed by the EU institutions. We also asked them to sign the *Cycling for All* pledge.

The *Cycling for All* pledge:

"I pledge to support the cause of cycling during the 2019 - 2024 European Parliamentary term, with the objective of increasing the number of people cycling, promoting cycle-tourism and improving road conditions for people cycling, in terms of safety, infrastructure, accessibility and user experience."

The Survey

Q1 Do you think the EU should set an objective to increase the number of trips made by bicycle?

The EU currently has no set aim to increase cycling levels and has not yet made significant progress on developing an EU cycling strategy. This is despite calls from national ministers, the European Parliament and the Committee of the Regions, for modal shift objectives and a coherent European level framework to support cycling.

- a) Yes, the EU should set the objective of growing cycle use by 50 % by 2030.
- b) Yes, the EU should set the objective of growing cycle use by 100 % by 2030.
- c) The EU should commit to increase cycle use without setting an objective.
- d) No, the EU should not commit to modal shift at all.
- e) I don't know.

Q2 Should the EU make Intelligent Speed Assistance (ISA) mandatory in all new motor vehicles so that they are as safe as possible for people walking and cycling?

ISA is a technology already installed in many high end cars that helps drivers stay below the speed limit. The vehicle uses GPS tracking or camera sensing technologies to know what the speed limit on the road is. Research suggests ISA could reduce all road fatalities by either 21 % or 46 % per year, dependent on the type of ISA mandated. This is greater than reductions after laws mandating seatbelts were introduced.

- a) Yes, but the ISA system should be limited to providing feedback to the driver through the accelerator pedal as the car approaches the speed limit.
- b) Yes, a full ISA system which restricts the speed of the car to the speed limit.
- c) No, a speed limit information system that provides a warning for the driver that they are traveling above the speed limit is good enough.
- d) No, it is not important to deploy this technology in all motor vehicles.
- e) I don't know.

Q3 Should the EU invest a higher share of its transport budget on cycling projects during the next Multiannual Financial Framework (2021 – 2027)? Spending will be roughly 1.5 % between 2014 and 2020.

Dropdown: 8 % of people cycle as their most common form of transport in the EU, yet only 1.5% of the 100bn EU transport budget is invested in cycling projects.

- a) No, 1.5 % is about right.
- b) Yes, 3 %.
- c) Yes, at least 10 %.
- d) No, the EU should invest less in cycling.
- e) I don't know.

Q4 Should the EU have quality standards/guidelines for cycling infrastructure?

Dropdown: The EU currently does not have common quality standards for cycling infrastructure. Some Member States do not have adequate regulations for cycling infrastructure, regarding width, visibility, signage and other metrics. One of the consequences is that significant amounts of EU funding is spent on infrastructure that is not safe for use, (e.g. with no visibility between cyclists and drivers on crossings) or creates new barriers to cycling (e.g. a motorway disrupting the continuity of a cycle route connecting suburbs with the city centre).

- a) Yes, obligatory for all new transport infrastructure across the EU.
- b) Yes, but obligatory only for new EU-funded transport infrastructure.
- c) Yes, but as non-binding guidelines.
- d) No, Member States know how to design good cycling infrastructure.
- e) I don't know.

Q5 Should electrically assisted bicycles be classified as equal to conventional bicycles or seen as motor vehicles?

Dropdown: More than 95 % of all electric assisted bicycles sold in Europe are of the Pedelec-25 type (Electric assisted bicycles, providing a maximum of 250 watt power support, up to 25km/h only when pedalling). Currently, Member States treat them as conventional bicycles. Motor vehicles are required to have liability insurance, a licence and to register their vehicle. Requiring this of Pedelec-25 bicycles would have a large negative effect on the number of people cycling.

- a) The Pedelec-25 should be treated like a conventional bicycle.
- b) The Pedelec-25 has a support motor and should therefore be classified as a motorised vehicle.
- c) I don't know.

Personal questions:

QA How often do you cycle?

- a) At least once a day.
- b) A few times a week.
- c) A few times a month or less often.
- d) Never.
- e) I don't know.

Dropdown: This is the same question posed by the 2013 Eurobarometer 406. This survey found that 12% of EU citizens used a bicycle at least once a day.

QB Would you cycle more often if conditions were safer and more convenient?

- a) Yes, a lot more.
- b) Yes, a little more.
- c) No.
- d) I don't know.

QC Would you support the formation of a parliamentary group on cycling in the next European Parliament?

Dropdown: ECF worked closely with many MEPs in the previous parliamentary term and the organisation of an informal grouping to work on cycling related topics in the 2019 – 2024 term was highlighted to us as of high value to MEPs. This group would collate the efforts of MEPs, promoting a wider alliance around cycling and the salience of cycling within the parliament.

- a) Yes
- b) No
- c) I want more information